

**EAST RENFREWSHIRE COUNCIL**

**17 DECEMBER 2014**

**AGENDA ITEM No.18**

**LOCAL DEVELOPMENT PLAN – SUPPLEMENTARY PLANNING  
GUIDANCE**

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EAST RENFREWSHIRE COUNCIL17 December 2014Report by Director of EnvironmentLOCAL DEVELOPMENT PLAN (SUPPLEMENTARY PLANNING GUIDANCE)**PURPOSE OF REPORT**

1. The purpose of this report is to ask the Council to approve Proposed Local Development Plan Supplementary Planning Guidance for publication and consultation. Four Supplementary Planning Guidance documents have been prepared for Council approval.

**RECOMMENDATIONS**

2. It is recommended that the Council:
- (a) Approves the following Supplementary Planning Guidance for formal publication and consultation:
    - Barrhead North Master Plan;
    - Residential Street Design;
    - Neilston Infill Development Strategy;
    - Dams to Darnley Country Park; and
  - (b) Delegates to the Director of Environment to approve any minor inconsequential changes to the guidance prior to their publication for consultation.

**BACKGROUND AND REPORT**

3. Section 22 of the Planning etc. (Scotland) Act 2006 makes provision for the preparation of Supplementary Planning Guidance (SPG) in connection with a Local Development Plan (LDP). Supplementary Planning Guidance can be prepared and adopted alongside the Proposed Local Development Plan or subsequently. When adopted, it will form a statutory part of the Local Development Plan.

4. The purpose of Supplementary Planning Guidance is to provide detailed guidance on Local Development Plan Policies and Proposals including Master Plans and Settlement Strategies. Supplementary Planning Guidance sits apart from the Local Development Plan (LDP) and allows the LDP to focus on providing a vision, spatial strategy and other key policies and proposals which set the framework for the growth and development of East Renfrewshire up to 2025 and beyond.

5. Supplementary Planning Guidance provides context and detail and is an important tool in the Development Management process. Paragraphs 6 to 26 below provide detail of the four proposed SPG's, with the SPG's themselves contained within the appendices to this report.

### **Barrhead North Master Plan Supplementary Planning Guidance**

6. Barrhead North Strategic Development Opportunity is one of 3 Strategic Development Opportunities identified within the Proposed LDP for which master plans are to be prepared as Supplementary Planning Guidance.

7. The purpose of the master plan is to guide development, set out development obligations and to explain how development can be delivered.

8. Development Frameworks for all 3 Strategic Development Opportunities were approved by Council in January 2014 with master plans for Maidenhill and Barrhead South approved by Council for consultation September 2014. Consultation on these master plans closed on 21<sup>st</sup> November 2014.

9. The Barrhead North master plan (attached as Appendix 1) area, as set out under Policy 'M3: Strategic Development opportunity – Shanks/Glasgow Road Barrhead' of the Proposed LDP includes three important sites in Barrhead. These are Glasgow Road Corridor, Shanks Park and Grahamston Road/Blackbyres Road.

10. The main objective of the master plan is to bring the sites back into a viable use, reuse Brownfield land eradicating the past legacy of industrial use and see the areas transformed. Development of this area of Barrhead has been a long standing aspiration of the Council and forms a fundamental part of the Council's development vision and strategy within the Proposed LDP to deliver Sustainable Economic Growth.

11. The master plan has been prepared as a collaborative document led by the Council with input from land owners and developers. A community consultation event, Barrhead Future, was held on the 30 April 2014 with details of the Development Framework illustrated for discussion and comment. The Council also established a Citizenspace on-line consultation regarding the proposals for wider community feedback in August 2014.

12. The SPG sets out the master planning principles which should be followed at the more detailed design stage nearer to the point of securing planning permission.

13. The key features which will be delivered through the Barrhead North master plan include:

- Approximately 450 new homes including affordable housing to provide a mix of house types and tenures that addresses local housing need in Barrhead;
- Effective deliverable employment and mixed use opportunities;
- Retail capacity for potential neighbourhood centre including foodstore at Glasgow Road;
- New connections to the existing footpath network and streets, encouraging travel and movement between new and existing communities;
- An integrated green network strategy across all sites and to the wider area; and
- Vacant and Derelict Brownfield sites brought back into productive use.

### **Residential Street Design Supplementary Planning Guidance**

14. The Residential Street Design SPG (attached as Appendix 2) expands on Proposed Local Development Plan Policy 'D1: Detailed Guidance for All Development'. It gives guidance on the design and layout for residential developments of 10 or more houses and sets out a process for collaborative working between developers and the Council's Planning and Roads Services.

15. The SPG document follows on from the Scottish Government's planning policy statement 'Designing Streets' published in 2010. Designing Streets sets out the requirement for the design of streets to be focused on site specific features and place-making as opposed to an approach where streets are designed around vehicle movement. Designing streets also sets out a process for the parallel working on Planning Applications and Roads Construction Consent.

16. The SPG puts forward locally based guidance and process applicable to the East Renfrewshire Council area. In particular, the document sets guidance applicable to the type and form of residential development coming forward in the Council area and sets a process which is aligned to the Council's working practices.

17. The SPG will supplement the guidance available for the larger master planned land release sites within the Proposed LDP and will also act as a design guide for the smaller land release and Brownfield sites which do not have the benefit of individual master plans.

### **Neilston Infill Development Strategy Supplementary Planning Guidance**

18. Policy 'M8: Neilston Village Regeneration' of the Proposed LDP and associated proposals are designed to establish a sustainable and economically viable long-term vision and settlement strategy for Neilston. The main themes outlined within section 1 of Policy M8 form the basis of the Infill Development Strategy SPG for the village (Appendix 3).

19. In 2009, a Town Charter which outlined a 20-year vision for the village was developed. In order to take forward the aspirations of the Town Charter, a Scottish Government funded Charrette was undertaken involving local residents and groups, Neilston Development Trust, Neilston Community Council, Council Services, other key stakeholders and led by independent consultants. The Infill Development Strategy SPG document builds upon this previous work.

20. The SPG addresses a variety of matters including identifying opportunities for development such as small infill housing sites that will assist in meeting local housing needs across all tenures; streetscape and frontage improvements; greenspace enhancements at Kingston Playing Fields and Cowdenhall; and transport and traffic movement including accessibility throughout the settlement and linkages to its rural hinterland.

21. The SPG process allows sites of an appropriate scale to be identified commensurate with the character and amenity of the village.

### **Dams to Darnley Country Park Supplementary Planning Guidance**

22. Since 2004 East Renfrewshire and Glasgow City Councils have worked in partnership to develop and manage Dams to Darnley Country Park. The Country Park sits in the green space separating Barrhead, Darnley and Newton Mearns.

23. Despite progress, Country Park facilities are limited. There are no visitor facilities, toilets or indoor education or volunteer space. In addition, access remains problematic. Key walking and cycling links are absent, public transport choices are limited and car parking options are restricted within the heart of the Country Park.

24. Support for improving and enhancing the Dams to Darnley Country Park is established within the Proposed LDP via Policy M2 M77 Strategic Development Opportunity. The M77 area has been subject to a comprehensive master planning process associated with two Strategic Development Opportunity locations at Barrhead South and Maidenhill, Newton Mearns, as referred to under Para 8 above. A key objective of both master plans is to secure development contributions to assist with improving facilities and access to and within the Park. Funding secured via City Deal will also facilitate significant improvements to the Park.

25. The eastern parcel of land within the Barrhead South master plan, known as Lyoncross, falls within the Country Park. This site is subject of an unresolved representation from Glasgow City Council who seek its removal from the master plan and LDP based upon the environmental impact upon the Country Park. This representation is currently subject to consideration by the Reporter at LDP Examination. The Council recognises the sensitivity of this site and through design and enhanced landscaping seeks to mitigate any impacts through the master plan process.

26. The SPG (Appendix 4) aims to identify the priority enhancements that the Council wishes to support in order for the Country Park to realise its full potential as a visitor and community facility, including new Visitor Centre, car parking, improvements to Aurs Road and new Water Sports Facilities including a Wake Park (a relatively new and popular concept involving wakeboarding and outdoor adventure activity in and around water). Cable wakeboarding specifically is the worlds fastest growing watersport and involves an overhead cable and is similar to snowboarding but on water.

### **Strategic Environmental Assessment**

27. A Strategic Environmental Assessment has been carried out in parallel with the preparation of the Dams to Darnley SPG. The assessment process has guided and influenced the preparation of this guidance and the proposals contained within it (Appendix 5).

28. For the other SPGs, an SEA was undertaken at Proposed LDP stage and has influenced those documents.

### **FINANCE AND EFFICIENCY**

29. There are no finance or efficiency matters arising from this report.

### **CONSULTATION**

30. The Planning etc. (Scotland) Act 2006 sets out specific requirements in relation to publicity and consultation of Supplementary Planning Guidance. It is intended that the Supplementary Planning Guidance documents will be issued for a 6 week consultation commencing early in 2015.

31. All the SPG documents have been subject to consultation with external agencies and statutory consultees and Council Departments.

## **PARTNERSHIP WORKING**

32. As described within this report, the SPG preparation is and will continue to be the subject of ongoing consultation with a wide range of stakeholders.

## **IMPLICATIONS OF THE PROPOSALS**

33. If the Council approves these SPGs for formal public consultation, there will be an ongoing resource requirement for staff within Economic Development and Planning. There are no other new staffing, property, IT, sustainability or equalities issues at this point in time.

## **CONCLUSIONS**

34. Supplementary Planning Guidance forms an important and statutory part of the Proposed Local Development Plan and provides an opportunity for the Council to provide detailed guidance on key matters that shape and influence the growth and change of East Renfrewshire up to 2025 and beyond.

35. The SPGs provide detailed guidance on the delivery of the housing and economic requirements in Barrhead and Neilston, provide improved access and visitor facilities at the Country Park and provide the criteria for influencing the design of residential proposals identified within the Proposed Local Development Plan. They will also provide a mechanism, through development contributions, for delivering infrastructure.

36. The LDP is on schedule to be adopted by Spring 2015, subject to a positive and prompt outcome from Scottish Government's Directorate for Planning and Environmental Appeals, currently expected early 2015.

37. The documents will be formally adopted as SPG alongside Adoption of the LDP.

## **RECOMMENDATIONS**

38. It is recommended that the Council:

- (a) Approves the following Supplementary Planning Guidance for formal publication and consultation:

Barrhead North Master Plan;  
Residential Street Design;  
Neilston Infill Development Strategy;  
Dams to Darnley Country Park; and

- (b) Delegates to the Director of Environment to approve any minor inconsequential changes to the guidance prior to their publication for consultation.

Director of Environment

Further information can be obtained from: Iain MacLean, Head of Environment on 0141 577 3720 or [iain.maclea@eastrenfrewshire.gov.uk](mailto:iain.maclea@eastrenfrewshire.gov.uk)

December 2014

**KEY WORDS:** A report seeking approval of the Supplementary Planning Guidance. Planning, Masterplans, Barrhead, Neilston, Dams to Darnley, Designing Streets, Supplementary, Planning, Guidance.

**APPENDICES:**

Appendix 1: Barrhead North Master plan Supplementary Planning Guidance

Appendix 2: Residential Street Design Supplementary Planning Guidance

Appendix 3: Neilston Infill Development Strategy Supplementary Planning Guidance

Appendix 4: Dams to Darnley Country Park Supplementary Planning Guidance

Appendix 5: Dams to Darnley Country Park Supplementary Planning Guidance: SEA



**Proposed Supplementary Planning Guidance:  
Barrhead North Masterplan - November 2014**





# Barrhead North Supplementary Planning Guidance

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## PART 1:

# INTRODUCTION AND CONTEXT

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## INTRODUCTION

On 12 December 2012, East Renfrewshire Council approved its proposed Local Development Plan (LDP) for consultation. Barrhead North Strategic Development Opportunity is one of 3 Strategic Development Opportunities identified within the LDP for which master plans are to be prepared as Supplementary Planning Guidance.

The Barrhead North master plan area, as set out under Policy M3 of East Renfrewshire Council's proposed Local Development Plan (LDP), includes three important sites in Barrhead, known as Glasgow Road Corridor, Shanks Park and Grahamston Road/Blackbyres Road ('Bunzl'). 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 area is a fundamental part of the Council's development vision and strategy within the LDP strategy.

The first stage in the preparation of the master plan was the approval of the Barrhead North Development Frameworks by Council in January 2014. The Barrhead North Development Framework was a collaborative document led by the Council with input from land owners and developers that sets out the development principles for Barrhead North.

This SPG sets out the masterplanning principles which should be followed at the more detailed design stage and reflected in applications for planning permission.

This Supplementary Planning Guidance (SPG) has been prepared under Section 22 of the Town and Country Planning (Scotland) Act 1997 as amended by the Planning etc. Scotland Act 2006 and forms part of the Proposed Local Development Plan. It will be a material consideration in the determination of planning applications until such time as the LDP is adopted when it will form part of the adopted LDP.

Major areas for change have been identified to deliver the Council's long term vision and development strategy with development and delivery controlled through a master planning approach as set out under Policy M1: Master Plans of the emerging LDP. This SPG forms part of a suite of complementary master plans.





## 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.

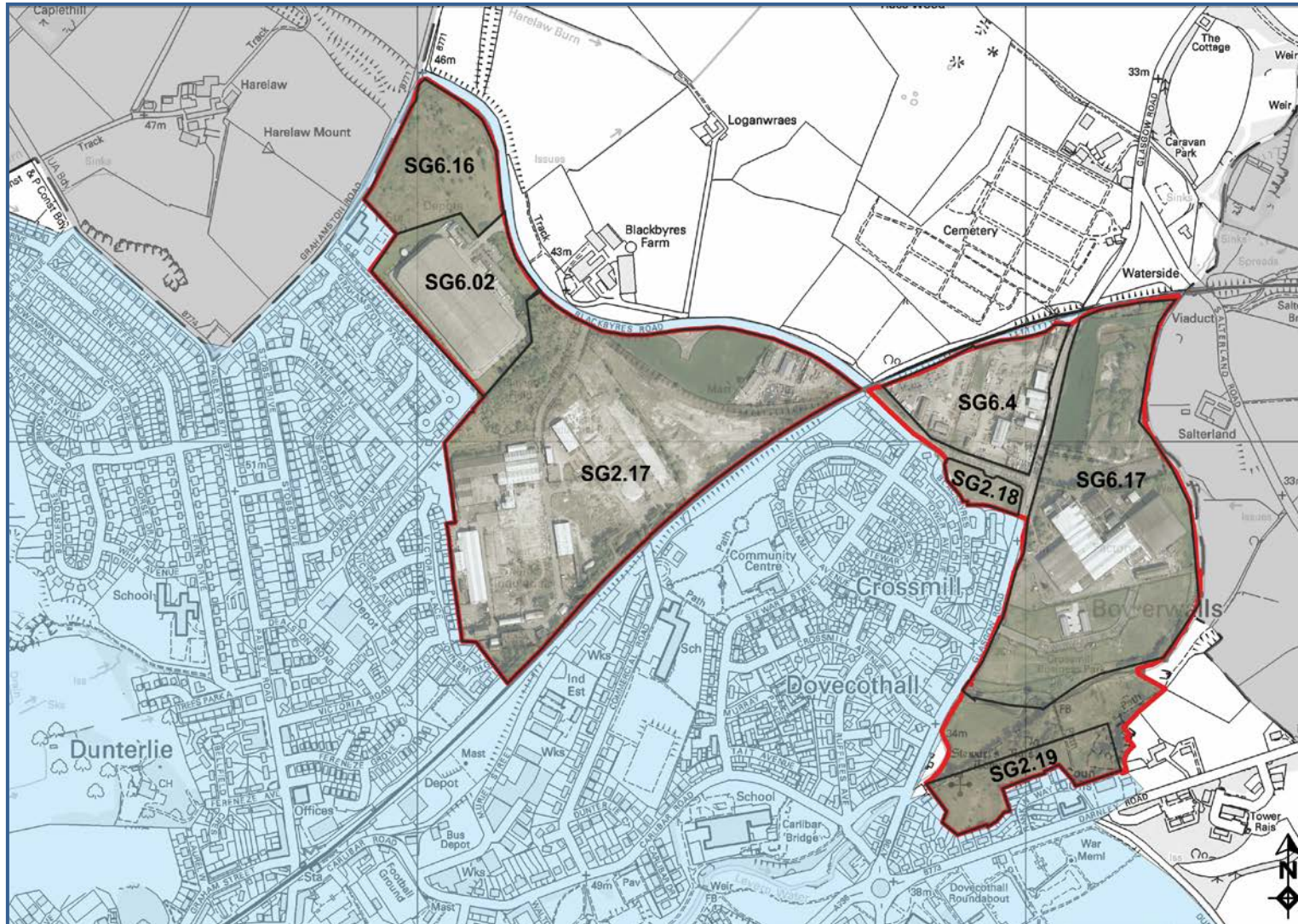
To address this post-industrial legacy it is essential that the Council provides clear guidance to potential developers, setting a clear vision for the area and establishing development principles to guide opportunities. This master plan highlights the key development issues and illustrates the landscape / urban design approaches that should be adopted to ensure the Barrhead North area is a desirable place to live and work. It also sets out

where key development issues may need further studies to inform the development process.

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 achieving a successful development.

Where planning obligations are required these will be identified as soon as possible through the development 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 master plan area to 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)

## 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 6/2013: Development Planning.
- National Planning Framework for Scotland 3 (June 2014).
- Scottish Planning Policy (2014); 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.

### National Policy

The scope of National Planning Framework 3 (NPF3) remains the same as NPF2 as the spatial expression of the Scottish Government's Economic Strategy. Four Planning Outcomes are set out in the NPF and SPP:

- A successful, sustainable place - supporting sustainable economic growth and regeneration, and the creation of well-designed, sustainable places.
- A low carbon place - reducing our carbon emissions and adapting to climate change.
- A natural, resilient place - helping to protect and enhance our natural and cultural assets, and facilitating their sustainable use.
- A more connected place - supporting better transport and digital connectivity.

A key for focus NPF3 is promoting high quality development and sustainable economic growth, reducing energy demand, promoting an integrated approach to the provision of green infrastructure and reducing the need to travel and ensuring economic competitiveness.



2010 AFFORDABLE HOUSING AND HOUSING LAND AUDITS



## Scottish planning Policy

The purpose of the SPP is to set out national planning policies which reflect Scottish Ministers' priorities for the development and use of land and is intended to promote consistency across Scotland whilst allowing sufficient flexibility to reflect local circumstances. The SPP is also intended to support the delivery of the Scottish Government national outcomes in respect of planning, namely:

- Planning improves quality of life by helping to create well-designed sustainable places for Scotland's people;
- Planning protects and enhances Scotland's built and natural environments as valued national assets;
- Planning supports sustainable economic growth and the transition to a lower carbon economy.

The SPP also sets out two overarching 'Principal Policies' on sustainability and placemaking.

***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.***

## Government Design Policy

The Government design guidance documents ‘Designing Streets’, ‘Designing Places’ and the more recent, ‘Creating Places’ have also been considered as key reference documents during the development of the master plan.

### Designing Streets (March 2010)

This is the first policy statement in Scotland for street design and provides guidance on street design where the focus is moved from the dominance of motor vehicles towards the creation of place. The document is based on the premise that ‘good street design should derive from an intelligent response to location rather than the rigid application of standards’.

### Creating Places (June 2013)

This policy on architecture and place sets out the value good design can deliver, emphasising the strong, established relationship between architecture and place and planning.

### Green Infrastructure: Design and Placemaking (November 2011)

This guidance builds on ‘Designing Places’ and ‘Designing Streets’ and aims to give practical tips on incorporating green infrastructure into masterplans.

### Circulars

- Circular 3/2012: Planning Obligations and Good Neighbour Agreements (2012)
- Circular 3/2013: Development Management Procedures

### Planning Advice Notices

- Relevant Planning Advice Notices include:
- PAN 2/2010: Affordable Housing and Housing Land Audits
- PAN 44: Fitting New Housing Development into the Landscape
- PAN 65: Planning and Open Space
- PAN 78: Inclusive Design

## 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. Within this master plan there is the opportunity to bring approx 12.8ha of brownfield land back into productive use.

## 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, Policy SG4: Housing Mix in New Developments, SG5: Affordable Housing, Policy SG6: Economic Development, Policy SG7: Town and Neighbourhood Centre Uses, Policy D1: Detailed Guidance for all Development and Policy D4: Green Network. 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 the 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. Both the Affordable Housing (Dec 12) and Development Contributions SPG (June 14) have been updated as part of the Proposed Local Development Plan and have 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.

## 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 is to bring about positive change and regeneration. The process of creating a Development Framework/SPG provides an opportunity to inform communities understanding of development proposals and the resulting changes.

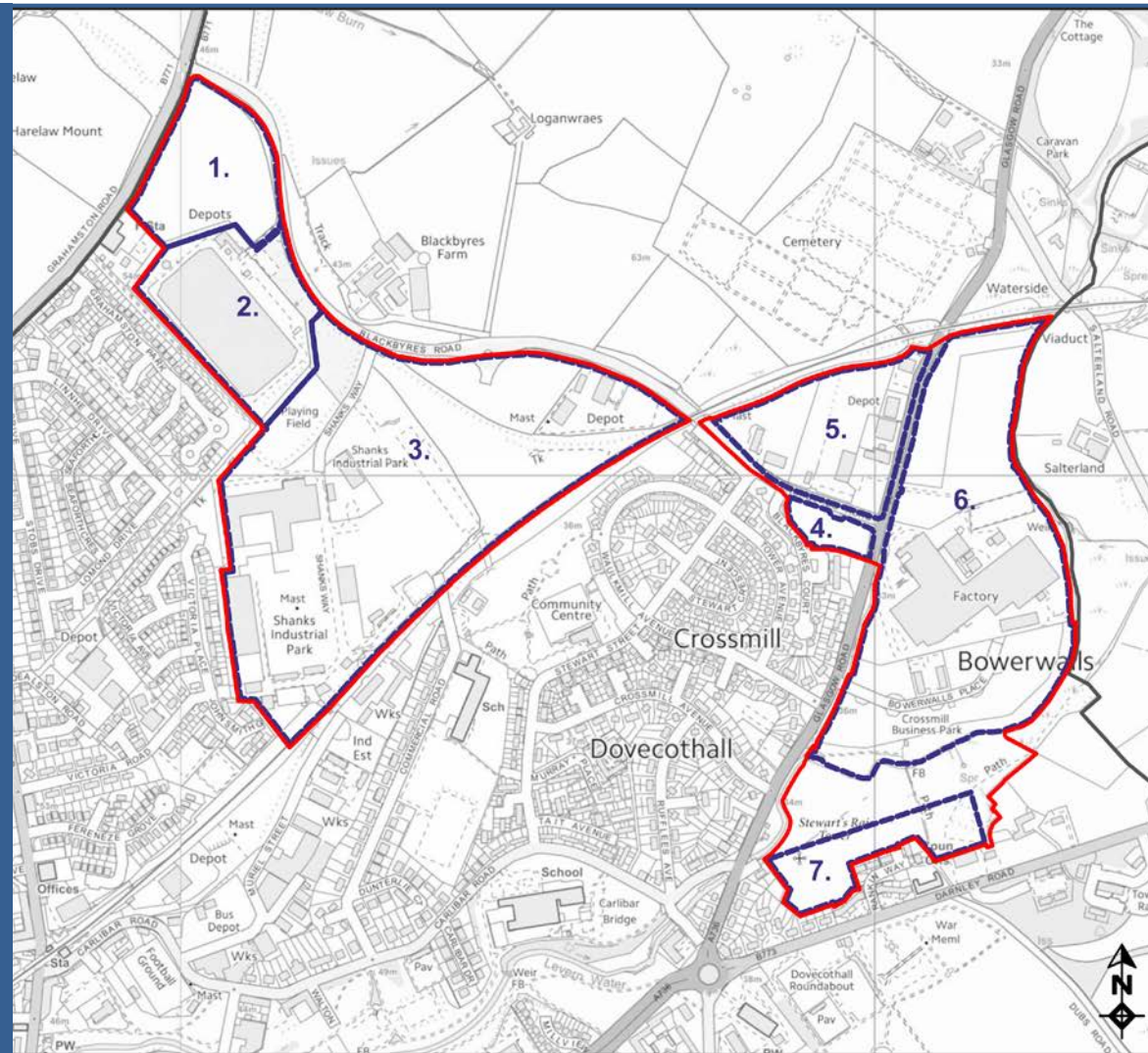
Providing understandable and honest information about the process from an early stage will be vital to achieve community buy-in and support. A community consultation event, Barrhead Future, was held on the 30th April

2014 with details of the Development Framework illustrated for discussion and comment. The Council also established a Citizens space on-line consultation regarding the proposals for wider community feedback in August 2014 with the 11 responses received being generally supportive of the development principles proposed.

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 desirable that 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

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## 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 Hurler 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 demolition and clearance of the old factory buildings, the formation of the access roundabout and the promotion of the emerging LDP strategy.

Figure 1: Site Context

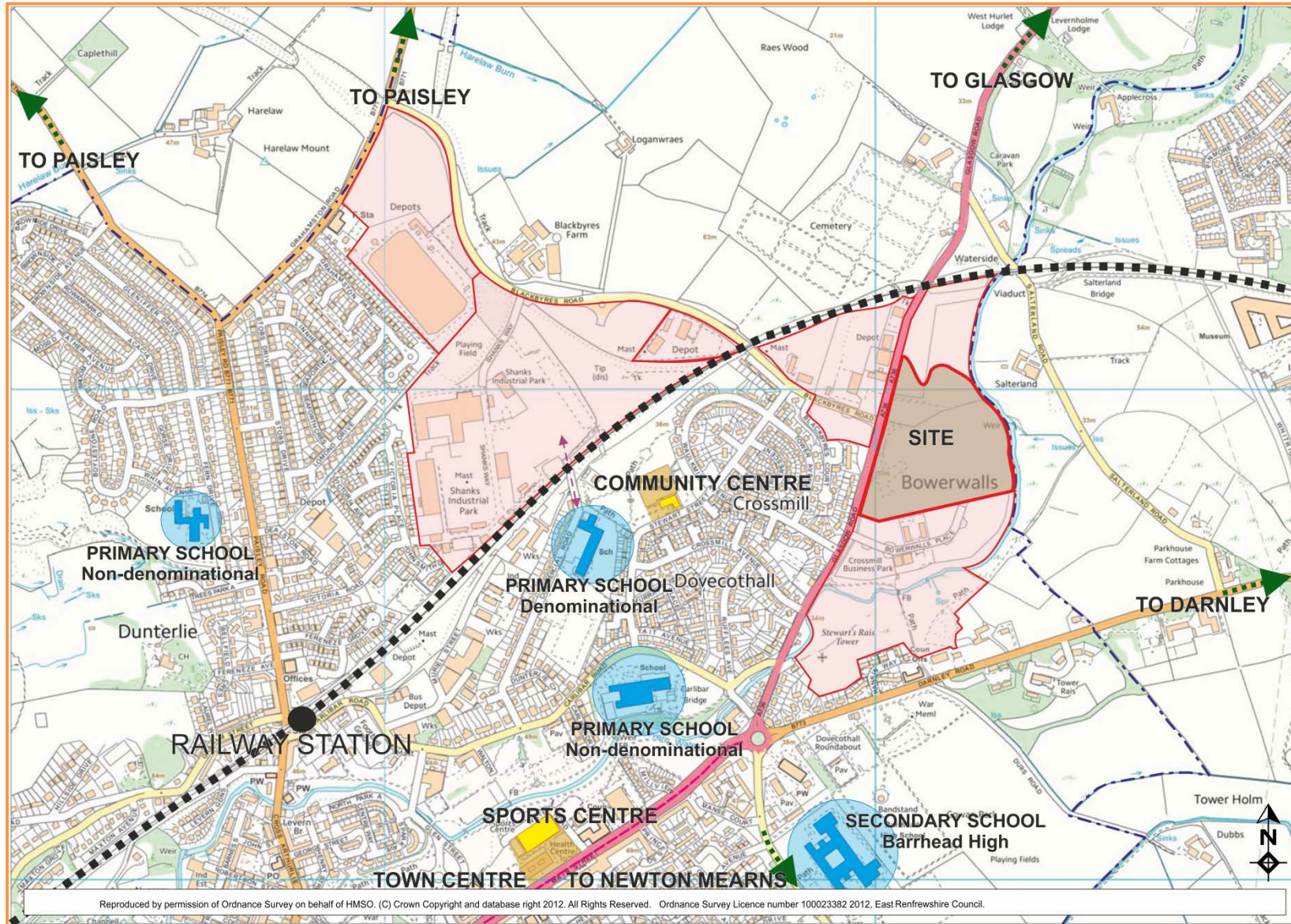


Figure 2: Historical Context





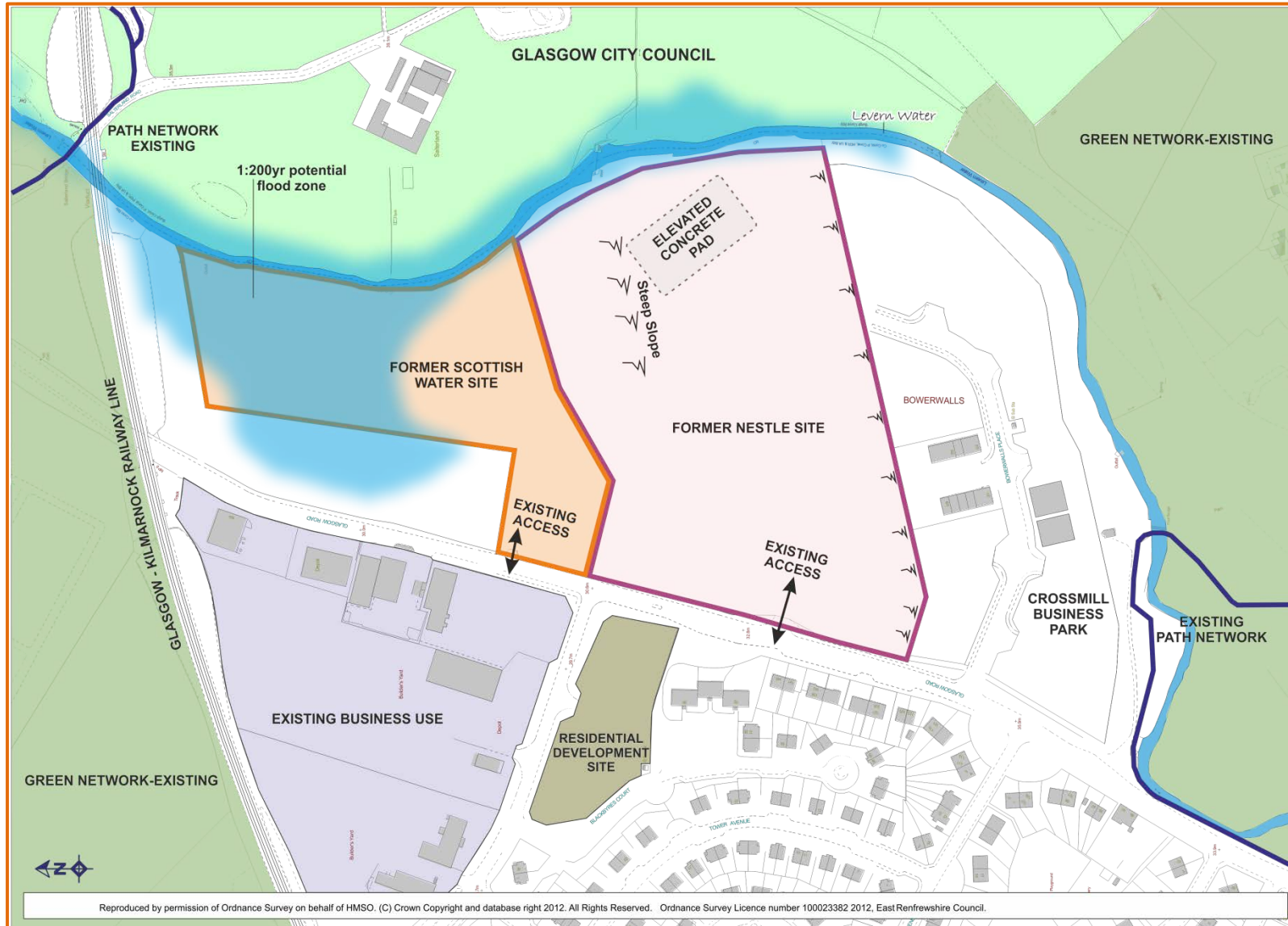
## SITE DESCRIPTION

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 is bounded by the green belt beyond the railway line and Lavern Water. 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. In partnership with Kew Gardens the Council has delivered the Waterworks project within part of the Scottish Water site. This project has transformed the derelict treatment works into a community garden that will be 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 has been constructed by the Council at the junction of Glasgow / Blackbyres Road that will facilitate access for more intensive uses within the site. This roundabout also improves the junction and provides 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 LDP strategy promotes significant growth in Barrhead and it is considered that the location of the site provides a key opportunity to deliver employment and services for the growing community of Barrhead north and the wider town.

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 takes a positive and flexible approach to delivering business and employment generating uses. To assist in the understanding of the opportunity for a mixed use development 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)

**Retail** – A Retail Capacity Assessment was carried out by Roderick MacLean Associates Ltd for East Renfrewshire Council in October 2014. This suggested that the site presented an opportunity for a new neighbourhood centre with a food store and other small non retail units that could serve the existing community and planned expansion of Barrhead. The report identified a capacity of up to about 1,000 sqm net convenience space could potentially be supported by 2017 within the site with medium levels of impact on the town centre that would not threaten its viability or vitality. The benefit of this provision would be additional range and choice of convenience retail offer and employment opportunities for Barrhead residents.

Any proposal for 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 Lavern Water creating a unique setting to the site and 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 Lavern Water on the eastern boundary presents an opportunity to integrate the development with the natural environment with the development creating access to the area, taking advantage of the setting through layout and design and encouraging its active use. The Lavern 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** – The SEPA flood risk map identifies localised flooding in the surrounding area. 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.

**Landscaped Gateway** – 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. There is potential to use careful design and landscaping to create a sense of place at this prominent arterial location. The area of land between the former Scottish Water site and Glasgow Road provides an opportunity to create a landscaped gateway feature that will provide an attractive welcome to Barrhead. The Council will support the delivery of a landscaped gateway that will create the desired gateway feature and enhance the setting of employment generating uses in the surrounding area.

## 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 10pm 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 enhance 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 and vehicular access should be provided to the Waterworks project site. The existing vehicular access from Glasgow Road will not be required due to the new roundabout and should be closed to vehicles.

**Road Network** – The cumulative impact on the wider road network of the Barrhead North SDO has to be considered. A new roundabout has been 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.



## 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 promote 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 landmark, possibly incorporating an appropriate form of public art, will be encouraged at the site entrance.

**Public Art** - Public art will be encouraged and 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 on previous page 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 Levern 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.

## 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.

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 Glasgow Road as the delivery of employment generating uses to assist with the creation of a dynamic and competitive local economy, boost local jobs and improve inward investment opportunities.

Development contributions may be required over and above these priorities to address impacts on the wider road network, open spaces, 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 level of development contributions, if required, to mitigate the impact of the site will be considered once sufficient detail is known to allow the overall development viability to be robustly tested.

## Change and community benefits

**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** – East Renfrewshire Council is committed to maximising community benefits from developments. The Council will seek to capture the potential social, economic or environmental benefits that investments to the area can provide. The Council's Sustainable Procurement Policy will be implemented alongside the planning process. Developers are encouraged to engage with the Council's Community Benefits Lead Officer and the Council's Economic Development Strategy at the earliest possible stage of development proposals in order to maximise the benefits to the community.

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. ERC will provide a proactive approach with developers to provide early, strong, and clear guidelines of social, economic and environmental opportunity expectations.

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 the community can benefit significantly from the construction phase. Community benefit in this sense includes the availability of jobs, training and work placements for local people, school curriculum support, community enhancement and the promotion of opportunities for the local supply chain.

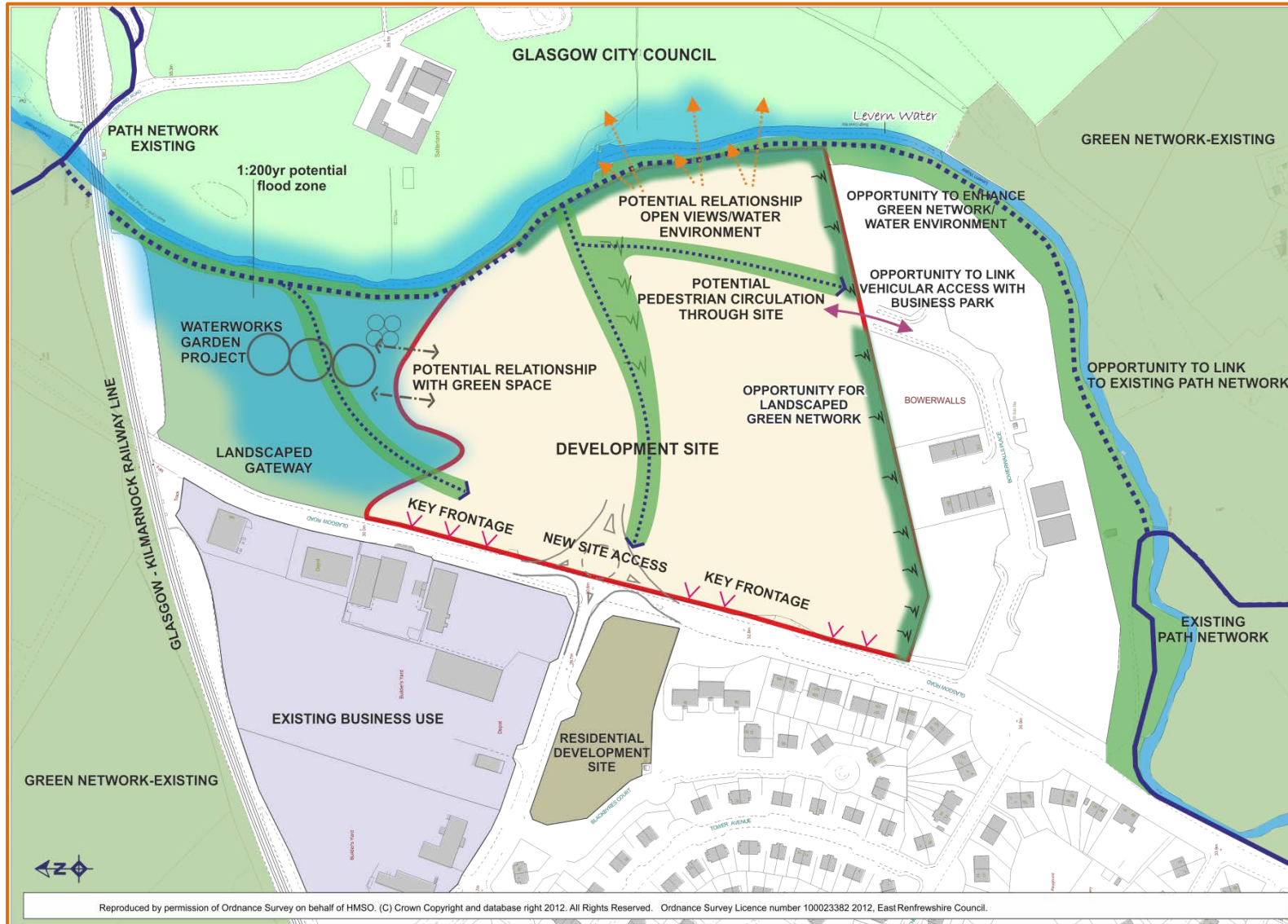
Consequently, it will be a requirement of developers and contractors that they work with the Community Benefit Lead Officer to develop a community benefits method statement, which will lay out a mutually agreeable action plan and agreed monitoring arrangements. This will include working with the Community Benefit Lead Officer on identifying job opportunities on site, channelling job opportunities through the Council's WorkER employability service, and particularly for construction programmes, providing a reasonable length of work experience on site. The Council has a database of local construction supply chain that will be provided to contractors, 80% of all sub contracting opportunities should be sent to the relevant companies within the database and 10% of all sub contracting opportunities should be awarded to the SME supply chain. 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 vehicular and pedestrian access to the Waterworks Project
6. Improve access to and environment of Lavern 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

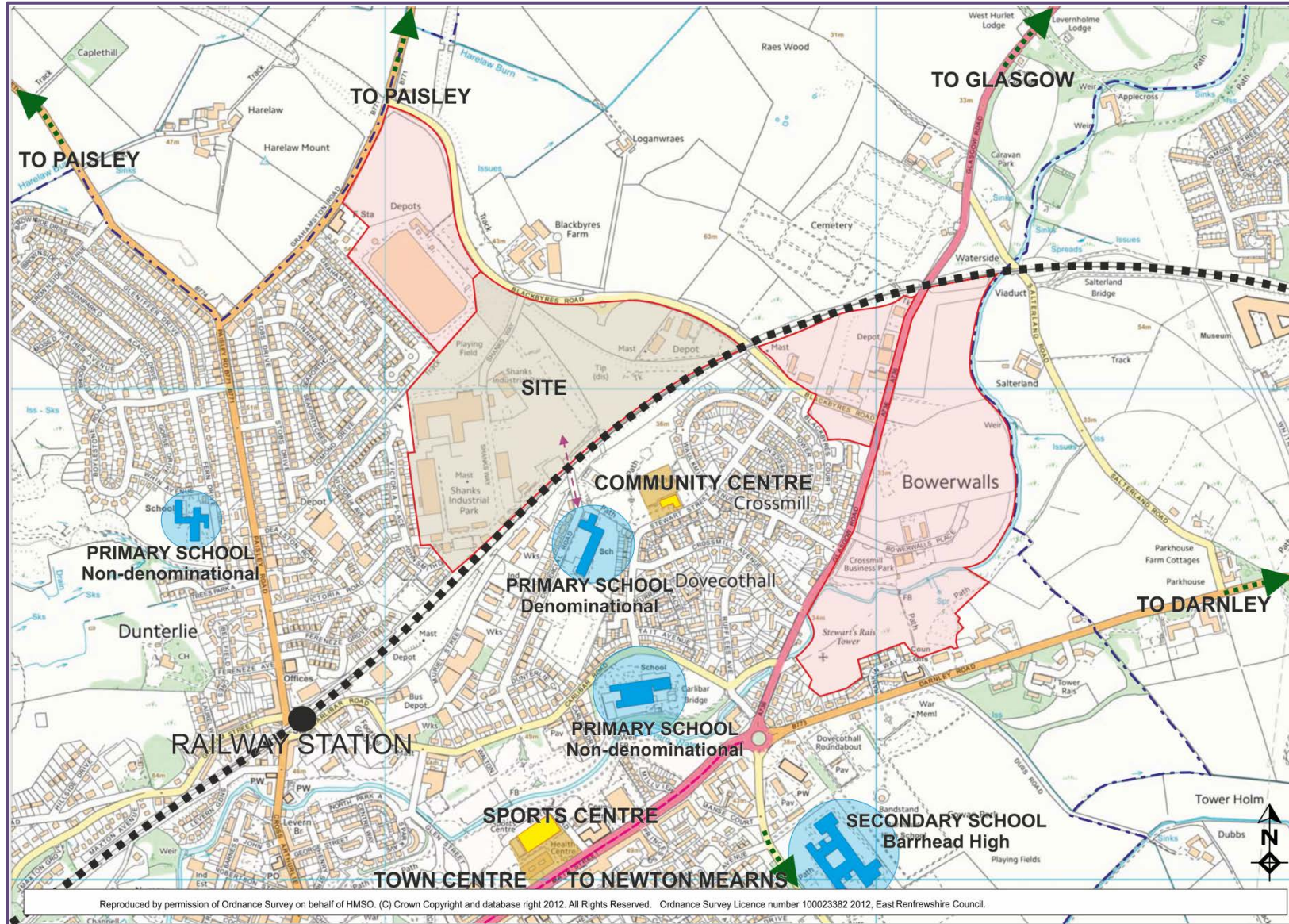
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## CONTEXT

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 opportunity 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.



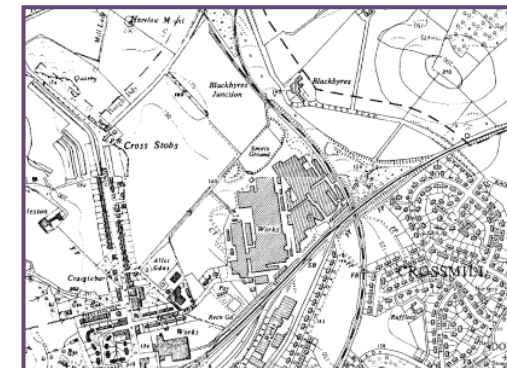
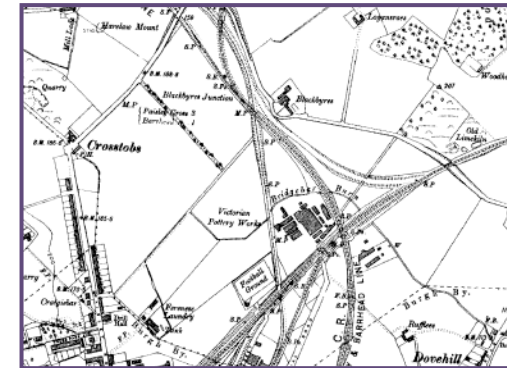
Figure 5: Site Context



## 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 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.

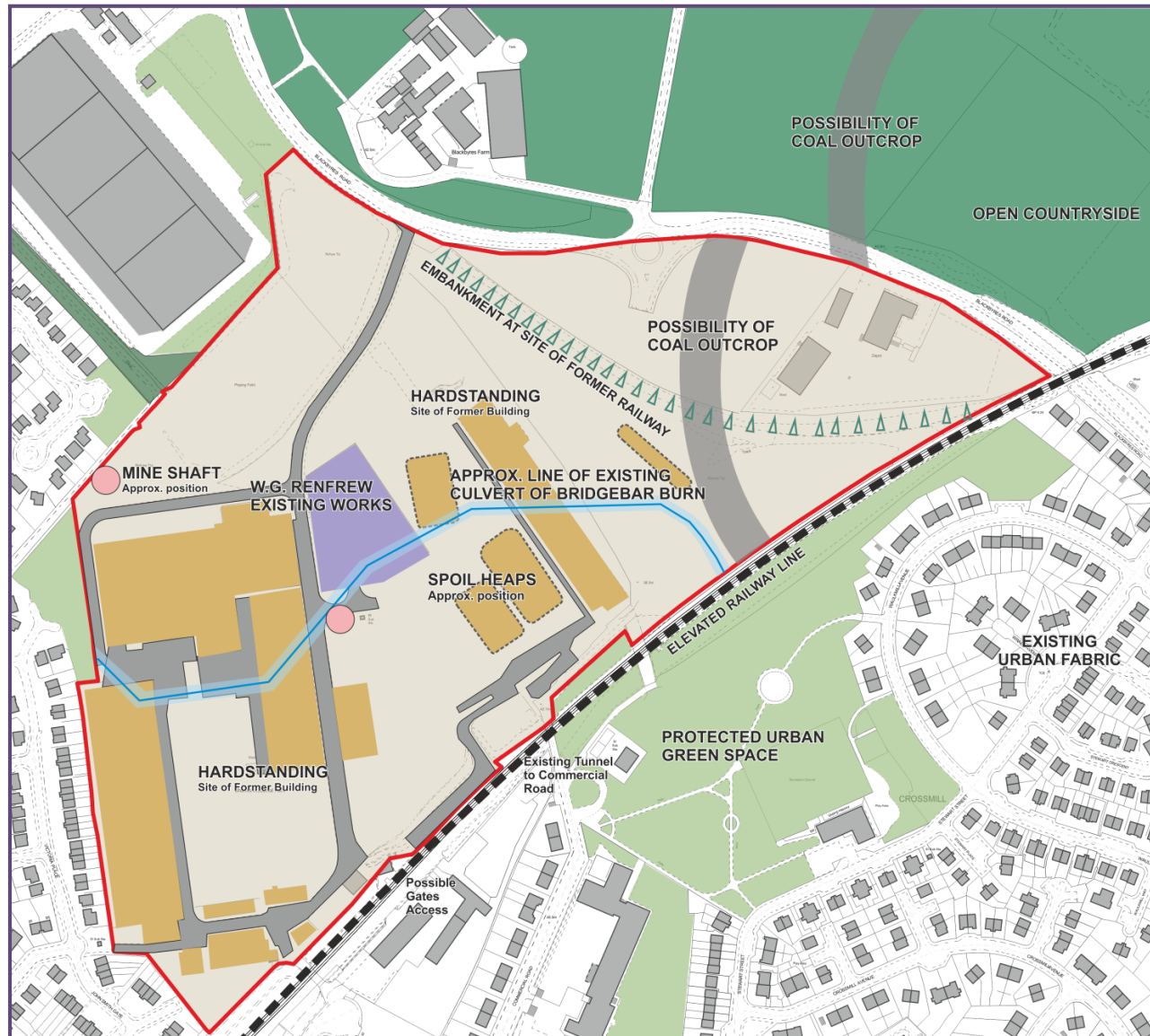
The site is largely flat land with few remaining natural features. There are several areas of bunding particularly towards the railway line, partial remaining structures, mounds of rubble and remnants of previous uses including pottery and ceramics. The majority of the buildings on the site have been 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

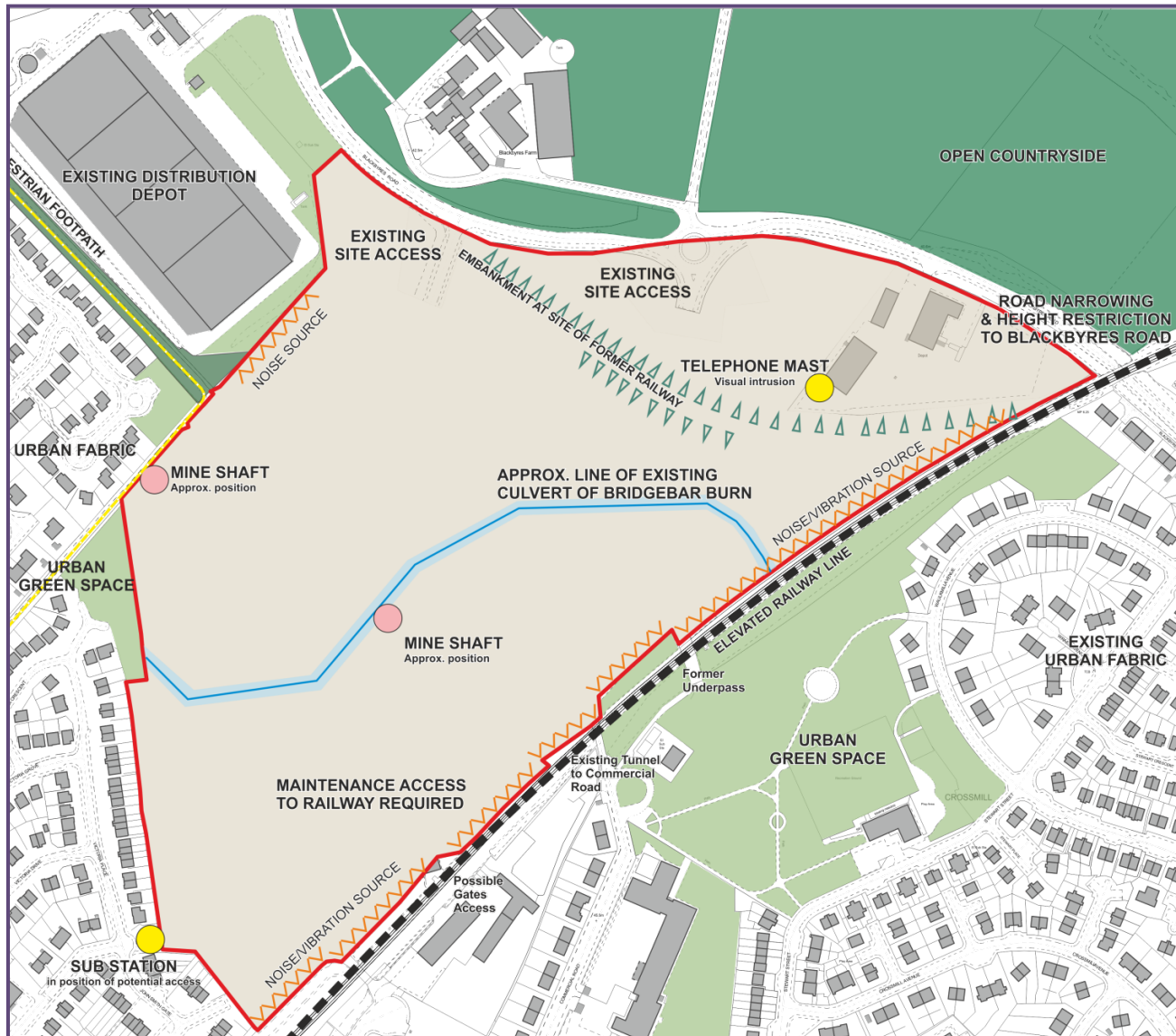


Site conditions currently known from previous studies and visual assessment of site:

- identified mineshafts
- culvert – approx. location
- coal outcrops
- spoil heaps
- hardstanding
- former railway line embankment

Further detailed site investigations will be required to fully assess the design / layout and viability implications of the ground conditions.

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 open and 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 which is also 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 pedestrian tunnels under the railway; 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 has been 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.

A traffic impact analysis of the impact of development on the existing road network to the west of the site was carried out by WSP for East Renfrewshire Council in November 2014. This analysis considered the cumulative impact of proposed development within the Barrhead North master plan area and found that the Blackbyres Road / Grahamston Road junction would be operating at capacity with possible improvement measures being either localised widening or traffic signals. It also highlighted that there are existing capacity issues at the Caplethill, Paisley Road, Grahamston Road junction which the additional proposed development will intensify. Possible improvement measures for this junction could be localised widening and traffic signals subject to detailed design.

A transport assessment is required to support any application for the development of the Shanks site. This assessment should consider these junctions and the mitigation required to address these cumulative impacts. Early consultation with the Councils Roads & Transportation service is encouraged to establish the full scope of this assessment.

Figure 8: Junction Plan

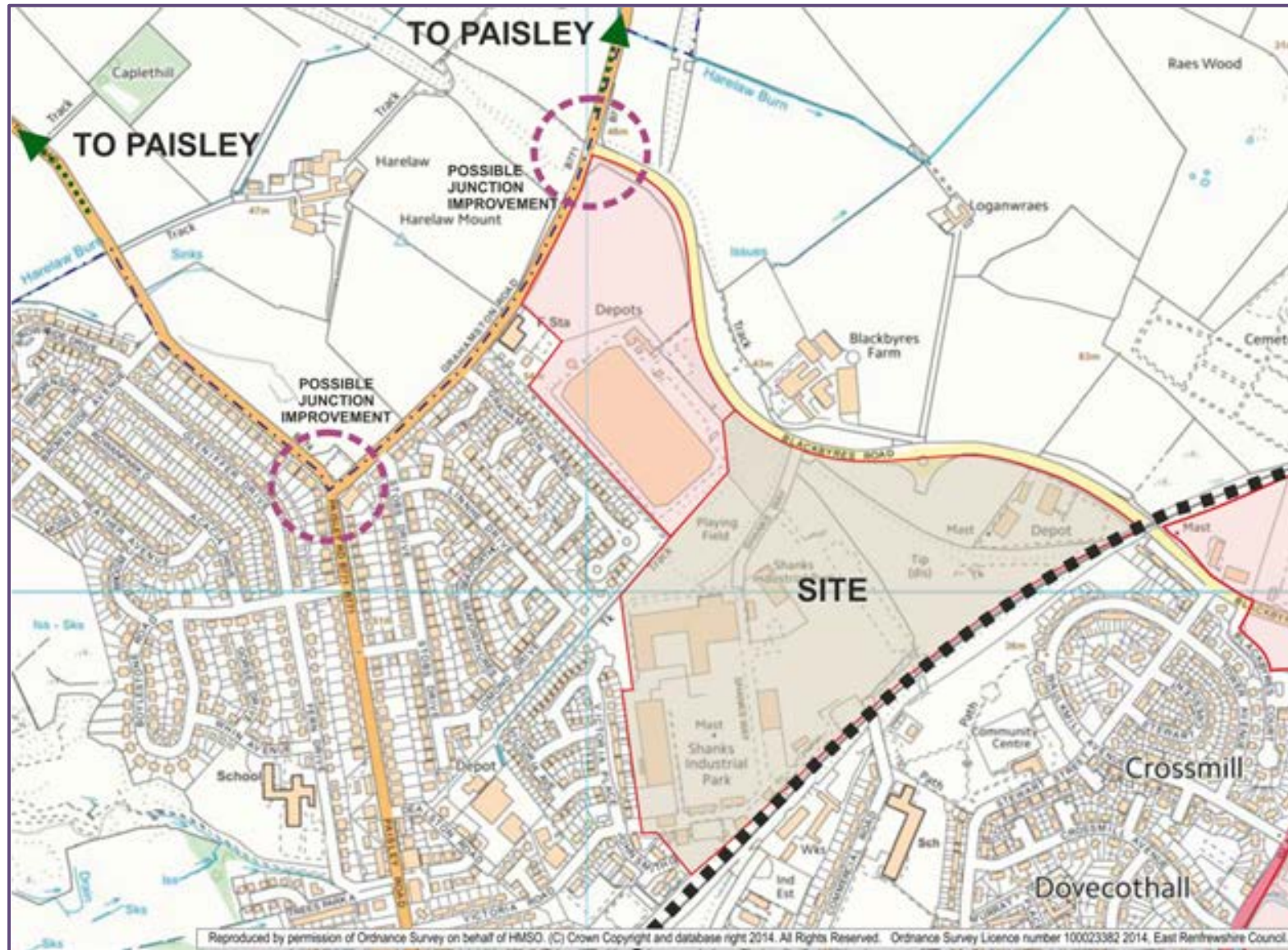
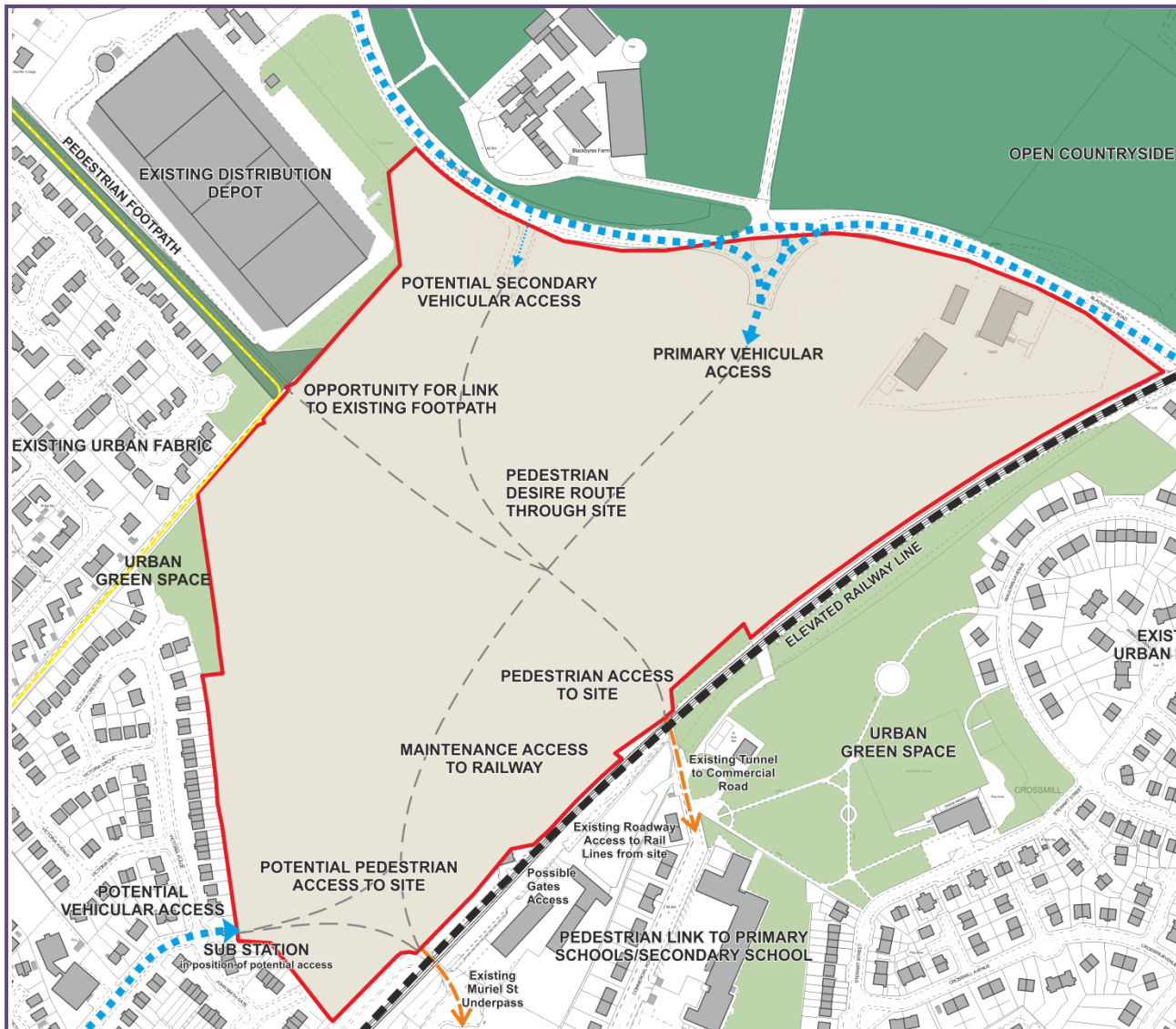


Figure 9: Movement and Connections



The potential for the site to create strong connections to and between existing communities and services must be realised. The following connections should be considered during layout option appraisals:

- railway tunnels
- right of way
- Blackbyres Road
- Potential access from neighbouring sites

## 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

**Integration** – The Shanks site is bounded on 3 sides by residential areas with different characters. To the north it is bounded by the edge of the green belt. Appropriate linkages to neighbouring residential areas and through the site should contribute to the integration of the new community and improve the permeability of the wider area.

**Remediation** – There are many areas of the site which are known or suspected of, suffering from contamination and some areas of possible mine working. Detailed site investigations will be required 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.

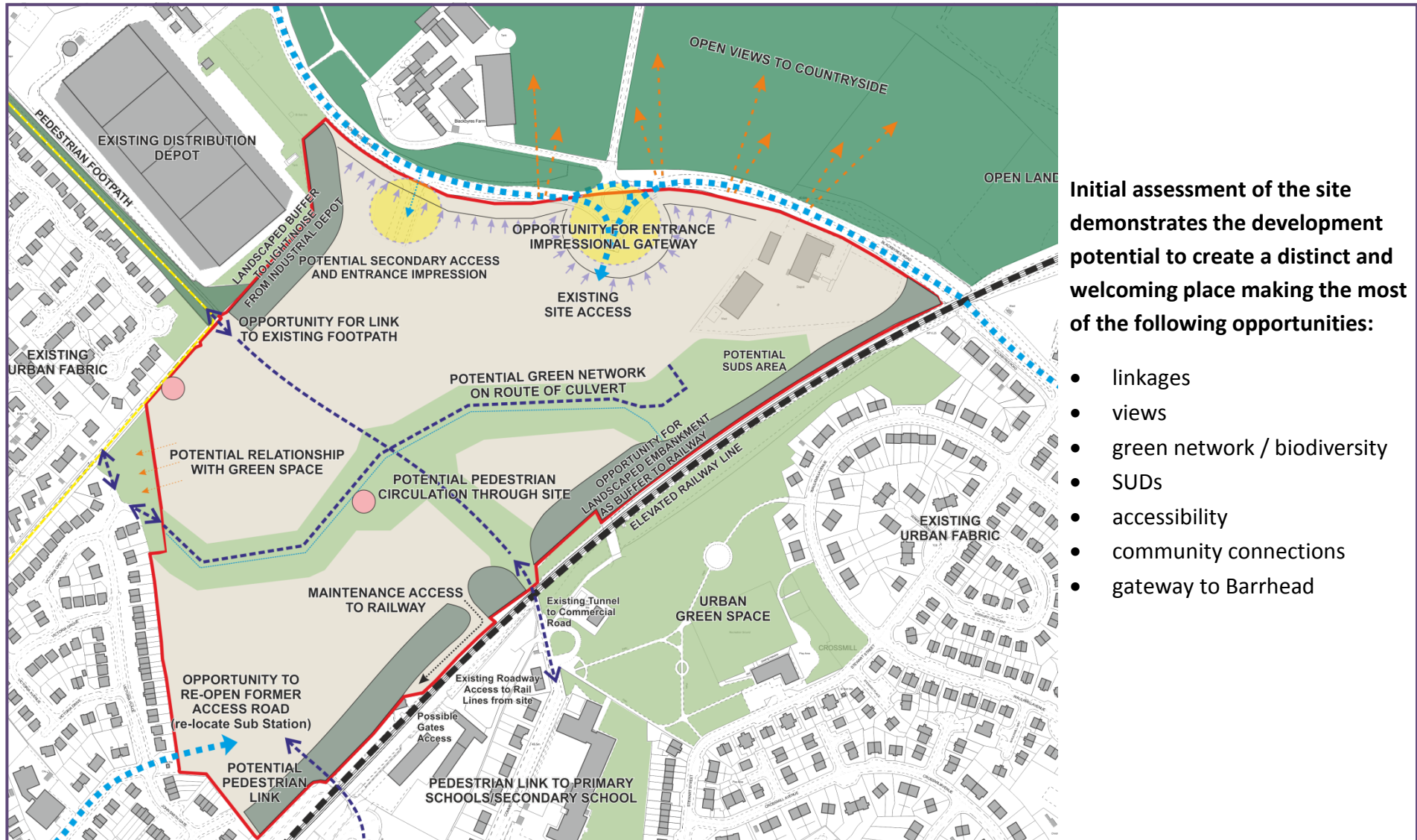
East Renfrewshire Council is seeking the widest possible community benefit from its Strategic Development Opportunities and from the opportunities provided in the Local Development Plan in general. Community benefit in this sense includes the availability of jobs and training for local people, and the 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, [www.aplacetogrow.co.uk](http://www.aplacetogrow.co.uk)

Figure 10: Opportunities



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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.

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 considered at the detailed design stage through discussion with developers and the Council housing service.

#### 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.

## 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.

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 wider road network, 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 Councils Place to Work strategy.

The level of development contributions, if required, to mitigate the impact of the site will be considered once sufficient detail is known to allow the overall development viability to be robustly tested.

Proposed LDP

Strategic Policy 3:

Development Contribution

*'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.

## 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 delivered within a mix of housing provision
4. Ensure capacity of local road network to accommodate development





**PART 4:**

**GRAHAMSTON / BLACKBYRES ROAD**

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## 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.

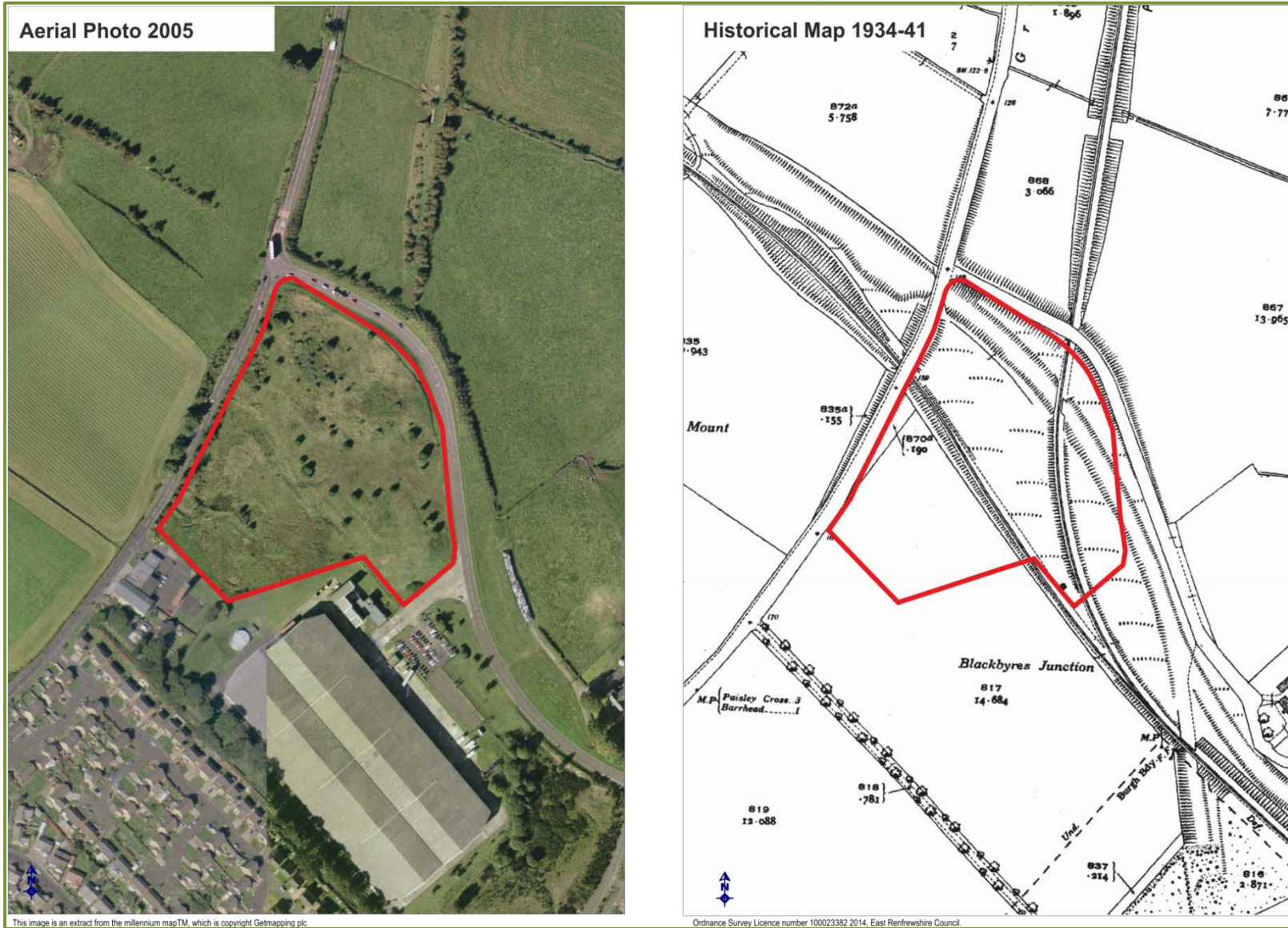
## SITE DESCRIPTION

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 should be able to be satisfactorily dealt with. In the emerging LDP the site is designated under SG6.5 as a safeguarded business and employment area.



Figure 11: 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.

The site is designated as a safeguarded business and employment area (Policy SG6: Economic Development) in the emerging LDP. 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.

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

#### 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.

Policy SG6 provides for a flexible site specific approach stating exceptions to non-employment generating development on safeguarded business and employment areas.

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 plan defines potential uses but does not preclude other 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 addressing the green belt edge, specifically the site can act as an important gateway to a revitalised Barrhead. Presenting an attractive edge to Grahamston and Blackbyres Roads with appropriate built form and landscape is essential to realising this opportunity.

**Road Network** – The cumulative impact on the wider road network of the Barrhead North SDO has to be considered. A new roundabout has been 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.

A traffic impact analysis of the impact of development on the existing road network to the west of the site was carried out by WSP for East Renfrewshire Council in November 2014. This analysis considered the cumulative impact of proposed development within the Barrhead North master plan area and found that the Blackbyres Road / Grahamston Road junction would be operating at capacity with possible improvement measures being either localised widening or traffic signals. It also highlighted that there are existing capacity issues at the Caplethill, Paisley Road, Grahamston Road junction which the additional proposed development will intensify. Possible improvement measures for this

junction could be localised widening and traffic signals subject to detailed design.

A transport assessment may be required to support any application for the development of this site. This assessment, if required, should consider these junctions and the mitigation required to address these cumulative impacts. Early consultation with the Councils Roads & Transportation service is encouraged to establish the full scope of this assessment.

**Transition** - The design and orientation of buildings to address the edge of the urban area complemented by a landscape strategy that enhances this setting is important to establish the transition from the open countryside/Green Belt separating settlements to the built up area of Barrhead.

**Views** – Any development proposal should utilise the views across the countryside from key spaces and buildings.

**Connections** – Any development proposal should provide links between existing residential and employment areas to the site.

**Right of way** – Any development proposal should 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.

## 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.

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.

Development contributions, dependent upon the proposed use, may be required to address impacts on the wider road network, 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 Councils Place to Work strategy.

The level of development contributions, if required, to mitigate the impact of the site will be considered once sufficient detail is known to allow the overall development viability to be robustly tested.

### Community benefits

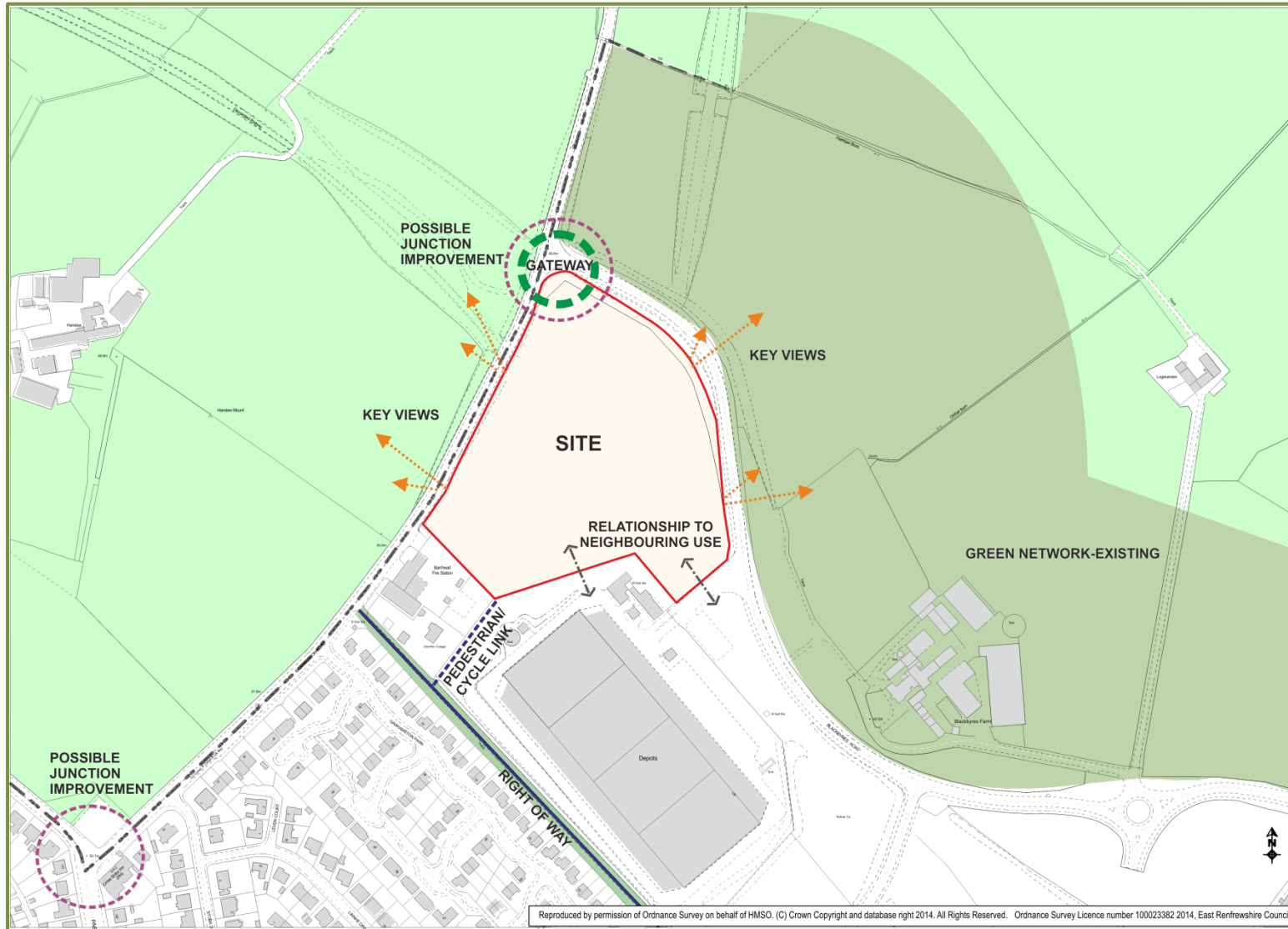
**Community Benefits** - The developers should remain aware that the Council can offer a package of measures to support training and employment initiatives. With a land release of this size, it is anticipated that local people can benefit through the construction phase through access to employment opportunities. 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, [www.aplacetogrow.co.uk](http://www.aplacetogrow.co.uk)

Figure 12: 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.

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इस सूचना-पत्र मे उल्लेखित सूचना यदि आप हिन्दी अनुवाद मे चाहे तो कृपया सम्पर्क करे ।

ਜੇ ਤੁਸੀਂ ਇਸ ਲੀਫਲੈਟ ਵਿਚ ਦਿਤੀ ਜਾਣਕਾਰੀ ਦਾ ਅਨੁਵਾਦ ਚਾਹੁੰਦੇ ਹੋ ਇਥੇ ਸੰਪਰਕ ਕਰੋ।

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# East Renfrewshire Proposed Local Development Plan

L O C A L  
D E V E L O P M E N T  
P L A N

## Supplementary Planning Guidance: Residential Street Design

November 2014



# Proposed Supplementary Planning Guidance

## Residential Street Design

November 2014

**DRAFT**



**Director of Environment  
Andrew J Cahill B.Sc. (Hons.)**

Planning Contact Number: 0141 577 3001  
Email: [ldp@eastrenfrewshire.gov.uk](mailto:ldp@eastrenfrewshire.gov.uk)



## SECTION 1: PEOPLE; PLACE; MOVEMENT; ENVIRONMENT – ACHIEVING PARALLEL ROUTES

**1.1 INTRODUCTION**

- 1.1.1. Policy at every level in Scotland supports the development of good places with an emphasis on good street design. This document does not intend to repeat the policies provided in the principal guiding documents but will refer to them throughout this guidance.
- 1.1.2. This guidance is principally aimed at residential development of ten or more houses.
- 1.1.3. The main national guiding documents are:
- Scottish Planning Policy 3  
[www.scotland.gov.uk/Publications/2014/06/5823/downloads](http://www.scotland.gov.uk/Publications/2014/06/5823/downloads)
  - Designing Streets [www.scotland.gov.uk/Publications/2010/03/22120652/0](http://www.scotland.gov.uk/Publications/2010/03/22120652/0)
  - Creating Places [www.scotland.gov.uk/Publications/2013/06/9811](http://www.scotland.gov.uk/Publications/2013/06/9811)
- 1.1.4. The Council has produced documents that relate to this subject matter and these are:
- Proposed Local Development Plan, Dec 2012 [www.eastrenfreshire.gov.uk/local-development-plan](http://www.eastrenfreshire.gov.uk/local-development-plan)
  - Development Frameworks – Barrhead South, Barrhead North, Maidenhill, Newton Mearns, Jan 2014 [www.eastrenfreshire.gov.uk/SPG-Maidenhill](http://www.eastrenfreshire.gov.uk/SPG-Maidenhill) (others when available)
  - Supplementary Planning Guidance – Green Network and Environmental Management, Dec 2012 [www.eastrenfreshire.gov.uk/SPG](http://www.eastrenfreshire.gov.uk/SPG)
  - Roads documents – Roads Design Guide, 1995 [www.south-ayrshire.gov.uk/documents/?file=Roads%20Development%20Guide%20\(amended\).pdf](http://www.south-ayrshire.gov.uk/documents/?file=Roads%20Development%20Guide%20(amended).pdf)

Additional guidance has been prepared by the Society of Chief Officers of Transportation in Scotland (SCOTS). This provides additional information, but has not been formally adopted by the Council. - National Roads Development Guide [www.creatingplacesscotland.org/designing-streets/guidance/scots-guidance](http://www.creatingplacesscotland.org/designing-streets/guidance/scots-guidance)



## 1.2 KEY MESSAGES

*People Matter* - consider pedestrian movement before vehicle movement. Ensure good connectivity.

*Place Matters* – new development must consider the quality of the place before vehicular movement.

*Street Design Matters* – by creating the spaces and areas that people move around in and interact in. Streets set the context for the overall design solutions and should consider structure, layout and materials.

*Residential Design Matters* – design creates the quality of a place, the identity of a place, adding to the quality of life for residents.

*Environment Matters* – landscaping, green network, and water environment are all essential elements that contribute to the creation of a place.

*Safety Matters* – in all design solutions, the safety of all users of a street must be considered.

- 1.2.1. East Renfrewshire has its own identity, with towns and villages that do have a high car ownership rate. Where new development is proposed, realistic designs are required which reflect national policy whilst respecting local issues.
- 1.2.2. Local requirements in East Renfrewshire will therefore be considered in this SPG. This will reflect the aims and aspirations of *Designing Streets* while ensuring that some of the more local issues are addressed.
- 1.2.3. This SPG is targeted primarily at residential developments of 10 or more houses and it is intended to be utilised in the design of new residential schemes. It stresses the importance of an integrated design process, outlining a collaborative approach with the Council and identifying a process 'route' through the approvals process.
- 1.2.4. This SPG will be a key reference in pre- application discussions and in the assessment of planning applications by Development Management Officers and will be a material consideration in the decision making process.
- 1.2.5. The Council has an overall aim of creating better places, not through a reactive or adversarial process, but through engagement in a productive dialogue with developers. Part of this will be a consideration of how to achieve better aligned planning and roads approval processes. It is accepted that there will not necessarily be a 'one size fits all' approach but there is a determination to establish a positive approach that will provide clarity for developers whilst meeting the Council's aim of achieving better design in new development.



- 1.2.6. In response, the Council expects developers to embrace this guidance and to move away from design solutions that are outdated and subject to traditional, roads-led standard layouts whilst ensuring that the safety of all users remains.

*If the street layout is wrong, the very best architecture cannot create a good place.*

### 1.3 NATIONAL CONTEXT

- 1.3.1. In 2010, the Scottish Government launched '*Designing Streets*' in support of a strong Government emphasis on place-making, set out in the 2001 document '*Designing Places*'. The place-making agenda is further emphasised in the recently issued '*Creating Places*' (June 2013). This policy statement sets out the Scottish Government's position on architecture and place. The policies contained in these documents are material considerations in determining planning applications and appeals.
- 1.3.2. These documents therefore make design issues a matter of **policy** rather than merely a matter of guidance.
- 1.3.3. The 5 policies contained in *Designing Streets* are:
- **Street Design must consider place before movement.**
  - **Street design guidance can be a material consideration in determining planning applications and appeals.**
  - **Street design should meet the six qualities of successful places, as set out in '*Designing Places*'.**
  - **Street design should be based on balanced decision-making and must adopt a multidisciplinary collaborative approach.**
  - **Street Design should run Planning Permission and Roads Construction Consent processes in parallel.**
- 1.3.4. Further details are contained within the documents themselves and it is not necessary to repeat them here. National policy is long established but in the case of *Designing Streets*, not yet as widely put into practice.



## 1.4 LOCAL CONTEXT

- 1.4.1. The East Renfrewshire Local Authority area lies to the south of the city of Glasgow and contains a number of largely suburban areas including Giffnock, Newton Mearns, Clarkston, Thornliebank and Barrhead as well as rural areas and villages such as Eaglesham, Waterfoot and Neilston.
- 1.4.2. The proximity of East Renfrewshire's settlements to Glasgow, coupled with its attractive setting, mean that the East Renfrewshire area is viewed as a highly desirable place to live. Demand and need for housing is high and there is much pressure for new housing, as reflected in the allocations in the Local Development Plan.
- 1.4.3. It is considered important to protect the character, desirability and attractiveness of the area, particularly in light of new development. This Supplementary Planning Guidance document is intended to provide a local based context for new development which protects the established character and qualities of the area whilst creating the desirable and attractive places of the future.
- 1.4.4. The local design context and emphasis on place making is contained within a number of significant documents and these can all be found on the Council's website:
- *Local Development Plan, adoption expected 2014/15* - The Local Development Plan (LDP) provides the framework for the growth and development of East Renfrewshire up to 2025 and beyond. The plan is supported by Supplementary Planning Guidance (SPG) which when the LDP is adopted will form part of the Adopted Plan.
  - *Development Frameworks, Jan 2014* – The Frameworks were prepared for the major land releases contained within the Plan and these are now guiding the master planning process and will be taken forward as Supplementary Planning Guidance.
  - *Supplementary Planning Guidance (SPG)*- of particular relevance is the SPG on the Green Network and Environmental Management, December 2012.
  - *Roads Parking Standards and Roads Design Guidance* – a clear 'standards' approach that has been consistently used in ERC to guide development. This sets out certain standards that the road has to meet to be adopted by the Roads Authority. There is much merit in this approach and whilst accepting a move away from an emphasis on meeting rigid standards, there remains the need to ensure the best elements of that approach are retained where locally required. This guidance will still apply in non-residential development.
- 1.4.5. In summary, there is a national and local emphasis on place-making and the importance of a high quality of design. This is intrinsically bound to good street design. The documents stress the fact that major green field releases offer the ideal opportunity to put into practice both national policy and local guidance. This will be a move away from the 'standards' approach referred to above, but will safeguard many of the principles that ensure that local issues are fully considered and addressed.
- 1.4.6. A developer is required to obtain both Planning Consent and Roads Construction Consent (RCC) before they can start to build on site. The granting of one does not





necessarily mean the granting of the other. Under the terms of a RCC application, the developer is obliged to construct roads, to an agreed standard, having first secured technical approval for the design from the roads authority. The design would also include details of how the road surface is to be drained and what sustainable urban drainage system (SUDS) measures are to be incorporated.

- 1.4.7. This SPG will set out an improved process to attain both consents and will also emphasise:
- A more holistic view of streets and their role in creating quality of life and activity.
  - The consideration of locally derived solutions.
  - Ensuring collaboration between planning and roads departments
  - Servicing, utilities, street lighting and cleansing requirements to be considered.
  - Consideration of environmental issues including sustainable urban drainage systems.
  - Emphasis on movement of people, less on movement by car. Change from design dominated road type hierarchy to that which puts people first.
  - Consideration of long term maintenance

Consultation on this draft SPG will provide an opportunity for comment from the development industry and local residents and responses will be considered prior to the guidance being finalised.

## 1.5 CONCLUSION

- 1.5.1. In August 2013, the Scottish Government commissioned a report into the implementation of the Designing Streets policy across Scotland. This revealed a general support for the policy, albeit with some concerns over specific issues. The report highlights the fact that the use of Designing Streets requires a significant change of approach for all involved in the development process. This SPG will provide locally based acceptable solutions for new development. These solutions will be a significant move forward in achieving the design led approach required by government policy.
- 1.5.2. Designing Streets is Government policy and is therefore not optional. All concerned should be aspiring to higher standards and delivering better places. The proposed process should allow active engagement leading to more positive outcomes.

“It is intended to move away from hierarchies of standard road types based on traffic flows and/or the number of buildings served and design roads which fit the context of the location.

Innovation with a flexible design approach is encouraged as is the use of locally distinctive, durable and maintainable materials.” **Society of Chief Officers of Transportation in Scotland (SCOTS), National Roads Development Guide, Draft May 2014**



## SECTION 2: STREET DESIGN GUIDANCE

“Designing Streets does not support a standards based methodology for street design but instead requires a design-led approach.....and involves early engagement with all relevant parties” **Designing Streets 2010**

**This section sets out the principles to be followed when designing residential layouts and will be used in the assessment of planning applications.** The principles reflect those of *Designing Streets* along with local solutions to local issues. These are the **principles** that East Renfrewshire expect to see embodied within development proposals. It is for applicants and their teams to develop proposals, ensuring recognition of these principles. There is no desire to limit innovation in design. Each site and each development will have different challenges and this is acknowledged. Details of individual proposals should be discussed between developers and the Council’s Planning and Roads Services, before formal applications are made.

### 2.1 STREET STRUCTURE

- 2.1.1 *Block structure:* Development should be laid out in well-defined and short blocks which facilitate pedestrian movement. The layout must be designed in response to the features and characteristics of the site and surroundings and to ensure a pedestrian priority environment which reduces traffic speeds. Standardised layouts should not be imposed. The urban form created should be distinctive providing landmarks and views that aid orientation.
- 2.1.2 *Street pattern:* Streets should be connected in a grid format being rectilinear, concentric or irregular; straight or curved in response to the characteristics and topography of the site and which encourage pedestrian permeability. Cul-de-sacs are rarely the best design solution and are strongly discouraged as they curtail movement and prevent integration with existing streets. Where proposed, these must serve only a very small number of properties and provide increased pedestrian connections to the wider site.



- 2.1.3 *Street Frontage:* Homes should create a frontage to new and existing streets to prevent inward looking development, integrate the development into new and established settlements and slow down vehicular traffic. Homes should have pedestrian access to such roads.



- 2.1.4 *Climate Change Adaptation:* It is essential that we consider the impact of current and future climate change in new development. New development should incorporate adaptations such as permeable surfaces, sustainable drainage systems and green spaces offering potential to mitigate the climate change impact.



## 2.2 STREET DESIGN

2.2.1 *Range of Street Types:* Differing street types, forming a comprehensive hierarchy, must be used within a development to aid legibility and reinforce a sense of place. A range of means should be employed to define different streets such as width, scale and type of buildings, surface materials, planting, street trees, use of front boundary treatments and parking arrangements. A clear hierarchy should include streets designed for higher and lower numbers of users. However, standardisation must also be avoided through response to the local context and pedestrian use made the priority.



These streets in the Polnoon development show a pedestrian first environment in a range of streets.

2.2.2 *Street dimensions:* The width of a street should generally be proportionate to the height of the buildings it contains, alongside movement considerations. Streets should have a sense of enclosure appropriate to their function, for example a residential street with little vehicle movement may have smaller buildings and a narrow width whilst a main route through an area may have a wide street with taller buildings.

2.2.3 *Building Lines:* These should be consistent per block to aid street cohesion and character.

2.2.4 *Features and Nodes:* Vistas, views and features should be used or created within layouts demonstrating a response to the environment and used as a means to define character and sense of place. Where different streets meet, distinct areas should be created to define the change and aid legibility. These should be defined on layout master plans.





Two very distinct streets within the Upton development demonstrate how street width can be related to building height and street function

2.2.5 *Gateways*: Gateways need to be created at key entrance and exit points from new development. These should utilise features such as width, building heights, materials, landscaping and structure such as walls to delineate a transition from one place to another.

2.2.6 *Spaces*: Formal and informal spaces such as squares, courtyards, small parks, resting places and green spaces should be used to enhance sense of place, aid navigation and encourage social interaction. Creation of such spaces can be achieved appropriate to the scale of the development.



Green spaces, informal squares and shared surfaces create a distinct environment and places for people to pause. Examples from Polnoon, above and Newhall (left).



- 2.2.7 *Fronts and backs*: The principle in Designing Streets is ‘public fronts and private backs’. Buildings must provide active frontages to all streets and public spaces. Fronts and sides of buildings facing the street should be used to provide interest and detailing, but also ensure public safety by means of natural surveillance. On corners, buildings must seek to address both streets and can be used to aid orientation. It is not considered appropriate for the rear of buildings or gardens to back onto the street, whether new or existing.
- 2.2.8 *Defensible space*: There should be a clear definition of public, semi-public and private space. This can be achieved by using boundary treatments, surface changes and entrance treatments as well as the layout of buildings.



In Upton (left) there is a clear distinction between private, semi-public and public areas through use of fencing and planting. In Polnoon (right) this distinction is less formal, but remains clear from the placement of materials.

- 2.2.9 *Natural surveillance*: Where a house presents an elevation to a street, open space or other public area, windows should be positioned to provide natural surveillance. Mutual surveillance i.e. from more than one property is encouraged. Blank gables will not generally be acceptable on corner plots.
- 2.2.10 *Safety and crime*: The layout of a development should also consider how it can ensure residents feel safe and prevent instances of crime. In general the principles of fronts and backs, defensible space and natural surveillance will aid this, but consideration must also be given to ensuring spaces are well lit, avoiding potential ‘hiding places’ and creating a sense of community ownership.





Windows in this gable end in Polnoon provides natural surveillance to a small area of open space



This semi-detached house in Dundee has frontage to two different roads addressing its corner location.

- 2.2.11 *Rear paths*: Pedestrian and/or cycle routes should never be placed to the rear of properties. Any rear access routes should be private and shared by a small number of properties where some element of overlooking is provided.

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## 2.3 MOVEMENT

### PEDESTRIAN – the needs of pedestrians are accorded a high movement priority

- 2.3.1 *Priority:* Street design and housing layout should primarily consider the needs of pedestrians before other road users. Provision of fast, convenient and safe routes for pedestrians should be used as a key principle in layout design.
- 2.3.2 *Footpaths:* Design of footpaths, footways or pedestrian areas should be related to the type of street and number of likely users. Paths should be located to the front of buildings and well overlooked. Parking on paths should be discouraged with it made clear within a street where it is acceptable to park and where it is not. Change of materials, verges and planting can be used to define areas and prevent parking on paths. The need for bollards and railings must be avoided. Footpaths remote from properties will require particular consideration to ensure they are safe and should be discussed at pre-application stage.
- 2.3.3 *Local Walkable Connections:* Developments should be designed to ensure they provide for the quickest and most attractive routes for pedestrians and cyclists to local services and amenities including shops, schools and public transport. Wider footpaths can accommodate space for pedestrians and cyclists comfortably, especially on streets which act as the main route for vehicular traffic.



This path in Acordia, Cambridge is pedestrian only but is well overlooked and retains mature trees.

© Davis Landscape Architecture, London.



In Upton, Northamptonshire, convenient pedestrian links have been created to allow pedestrians a quick route across the swale.

- 2.3.1 *Inclusive design and access:* Designs must be capable of accommodating all users offering the same experience and convenience. Seating and resting spaces should be provided on routes as well as 'comfort spaces' in shared surface areas where pedestrians can feel safe from traffic e.g. close to the building line. Tactile surfaces and tonal contrast in materials should also be used and the placement of any potential obstacles to visually impaired pedestrians such as bollards and other street furniture





should be treated with care. The selection of surface materials must also be suitable for people of different mobilities to walk on. The 'Access' element of a Design and Access Statement should describe how inclusive design is achieved.



In Polnoon, the level surface allows all users easy access. The use of contrasting materials and inset kerbs allow users to identify a 'comfort space' if required.



In Upton, this small street provides a pedestrian friendly space along with 'safer' pedestrian areas defined through differing materials and colour.

- 2.3.1 *Social Interaction*: Streets should be considered not just for movement but also as spaces for social interaction. People should be able to stop and enjoy surroundings, chat with others and children should be able to play, without the dominance of traffic and vehicles. This can be achieved through creating streets where pedestrians have priority, reducing segregation, reducing vehicle speeds, increasing footpath widths; as well as creating more informal streets.



This central square in Dundee acts as a community hub. The wide pavement, art and benches make an attractive area with the level road giving pedestrian a sense of priority and acting to slow traffic. The number of bollards could be reduced however.



In Polnoon this smaller scale central space functions as a gathering point for a range of ages. The natural style play equipment ensures it remains attractive within the environment.

**The aim is to make a street somewhere to visit and spend time in, rather than just pass through.**



### CYCLIST – the needs of cyclists are accorded a high movement priority

2.3.6 *Cycle Routes:* In most circumstances cyclists should be accommodated within the carriageway. Any routes should be convenient and direct avoiding the need to stop and dismount. Junctions should give cyclists preference above vehicles and slow drivers down to ensure safety.



2.3.7 *Cycle Connections:* Opportunities to connect to wider local and national cycle networks must be considered in all developments. In path networks shared cycle and pedestrian routes may be created.

2.3.8 *Cycle Storage:* Provision for storage of bicycles must be provided in all residential developments. For a house this may be within a garden area for example, in a shed or other outbuilding or within the home such as a porch or integral garage, provided this does not conflict with the use of the garage as a parking space. For apartments and flats communal provision must be made within a common area that is safe and secure. In the case of main door or cottage flats this may be individual. Provision of storage should relate to the number of bedrooms within a home.

2.3.9 *Cycle Parking:* This should be provided for use of both visitors and residents in larger residential development and mixed use schemes. All cycle parking should be well overlooked and conveniently located. Provision should be made for short term cycle parking at areas used for recreation such as play areas and parks.



**PUBLIC TRANSPORT – the need to access public transport is accorded a high movement priority**

- 2.3.10 *Bus routes:* A key consideration in layout should be the connection to and integration of bus routes. For example, in large developments main streets need to be capable of accommodating bus routes and bus stops. In general, layouts should make provision for existing bus stops and routes running close-by the site. Contact with local public transport operators is recommended.
- 2.3.11 *Local Rail Stations:* East Renfrewshire is fortunate in that it has a good number of local train stations providing links to Glasgow and the wider area. Many of the development sites fall within the wider catchment area of these stations. Layouts should provide for good connections by a variety of transport means to these stations, with preference to walking and cycling connections.
- 2.3.12 *Park and Ride:* There are park and ride facilities located for both bus and train connections within East Renfrewshire and access to these services should be considered within the wider context of a development.

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### VEHICULAR – Movement Priority varies dependent upon the residential environment

2.3.13 *Appropriate speeds:* Street design and layout must be used to limit vehicular speeds to 20 mph in residential areas. Use of deviation in alignment is the preferred method for traffic calming. Narrowing, building proximity, changes in priority, parking, edge markings, surface materials, street trees and landscaping should also be used to slow traffic. Speed humps, raised tables or other ‘vertical’ traffic calming methods should be avoided. Design must signal to drivers that care and lower speeds are required.



Examples of shared surface streets In Polnoon and Upton where there is no assumed vehicle priority.



2.3.14 *Visibility and Stopping Site Distance:* Visibility requirements such as forward visibility, junctions, street edges and stopping site distances are defined in Designing Streets. These are important for road safety and must be considered alongside design elements. An independent safety audit may be required to be provided by the developer.

Speed (miles per hour)	10	15	20	25	30
Stopping Site Difference (SSD) (metres)	9	15	22	31	40
SSD with bonnet length adjustment (metres)	11	17	25	33	43

*(Site Stopping Distance Table (abridged) from Designing Streets 2010)*

*Junctions:* In the design of all junctions the needs of pedestrians over vehicles and the impact on character and sense of place must be considered first. Standard junctions should not dictate the layout of homes. Small corner radii with quadrant kerbstones, staggered, Y and T junctions, squares or crescents should be used. Roundabouts are



rarely appropriate for pedestrians and create a poor quality of pedestrian environment. Roundabouts must be avoided in all residential areas. Swept path analysis should be used by the developer to assess safety and turning manoeuvres.



The use of speed humps and in particular roundabouts can have a very detrimental effect on the sense of place in a residential environment. Roundabouts increase the perception of streets as an area for vehicles over people.

- 2.3.15 *Crossings*: A pedestrian first environment should minimise the need for formal pedestrian crossings in residential streets. Pedestrian desire lines must be judged and given preference with the shortest and most attractive routes created without deviation from the main path.
- 2.3.16 *Turnings and Overrun Areas*: Connected streets mean that the need for turning heads can be minimised. Turning heads should be created as spaces in their own right, adding to the quality of the environment and avoiding an over engineered appearance. Consideration should also be given to prevent parking in such areas. Overrun areas, where the road appears physically narrowed by materials but still allows large vehicles to manoeuvre should be minimised as these can put pedestrians at risk.
- 2.3.17 *Service, Emergency and Large Vehicles*: Fully connected streets mean that access for large vehicles such as emergency and cleansing vehicles is made easier. Occasionally, streets designed primarily to be used for pedestrians and domestic vehicles will require special provision for the emergency vehicles and collection of refuse. Plans should indicate how this may be achieved, through vehicle tracking, along with close liaison with the Council's cleansing team and the emergency services to enable the development of a satisfactory solution.
- 2.3.18 *Shared Space*: Shared space/shared surfaces should be created within appropriate residential areas as a means of reducing vehicle dominance and encouraging residents' use and ownership of the street. Areas appropriate to this type of treatment should have low vehicle movements, restrict vehicle speeds to under 20mph and should not exceed 100m in length. To demark such areas materials, building lines, planting and street furniture should be considered.





These main streets in Upton and Adler show how a wide range of users can be accommodated whilst maintaining a people friendly scale.



This shared surface area in Polnoon has created an enclosed area which is well overlooked and safe enough for children to play in without the dominance of vehicles.

- 2.3.19 *Surface materials:* A palette of surface materials should be provided from the outset to ensure that these are suitable for adoption by the Council (where applicable), can be satisfactorily maintained as well as to relate to and enhance the character of the area. Street materials must be selected that are suitable for all users including those with a mobility or visual impairment, cyclists and prams. Permeable block paving is not considered appropriate as the primary drainage method however, this should not discourage its use.

Block pavements are supplemented by drainage in the landscaping to the edge.



- 2.3.20 *Private Accesses and Roads*: These can include footways, carriageways and shared surfaces and must be designed to the same standards as adoptable areas. Ownership and future maintenance should be made clear at the planning stage.
- 2.3.21 *Safety Audits and Swept Path Analysis*: These should be carried out at the responsibility of the developer and in the case of safety audits, be independent. The Council can and will require these to be provided at application and RCC stages.
- 2.3.22 *Traffic Assessments and Statements*: In the first instance, a Transport Assessment Form should be completed, this will dictate the need for a Traffic Statement or Traffic Assessment. Traffic Statements should be prepared at application stage. A Traffic Assessment will be required for larger developments for instance, over 100 dwellings. Travel plans may also be required for larger schemes.

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## 2.4 PARKING REQUIREMENTS

- 2.4.1 *Parking Provision:* High levels of car ownership in East Renfrewshire mean that an appropriate level and mix of public and private parking must be achieved in all residential development. All residential developments must demonstrate how the Council's parking standards have been achieved on a layout plan.

Parking levels for all residential development in East Renfrewshire are set out below:

East Renfrewshire Council Car parking standards		
Development Type	Appropriate provision	
Housing – Number of bedrooms	Allocated spaces	Unallocated spaces
1	1	0.65
1	0	1.65
2	2	0.25
2	1	0.65
3	2	0.25
4+	3	0.10
4+	2	0.50

- 2.4.2 *Parking Mix:* A mixture of parking arrangements must be provided to create a high quality environment which is not dominated by cars. Solutions may include on-street, on-plot, courts, mews, around squares and create a mixture of allocated and unallocated spaces.



Polnoon successfully demonstrates a range of parking solutions including marked bays, car ports, rear garages, driveways and parking courts as well as many places for informal parking.





- 2.4.3 *On-Street Parking*: On-street parking must be considered within any mix of parking. On-street parking must be carefully designed to avoid being overly dominant, avoid long runs of parked cars and ensure pedestrian and cycle safety is maintained. Demarked formal bays e.g. with painted white lines, are generally discouraged in favour of more flexible and informal arrangements, for example wider streets or parking around a central square. Parking on footways should also be discouraged and this can be achieved through making it clear where it is acceptable to park.



In Upton formal and informal on-street parking is used depending on the character of the street.

- 2.4.4 *Visitor Parking*: Visitor Parking should be located at least every 50 metres throughout a development and should be equally distributed throughout. In larger development equal distribution will be particularly important.
- 2.3.2 *Driveways*: For driveways to accommodate more than one car, parallel (side by side) layouts are the preferred method over tandem (one in behind the other) layouts. However, tandem driveways may be appropriate to ensure the provision of a front garden. Where tandem driveways are proposed these must be within a wider mix of different parking solutions and be associated with increased on-street parking.
- 2.4.6 *Integral Garages*: Integral garages will not count as car parking spaces unless they meet a minimum size of 7 metres by 3 metres with clear access dimensions of 2.1 metres width and 1.98 metres height. If the overall parking proposed for a development relies on a high number of integral garages, developers will be required to provide a greater level of overall public parking. Double integral garages in most cases will count as one parking space.
- 2.4.7 *Detached Garages*: Standalone or detached garages will count as parking spaces provided they meet a minimum size of 7 metres by 3 metres with clear access dimensions of 2.1 metres width and 1.98 metres height. Positioning of standalone garages within a residential layout must ensure they are not dominant and in most instances must be located to the rear of the main building line. High numbers of



detached garages can lead to more urbanised environments and a denser appearance and this must be taken into consideration.

- 2.4.8 *Carports*: A carport will be counted as a parking space provided it is shown that suitable space to allow driver and passengers to exit is provided. Generally, these should meet the same dimensions as garages of 7 metres by 3 metres with clear access dimensions of 2.1 metres width and 1.98 metres height.



This detached garage set to the rear is not a dominant feature and allows for two side by side spaces to the front.



These parking courts provide one car space, allow for bin storage and create a semi-private space. The length of the space allows cars to be parked without blocking the principal entrance.

- 2.4.9 *Parking Courts*: Can be provided if it is ensured these are well overlooked by more than one dwelling, are for a maximum of 10 cars and have suitable long-term maintenance arrangements in place. The design of parking courts should ensure that they are created as positive places, with attractive walled boundary treatments and landscaping, rather than just car parks.



These parking courts contain only a small number of cars and use paving and trees to create a more pleasant environment. Brick walls instead of the fencing used would improve their quality further.



## 2.5 RESIDENTIAL DESIGN CONSIDERATIONS

- 2.5.1 *Housing mix*: All new development should introduce a mixture of house types and sizes. Specifically, these should address types there is a shortage of in East Renfrewshire such as bungalows, starter homes and flats. This is a policy requirement of the Proposed Local Development plan (Policy SG4, Housing Mix in New Developments)
- 2.5.2 *Property mix*: The layout of different house types within a development and within individual streets need to strike a balance between uniformity and variety. Layouts with too many of the same house type and conversely layouts with completely mixed house types should be avoided. Streets may have a predominant house form but not necessarily house type, with variations added deliberately to add character, avoid monotony and aid legibility.



In Upton, these two streets demonstrate how rows of houses with similar proportions and appearance can be grouped together without creating an overly uniform street. A different building at the corner acts as a feature.

- 2.5.3 *Density*: The density of any development must relate to the character of the area, location of the site within a settlement and proximity of services. Denser development should be located closest to services and with lower densities in less well served areas. There should be a range of densities within larger developments to define character areas and accommodate housing mix. Areas with very high densities of housing will be required to demonstrate how they can satisfactorily accommodate pedestrian and vehicular movement, parking, utilities, privacy and open space.
- 2.5.4 *Orientation*: Streets should be set out to take advantage of sunlight and daylight, with gathering spaces, seating and other points located in places which will received the most direct light. Shelter from the prevailing wind should be provided through the placement of buildings. Fronts or backs of buildings should be orientated to receive direct sunlight on at least one side, where possible. Single aspect dwellings are discouraged.



- 2.5.5 *Plot separation*: In general, there should be a minimum of 2m from any house to the side boundary of the plot. An increased boundary of 3m from the house to side boundary of the plot may be required where properties are three storeys in height.
- 2.5.6 *Garden size (houses)*: Houses are required to have gardens which are proportionate to their size. Private gardens should be 1½ times the ground floor area of the house or 100m<sup>2</sup> for detached and semi-detached houses and 50m<sup>2</sup> in the case of terraces, whichever is greater. To maintain privacy and separation, rear gardens should generally be no less than 10m in depth. Provision is also set out in the Green Network SPG.
- 2.5.7 *Garden size (flats)*: Provision should be made for amenity outdoor space in flatted developments of 30m<sup>2</sup> per dwelling and provide reasonable privacy from parking and public areas. Provision is also set out in the Green Network SPG.
- 2.5.8 *Materials*: The materials used for buildings should be used, alongside other elements, to define character areas and streets. For example a common render colour may delineate a particular stretch of a street or be used to define street corners. Existing local characteristics should provide key pointers to what types of materials are used and where.

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## 2.6 ENVIRONMENT

- 2.6.1 *Flood Risk:* Flood Risk Assessments are the responsibility of developers and should develop an integrated strategy which considers drainage requirements.
- 2.6.2 *Drainage Information:* A Drainage Impact Assessment (as required by Scottish Water) and a Drainage Strategy (required by the Council) should accompany a planning application. These may can, where applicable, be prepared as a single document. The Drainage Strategy is required to say how new drainage will be managed, what solutions are to be implemented and how these will be maintained. Consultation with SEPA, Scottish Water and the Council on the Drainage Strategy is encouraged at an early stage.
- 2.6.3 *Sustainable Urban Drainage Systems (SUDS):* In dealing with surface water, SUDS will be required in all new development and details of the design of solutions included at application stage. SUDS may include use of, and a combination of; permeable paving, swales, retention basins, filtration trenches, filter strips and drains, infiltration, bio-retention, ponds and wetlands. Solutions should respond to site context and take the opportunity to introduce natural features and green spaces into developments as well as make connections to the wider Green Network where possible. Future maintenance should be a key consideration in selection of methods and should be specified from the outset.



An example of a more formal swale in Upton and a swale allowed to self-plant in Dundee.

- 2.6.4 *Utilities:* Utilities should be laid out with consideration to future maintenance and ensure minimal disruption to streets and planting in the future. Service strips are to be 2m in width as standard and may be located in adoptable footway areas. If located elsewhere, these must not compromise the width of streets, quality of surface materials or planting. Utility strips under verges should be avoided where this would prejudice the introduction of trees and planting. Provision should be made in service strips for future installations such as fibre optic cables.



- 2.6.5 *Trees:* Existing trees should be designed around rather than removed in the first instance. Retained trees can add character, sense of place, improve air quality and influence the micro-climate. New trees should also be introduced within the development for the same reasons. Trees within the streetscape are strongly encouraged to create specific character areas such as main avenues. Streets trees should have suitable areas for growth and given the chance to flourish. Use of 'root balls' or other forms of root control or direction should be used however, to ensure there is no damage to surfaces and buildings and enable trees to remain in place in the long term. Trees within private gardens are acceptable, but should not be the only solution.



Retention of existing trees can easily add to the quality and character of a place.



Planting of semi-mature trees can also be effective in creating a people friendly environment with careful selection and planting.

- 2.6.6 *New planting:* A range of planting types and styles should be incorporated relating to the type of street they are located in. This can include avenue planting, boundary planting, open space planting and small garden trees, but should, ultimately, be appropriate to the scale and character of the specific development site. Species should be selected which are appropriate to the area and climate. Long term issues, for



example growth heights and potential obscuring of sight lines and species that can survive climate change should also be given consideration.



Carefully placed shrubs can create a sense of place, create a greener environment, define areas and protect privacy.

- 2.6.7 *Community Green Space*: Opportunities to create areas where communities can plant and grow vegetables will be welcomed. For example, the inclusion of allotments, community orchards or similar. These areas can add to a sense of place, provide meeting points and add to a sense of community.
- 2.6.8 *Street Lighting*: A careful balance must be struck between creating a safe well lit environment and one which respects the amenity of residents and character of the development. In the lighting of footways and carriageways, consideration should be given to reducing street clutter such as attaching street lights to buildings or using lighting columns in combination with signage. The lighting of parking courts and access lanes needs to ensure there is no overspill to dwellings. A combination of different lighting solutions may be appropriate within one development and can add to distinctiveness. The colour and quality of light is also an important consideration. Energy efficient and LED lights should ensure they can provide the required light levels and coverage. Plans should be provided which show how all areas are covered by the correct level of light.



Lighting in Polnoon has a mixture of standalone and attached street lighting which reduces visual clutter and adds to the character of individual streets.



- 2.6.9 *Street Clutter:* As with lighting, the ability to combine or integrate signage, road markings and minimise street furniture (such as bollards) should be an integral part of the design process and considered in the design of layout and detail of the place. Reduced signage and road markings can be used to encourage slower vehicle speeds. Subtler ways to read how streets should be used, such as changes in materials or widths, can be used in place. Placement of regulated/ mandatory traffic signs should be considered at an early stage so as not to detract from the environment.
- 2.6.10 *Bin storage:* Space for storage of general waste, recycling and composting should be shown on a plan. It should be demonstrated how storage of bins to the front of properties has been discouraged. The points for the collection of waste should also be indicated and to demonstrate that this will not impact on the quality of the street environment. Plans may include space for storage within the home, storage in private gardens and communal storage. Carry distances should also be specified. The Council's Cleansing Department will be consulted on such plans.
- 2.6.11 *Maintenance:* As maintenance is a key aspect in the long term functionality and appearance of streets and high quality places, information should be provided to demonstrate how this has been prepared for. In particular the maintenance of footpaths, surface materials, landscaping planting and trees, SUDS, and open space.





## SECTION 3: PROPOSED PROCESS

### 3.1 PROPOSED PROCESS - NEW DEVELOPMENTS

#### 3.1.1 Consents required:

- (a) Planning Permission in Principle, followed by Approval of Matters Specified in Conditions; or
- (B) Detailed planning permission;

And

- Roads Construction Consent (RCC)

And (possibly)

- Section 75 Agreement
- Other legal Agreements

3.1.2 A two stage RCC is advocated in both *Designing Streets* and in the SCOTS National Roads Development Guidance and this approach is considered to have potential within East Renfrewshire Council with care taken to ensure that it does not result in a high level of potentially abortive work for either party. The aim is to ensure the guidance in this SPG is considered at an early stage in all applications, including the implications for Roads Construction Consent. To assist in this aim, for proposed residential schemes there will be single points of contact established from the outset in both the Council's roads and planning services. The focus will be to deliver locally distinctive solutions in a time efficient and effective manner.

3.1.3 A key aim will be to front-load the process and undertake pre-application discussions that will deal with matters of principle and reach a form of agreement between all parties. When planning applications are submitted, they should then provide sufficient detail and require less change or delay. Similarly, early discussion will ensure provision of enough detail on the street layouts, alignments, junction spacing, proposed materials, traffic, drainage and flood risk assessments to address the requirements for the Roads Construction Consent whilst adhering to the principles agreed at pre-application stage, and post attainment of planning approval. **This should not result in abortive work for either party.**



### 3.1.4 Proposed Process: A Design Led Approach

**Scottish Government:** “Pre-application discussions and processing agreements should identify upfront the information to be required in support of an application and when it will be submitted and considered. Those involved should ensure any requirements for additional information are necessary, proportionate and are clearly scoped to avoid unnecessary costs to applicants and public bodies. Likewise, submissions should be focussed and fit for purpose”

#### Pre-application Preparation - Applicant Action

- Applicant to consider all relevant policy and guidance, including this SPG.
- Consider initial design solution/approach to development, bearing in mind national and local policy requirements. Ensure cognisance is taken of the user hierarchy and be able to explain how this will be addressed.
- Remember that residential design and layout is a significant material consideration in new development proposals. The council will pay close attention to design.
- Consider access to the site and the internal street design options.
- Consider potential surfacing materials – particularly if shared surfaces are proposed.
- Consider long term maintenance requirements.

#### Stage 1: Pre-application

This will require a joint understanding that this will be an *iterative* process. It will be important to avoid abortive work for all parties. This should be minimised if this guidance is followed, the aim being to resolve *as much as possible* prior to any application being submitted:

- Council approached by agent/developer and initial joint meeting set up with relevant parties (e.g. planning and roads) to ensure appropriate input. At least two weeks prior to the meeting, the Council should be provided with draft information and plans to ensure the meeting is productive. This advance information should be of sufficient standard to allow productive discussion and should be provided **in ample time** to allow consideration.
- A Processing Agreement will be offered by the council.
- Points of contact for Planning and Roads will be established.
- SEPA and Scottish Water initial input will be sought.
- Council and developer to highlight any issues with the principle of the proposal.
- Council and developer to identify issues of design to be jointly considered and solutions negotiated.
- Agree any further meeting dates, if required.
- All parties to reach an agreed development solution. This will also involve a collaborative approach between different council departments.

**A Proposal of Application Notice will be required if development is a major development.**



## Stage 2: Commence Statutory Process

### Route A – Planning Approval in Principle

- Based on pre-application discussions, the applicant submits an Application in Principle. Include all necessary technical information (see Table A)
- Roads and Planning officers are to agree the terms of any conditions that may be needed for consent.
- Roads department to consider the principles in the application and highlight issues of detail that must be addressed within the 'Stage 2' or detailed RCC application.
- All parties to ensure SEPA and Scottish Water are aware and in agreement with proposals in relation to their interests
- Planning and Roads to both confirm acceptability (or not) of proposals – any issues to be highlighted for resolution by developer.

Planning Approval in Principle is given (if appropriate). This will then be subject to Approval of Matters Specified in Conditions and will govern the acceptance of the *principles* of a RCC. Approval of Matters Specified in Conditions will ensure onward management of the process.

### Route B – Detailed Planning Permission

- Detailed Planning application submitted
- Detailed plans submitted (see Table A)
- Design and Access Statement required
- Layout to be fixed and approved for subsequent 'Stage 2' detailed RCC application

## Roads Construction Consent (RCC)

In practice the RCC involves a detailed design and specification. Against that background the normal situation has been that such detail will be worked up during the planning application process and to reduce the prospect of abortive work the RCC application is submitted late on in the planning process when the road alignment has been subject to detailed discussions. The RCC process, as currently applied, has therefore tended to emphasise compliance with standards, possibly to the detriment of innovation and good quality street design. The RCC should now be a key part of a creative process leading to the creation of a high quality environment.

In this new process, Stage 1 - the layout and geometry - is approved concurrently with securing planning permission, and Stage 2 - the technical construction and materials details is approved shortly after (similar to planning conditions). There is no reason why the Roads Construction Consent process cannot start during the time that a detailed planning application is being considered. Early dialogue, as required by this SPG, between engineers and designers is required so that layout, design and construction are more closely aligned as part of the planning process.



There should now be an overlap with the urban design of the street and its adjoining spaces. The issues of street furniture, materials, signage and markings should now be seen as an integral part of the overall "design package".

***Trust and communication, with a very clear vision, are fundamental to the success of this approach. More detail is set out in the tables on the following pages.***

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<p><b>STAGE 1: PRE-APPLICATION - EARLY ENGAGEMENT ESSENTIAL</b></p> <p><i>If it is a 'major' development, a Proposal of Application Notice and formal public consultation is required (link).</i></p> <p><i>Also if it is a 'major' development, the developer is encouraged to enter a processing agreement with the Council (link).</i></p> <p><i>In all cases, as much as possible should be agreed at this early stage.</i></p>		
Route A: Planning approval in Principle Key requirements	Route B: Detailed Planning Permission Route Key requirements	Roads - Early Engagement
<p><b>Applicant to</b></p> <ul style="list-style-type: none"> <li>❖ Submit location plan with site boundary to the Council</li> <li>❖ Give a description of the development including housing numbers and preferably an indicative layout</li> <li>❖ Submit for an EIA Screening Opinion, and seek agreement on scoping, where required</li> <li>❖ Establish what reports, surveys and information will be required at planning application stage e.g. transport assessment, protected species, ecology, trees, archaeology, air, Landscape and Visual Impact Assessment (link to Supporting Information Requirements on website). Also seek agreement with the Council on the scope of any necessary reports.</li> <li>❖ Send relevant documents to the statutory consultees</li> <li>❖ Take into account the views expressed by the Council and consultees</li> </ul> <p><b>Council to:</b></p> <ul style="list-style-type: none"> <li>❖ Host a meeting with the applicant and provide comments on the submitted plans</li> <li>❖ Advise on the range and scope of any necessary supporting documents</li> <li>❖ Consult with internal services and external consultees where appropriate</li> </ul>	<p><b>Applicant to:</b></p> <ul style="list-style-type: none"> <li>❖ Submit location plan with site boundary to the Council</li> <li>❖ Submit draft layout plans, initial elevations, sections, street scenes, and building types</li> <li>❖ Submit a draft Design and Access Statement* which included information on how the development complies with this SPG</li> <li>❖ Indicative Landscape Strategy</li> <li>❖ Submit for an EIA Screening Opinion, and seek agreement on scoping, where required</li> <li>❖ Establish what reports, surveys and information will be required at planning application stage e.g. transport assessment, protected species, ecology, trees, archaeology, air, Landscape and Visual Impact Assessment and seek agreement with the Council on the scope of any necessary reports.</li> <li>❖ Send relevant documents to the statutory consultees</li> <li>❖ Take into account the views expressed by the Council and consultees</li> </ul> <p><b>Council to:</b></p> <ul style="list-style-type: none"> <li>❖ Host a meeting with the applicant and provide comments on the submitted plans</li> <li>❖ Advise on the range and scope of any necessary supporting documents</li> <li>❖ Consult with internal services and external consultees where appropriate</li> </ul>	<p><i>It is accepted that by front loading the RCC process, time and costs for applicants and the council may be incurred at an earlier stage. The first pre-application meeting will focus on determining the appropriate level of information required, but may require:</i></p> <p><b>Applicant to submit:</b></p> <ul style="list-style-type: none"> <li>❖ Access points for agreement</li> <li>❖ Travel Plan</li> <li>❖ Outline standards for Roads construction.</li> <li>❖ Transport Assessment Form-outline</li> <li>❖ Draft Transport Statement – scoping to follow</li> <li>❖ Parking provision and methodology</li> <li>❖ Draft combined Drainage Strategy and Flood risk assessment.</li> <li>❖ Accident data/crash reports</li> </ul> <p><b>Council to:</b></p> <ul style="list-style-type: none"> <li>❖ Respond to the principles submitted</li> <li>❖ Identify any issues with respect to transport and traffic matters that require resolution</li> <li>❖ Outline any requirement to survey traffic/speed</li> </ul>



STAGE 2 : COMMENCE STATUTORY PROCESS		
Timings and content of application to be as set out in any signed Processing Agreement		
Planning approval in Principle Route Key requirements	Detailed Planning Permission Route Key requirements	Roads Construction Consent
<p><b>Applicant to:</b></p> <ul style="list-style-type: none"> <li>❖ Submit location plan and site boundary, preferably with indicative site layout</li> <li>❖ Submit Pre-application Consultation Report if a major development</li> <li>❖ Submit other supporting reports, surveys and statements as agreed in advance</li> </ul> <p><b>Council to:</b></p> <ul style="list-style-type: none"> <li>❖ Undertake formal consultation process with the public and consultees</li> <li>❖ Consider Heads of Terms for any required Legal Agreement</li> <li>❖ Assess the application and make its delegated decision or report to committee (by agreed date if there has been a processing agreement)</li> <li>❖ Issue decision (once legal agreement is signed if appropriate)</li> </ul> <p><b>Planning Approval in Principle</b>, if approved, will always be granted subject to <b>Approval of Matters Specified in Conditions</b> (AMSICs), and possibly a legal agreement</p> <p><b>GREEN LIGHT</b> for the <i>principle</i> of development AMSICs still to be approved – see below</p>	<p><b>Applicant to:</b></p> <ul style="list-style-type: none"> <li>❖ Submit location plan, layout plans, elevations, sections, street scenes, building types, levels and details as appropriate</li> <li>❖ Submit detailed internal road layouts (as agreed at an earlier stage)</li> <li>❖ Detailed layout to meet the standards as set out in Council policy and guidance and as advised by the Council and consultees in advance</li> <li>❖ Submit Design and Access Statement* which included information on how the development complies with this SPG</li> <li>❖ Submit Pre-application Consultation Report if a major development</li> <li>❖ Submit other supporting reports, surveys and statements as agreed in advance</li> </ul> <p><b>Council to:</b></p> <ul style="list-style-type: none"> <li>❖ Undertake formal consultation process with the public and consultees</li> <li>❖ Consider Heads of Terms for any required Legal Agreement</li> <li>❖ Assess the application and make its delegated decision or report to committee (by agreed date if there has been a processing agreement)</li> <li>❖ Issue decision (once legal agreement is signed if appropriate)</li> </ul> <p><b>Detailed consent</b>, if approved, is likely to be subject to conditions, and possibly a legal agreement.</p> <p><b>GREEN LIGHT</b> for development Conditions likely still to be signed off – see below</p>	<p><b>Applicant to submit:</b></p> <ul style="list-style-type: none"> <li>❖ Completed RCC form</li> <li>❖ Detail of proposed access points</li> <li>❖ Transport Assessment / Transport Statement</li> <li>❖ Parking provision and methodology</li> <li>❖ Safety audit</li> <li>❖ Swept path analysis</li> <li>❖ Drainage Impact Assessment, Drainage Strategy and Flood Risk Assessment</li> <li>❖ Off site enhancements identified if required</li> <li>❖ Details of materials and surfacing</li> <li>❖ Draft lighting strategy</li> </ul> <p><b>Roads response built into Planning report. Layout and geometry prime considerations</b></p> <p>Planning conditions will include matters of detail in respect of road issues. Agreement of conditions will be subject both the planning and roads services.</p> <p>Drainage Impact Assessment and Flood Risk Assessment must be signed off in advance.</p> <p><b>GREEN LIGHT</b> for <i>principle</i> of roads design.</p>



STAGE 3 : POST PLANNING APPROVAL REQUIREMENTS		
Approval of Matters Specified in Conditions Key requirements	Conditions Key requirements	RCC detail
<p><b>Applicant</b> to submit for approval the items specified in the planning approval in principle, likely to include:</p> <ul style="list-style-type: none"> <li>❖ Detailed plans, elevations, sections, street scenes, building types, levels and other details as appropriate</li> <li>❖ Detailed internal road layouts</li> <li>❖ Detailed layout to meet the standards as set out in Council policy and guidance and as advised by the Council and consultees in advance</li> <li>❖ Design and Access Statement* which included information on how the development complies with this SPG</li> <li>❖ Submit other supporting reports, surveys and statements as agreed in advance</li> </ul> <p><b>Council to:</b></p> <ul style="list-style-type: none"> <li>❖ Undertake formal consultation with consultees and Neighbour Notification</li> <li>❖ Assess the application(s) and make a delegated decision or report to committee (by agreed date if there has been a processing agreement)</li> <li>❖ Issue decision (once legal agreement is signed, if appropriate)</li> </ul>	<p><b>Applicant</b> to submit for approval the items specified in the conditions attached to the grant of Planning Permission, likely to include:</p> <ul style="list-style-type: none"> <li>❖ Detail of external materials to be used</li> <li>❖ Conditions relating to technical roads issues (see next column)</li> </ul> <p><b>Council to:</b></p> <ul style="list-style-type: none"> <li>❖ Sign off and agree all matters specified in the conditions</li> </ul>	<p><b>Applicant</b> to submit for approval:</p> <ul style="list-style-type: none"> <li>❖ Construction details</li> <li>❖ Internal Layout</li> <li>❖ Detail of materials</li> <li>❖ Finalised lighting strategy</li> <li>❖ Street furniture detail</li> <li>❖ Geometry and levels</li> <li>❖ Signs and lining</li> <li>❖ Drainage agreed</li> <li>❖ Utilities agreed</li> </ul> <p>Cleansing requirements to be approved</p> <p>Environmental Health requirements to be approved.</p> <p>Any Legal Agreements to be concluded</p>
<p><b>Process concluded, signalled by:</b></p> <ul style="list-style-type: none"> <li>❖ Planning approvals issued, AMSICs approved or conditions accepted</li> <li>❖ Section 75 Agreement, where relevant, agreed and signed</li> <li>❖ RCC issued, Roads Agreements such as S.48, S.56, and S96 Agreements concluded.</li> <li>❖ Applicant to submit <i>Notice of Initiation of Development</i> to the Council and development commences on site</li> </ul>		

\* A Design and Access Statement as defined under The Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2008 as: “ a document containing both a design statement and written statement about how issues relating to access to the development for disabled people have been dealt with”



## Links to National and Local Policy, Resources and Guidance

### Scottish Planning Policy

The planning policy statement of the Scottish Government. Updated in 2014:

[www.scotland.gov.uk/Publications/2014/06/5823/downloads](http://www.scotland.gov.uk/Publications/2014/06/5823/downloads)

### Designing Streets

This national policy statement forms the basis for this Supplementary Planning Guidance and provides the broader policy on designing streets with an emphasis on a place-making.

[www.scotland.gov.uk/Publications/2010/03/22120652/0](http://www.scotland.gov.uk/Publications/2010/03/22120652/0)

### Creating Places

This policy statement on architecture and design was published by the Scottish Government in 2011. The statement is backed up by a website resource featuring links to related policies, news and case studies. The website resource can be accessed here: [www.creatingplacescotland.org](http://www.creatingplacescotland.org) and policy statement here: [www.scotland.gov.uk/Publications/2013/06/9811](http://www.scotland.gov.uk/Publications/2013/06/9811)

### Designing Streets Toolbox

Within the Creating Places web resource a Designing Streets Toolbox is available giving a range of information which can be used alongside the Designing Streets policy and local guidance including information on a parallel planning application and roads construction consent, methods for assessing the quality of layouts and design techniques: [www.creatingplacescotland.org/designing-streets](http://www.creatingplacescotland.org/designing-streets).

### SCOTS National Roads Development Guide

The document produced in 2014 by the Society of Chief Officers for Transportation in Scotland, known as SCOTS, aims to provide technical information and guidance on obtaining Roads Construction Consent. This has not been formally adopted by the Council and should be used for guidance only:

[localapps.pkc.gov.uk/internet/flashmag/councils/nationalroadsguide/roadsfeb2014.pdf](http://localapps.pkc.gov.uk/internet/flashmag/councils/nationalroadsguide/roadsfeb2014.pdf) .

### Local Development Plan

East Renfrewshire Council's Local Development Plan sets out policies for development and use of land: [www.eastrenfrewshire.gov.uk/local-development-plan](http://www.eastrenfrewshire.gov.uk/local-development-plan)

Development Frameworks and Supplementary Planning Guidance has been prepared for major land release sites; these include Barrhead South, Barrhead North and Maidenhill, Newton Mearns. These give site specific guidance on development in line with this document on Residential Street Design. They can be viewed on the Local Development Plan page above.

Supplementary Planning Guidance has also been prepared on a range of subjects including Green Network and Environmental Management. These can be viewed here:

[www.eastrenfrewshire.gov.uk/SPG](http://www.eastrenfrewshire.gov.uk/SPG)

### Roads Design Guide, 1995

This document was completed by Local authorities within the then Strathclyde region. It remains current and provides standards and guidance on the design and alteration of roads:

[www.south-ayrshire.gov.uk/documents/?file=Roads%20Development%20Guide%20\(amended\).pdf](http://www.south-ayrshire.gov.uk/documents/?file=Roads%20Development%20Guide%20(amended).pdf)





## Examples Used

Polnoon Development Eaglesham, East Renfrewshire Council

Adler Estate, Dundee City Council

Upton Urban Extension, Northampton Borough Council

Newhall Development, Harlow Council

## Photographs

Unless stated all photographs have been taken by East Renfrewshire Council.

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# East Renfrewshire Proposed Local Development Plan

LOCAL DEVELOPMENT PLAN

## Supplementary Planning Guidance: Neilston Infill Development Strategy December 2014



# Proposed Supplementary Planning Guidance

## Neilston Infill Development Strategy

December 2014



**Director of Environment  
Andrew J Cahill B.Sc. (Hons.)**

Planning Contact Number: 0141 577 3001  
Email: [ldp@eastrenfrewshire.gov.uk](mailto:ldp@eastrenfrewshire.gov.uk)

## The Consultation Process

Comments are being sought on this Supplementary Planning Guidance which was approved by East Renfrewshire Council at its meeting on 17 December 2014.

This document will be the subject of public consultation for six weeks from [REDACTED] until [REDACTED]. The Supplementary Planning Guidance will supplement the policies and proposals of the East Renfrewshire Proposed Local Development Plan.

Comments on this Supplementary Planning Guidance can be made by completing the online response form available at: [www.eastrenfrewshire.gov.uk/spg](http://www.eastrenfrewshire.gov.uk/spg).

Your completed form can be emailed to us at: [ldp@eastrenfrewshire.gov.uk](mailto:ldp@eastrenfrewshire.gov.uk).

Alternatively you can print and post your completed form to:

Development Plans Team  
East Renfrewshire Council  
2 Spiersbridge Way  
Spiersbridge Business Park  
East Renfrewshire  
G46 8NG

Copies of the Supplementary Planning Guidance are available to view at East Renfrewshire Council offices, the Council's website and at all local libraries.

### What Happens Next?

Following the six weeks of public consultation, consideration will be given to all comments received. A report will then be produced summarising all comments received, the Council's response to each representation, and any suggested revisions. This will be made available to the public on the Council's website, together with the finalised SPG. The SPG will be a material consideration in the determination of planning applications until such time as the Local Development Plan is Adopted when it will form part of the Adopted Local Development Plan.

### Further Information

If you have any questions regarding the SPG or the consultation process, please contact East Renfrewshire Council on 0141 577 3341.

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## 1. FOREWORD

### 1.1. The Purpose of this Supplementary Planning Guidance (SPG)

- 1.1.1. This Supplementary Planning Guidance has been prepared under Section 22 of the Planning etc. Scotland Act 2006 and forms part of the East Renfrewshire Local Development Plan. It will be a material consideration in the determination of planning applications until such time as the Local Development Plan is Adopted when it will form part of the Adopted Local Development Plan.
- 1.1.2. It arises specifically from Local Development Plan **Policy M8 Neilston Village Regeneration**, which states in its second paragraph that an Infill Development Strategy will be prepared by the Council in partnership with the Neilston Town Team, landowners, developers and key agencies and will be adopted by the Council as Supplementary Planning Guidance.
- 1.1.3. The purpose of this Guidance is to help applicants when submitting their planning applications and to give general advice and guidance on Local Development Plan proposals in and around Neilston.
- 1.1.4. In looking at specific sites and proposals, reference must also be made to the relevant planning policies in the Local Development Plan, which can be seen at [www.eastrenfrewshire.gov.uk/local-development-plan](http://www.eastrenfrewshire.gov.uk/local-development-plan).

### 1.2. Neilston

- 1.2.1. Prior to industrialisation Neilston was a small village characterised by single storey housing for agricultural workers and their families. The village expanded with the introduction of cotton bleaching, spinning and dyeing with associated mill worker housing close to the place of work. A significant amount of this housing remains today and forms an important part of Neilston's character, heritage and culture. Further expansion of the village took place with the arrival of the railway lines that provided good connections to Glasgow's city centre making it attractive for those wishing to live on the edge of the City.
- 1.2.2. It has a small village centre with shops along the main street, which are quite vibrant in terms of custom, but a bit run-down in terms of the buildings and environment. There is a good range of community facilities, which include two primary schools, churches, sports centre, sports and leisure facilities, library and medical centre. There remains a direct rail link to Glasgow City Centre.
- 1.2.3. There is relatively little by way of employment remaining in the village - it largely acts now as a residential and commuter village with people travelling into Glasgow, Paisley and Barrhead for work. The housing stock consists of a wide range of properties, including older cottages, (former and current) local authority stock and newer private houses.

### 1.3. Neilston Development Trust

- 1.3.1. Much of the content of the Neilston Going Places report and implementation of the projects in this Guidance will be taken forward by Neilston Development Trust (NDT). The NDT was established in 2006 by the Neilston community to champion, facilitate, support and drive the regeneration of Neilston, adopting a community-led approach to sustainable regeneration that builds from the village's assets and places people at the centre of the decision making. It was incorporated as a successor organisation to Neilston: Space to Live.

## 2. THE LOCAL DEVELOPMENT PLAN

- 2.1.1. The Council is well advanced in the preparation of its Local Development Plan (LDP). The Proposed Plan includes a range of policies and proposals for Neilston.
- 2.1.2. Policy M8 of the LDP and associated proposals are designed to establish a sustainable and economically viable long-term vision for Neilston. The main themes outlined within section 1 of Policy M8, are the subject of this SPG 'Infill Development Strategy'.
- 2.1.3. This Supplementary Planning Guidance (SPG) will consider a variety of matters including opportunities for development; streetscape and frontage improvements; greenspace enhancements; and transport and traffic movement including accessibility throughout the settlement and linkages to its rural hinterland. The SPG process allows sites of an appropriate scale to be identified. Policy M8 is clear that proposals must be commensurate with the character and amenity of the village. Retention of the character of the village will be a key consideration of the SPG.
- 2.1.4. Under section 2 of Policy M8, 3 Green Belt locations on the outer edge of the village at Neilston Road, Kirkton Road and Holehouse Brae have been identified. These housing sites have been released in the Plan to meet housing needs, across all tenures, including private and affordable properties in Neilston over the Plan period and beyond. Alongside opportunities within the village boundary they will deliver a sustainable level of growth for the village. These sites do not form part of the Infill Strategy SPG although development contributions from these sites may assist with delivering smaller infill sites, affordable housing and developer contributions towards infrastructure.
- 2.1.5. There is a need for more housing of all tenures across East Renfrewshire as a whole, and Neilston plays its part in the provision of land for private and affordable houses. There is a particular need for affordable and social rented (Council or Housing Association) properties as there remains a long waiting list for such properties and multiple households applying for each property that becomes available. There is also a high demand for more sheltered and amenity houses, particularly those suitable for elderly people and located close to the village centre.
- 2.1.6. A summary of other relevant planning policies and proposals are as follows:



Site	LDP Ref	Use(s)
<b>Public realm/town centre</b>		
Environmental Improvements to public realm areas in the village centre	M8	Regeneration and environmental enhancements; and public realm improvements
Neilston neighbourhood centre	M6.5 SG7.18	
<b>Crofthead/Cowdenhall</b>		
Crofthead Mill development and restoration	M8  SG1.24 SG6.9 SG6.19 D11.20 Schedule 5	Mixed uses, including housing and employment. Restoration of listed building. Housing Business & employment safeguarded Business proposals Restoration of listed building and associated enabling development
Cowdenhall access & woodland improvements	M8 D13.16	Access and woodland improvements (associated with restoration of Crofthead Mill)
<b>Leisure/travel</b>		
Neilston Library	D13.18	Redevelopment
Kingston Playing Fields	M8 D13.17	Community/sports hub Housing (Development of sports/community hub and some limited enabling residential development)
Park and Ride at Neilston Train Station	M8 SG10.10 Schedule 7	Park and Ride facilities
<b>Housing sites (in addition to possible housing at Crofthead &amp; Kingston as above)</b>		
Station Yard	SG1.26	Housing (10 units)
Neilston Juniors/Brig O' Lea	SG2.1	Housing (35 units to 2025 - Relocation of Neilston Juniors to Kingston playing fields)

- 2.1.7. In addition to the above, a range of other Local Development Plan policies and guidance are relevant to all development, which are not repeated here, but will include the following policies: **Detailed guidance for all developments (D1); General urban areas (D2), Green Infrastructure and open space provision within new development (D7); Management and protection of the built heritage (D11); Energy Efficiency (E2); Surface water drainage and water quality (E5).**
- 2.1.8. A number of Supplementary Planning Guidance documents will also be relevant, including: **Affordable Housing, Energy Efficient Design, Green Network and Environmental Management, Daylight & Sunlight, Development Contributions, Residential Design Guide** etc. National policies and guidance should also be considered where appropriate, including the Scottish Planning Policy, Designing Places, Designing Streets etc.

### 3. 'NEILSTON TOWN CHARTER' AND 'NEILSTON GOING PLACES'

#### 3.1. Town Charter

3.1.1. In 2009 Neilston developed a Town Charter that outlined a 20-year vision for the village. The Town Charter was prepared by the Neilston Town Team that included the people of Neilston, East Renfrewshire Council, the Glasgow Urban Laboratory Mackintosh School of Architecture (Glasgow School of Art), Architecture and Design Scotland and Urban Design Skills. This work was also supported by Barrhead Housing Association, The Lighthouse, SUST, and the Development Trusts Association Scotland. The Charter represented a community vision for Neilston that informed the Council's Local Development Plan process and subsequently influenced the plan policies for Neilston.

#### 3.2. The Charrette

3.2.1. In order to take forward the aspirations of the Town Charter, it was decided to undertake a 'Charrette'. The Scottish Government supported charrette took place between February to April 2014 and involved open collaborative (plenary) sessions and other community consultations in which all interested parties (including local residents, traders, local interest groups and the Council) discussed and worked together to devise solutions to a range of issues in Neilston. The charrette was funded from a variety of sources including the Scottish Government and Architecture and Design Scotland, and was led by independent consultants.

3.2.2. In effect the charrette exercise was designed to act as a bridge between the early vision of the Town Charter and the project delivery phase. For this reason the Charrette exercise needed to do 3 things:

- Build upon the past work;
- Ensure that the outcomes of the Charrette process informed Supplementary Planning Guidance; and
- Deliver "do-able" projects that could be brought forward for early action.

3.2.3. Considerable work was undertaken by the consultants to engage with the local community, and the local community participated extensively in contributing to the outcomes of the charrette.

#### 3.3. Neilston Going Places

3.3.1. The charrette report 'Neilston Going Places' explains in detail the elements which were involved in the charrette process, the public consultation and the background research undertaken. It then goes on to look at a number of 'project studies' in chapter 4 which are the sections that will most substantially inform this Infill Development Strategy.

3.3.2. The Council participated in the charrette process and in the preparation of the *Neilston Going Places* report. This Infill Development Strategy SPG document builds upon this previous work.

- 3.3.3. The sections summarising the *Neilston Going Places* report concentrate on the physical improvements only. Other non-physical works are not discussed here, but it is expected that these will be implemented. There will also be community consultation on the details of the proposals and community involvement in implementation. It should be noted that whilst proposals and graphics from *Neilston Going Places* are incorporated in this guidance, these should be regarded as illustrative and without final commitment from the Council pending detailed assessment against planning policy and guidance.

### 3.4. **The Infill Development Strategy**

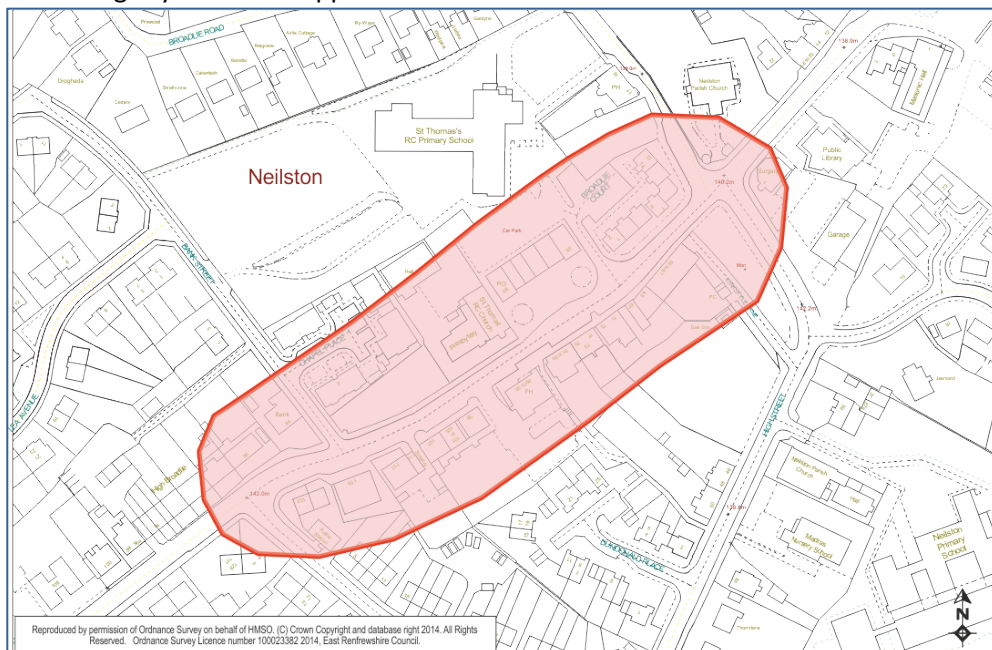
- 3.4.1. The following sections form the Infill Development Strategy and goes through, in turn, each of the areas/sites discussed and broadly agreed through the charrette process. For consistency, the site names used in the Neilston Going Places report are used throughout. Each section is consistent in terms of giving a description of the site; a summary of what *Neilston Going Places* says; a summary of the relevant planning policies; and then sets out the planning guidance for each site.

## 4. THE INFILL DEVELOPMENT STRATEGY

### 4.1. SITE: MAIN STREET

#### Description

- 4.1.1. This site includes the section of Main Street between Station Road and High Street which is the main commercial centre of Neilston.
- 4.1.2. Along the street there is on-street parking and a pedestrian crossing. At times it can be quite congested with traffic particularly when the schools go in and out, and from time-to-time when the Lochlibo Road is closed.
- 4.1.3. Uses along the street include shops, offices, rear-court car parking, a church, residential flats and houses. There is not any real cohesion of architectural styles and the buildings have a slightly run down appearance.



#### Summary of what the Neilston Going Places Charrette Report says:

- 4.1.4. The Report proposes a number of items and options along the Main Street, including:
- reducing the carriageway width,
  - re-aligning the pavement on the south side,
  - new trees,
  - additional on street parking,
  - existing car park areas to be resurfaced and better lighting installed,
  - upgrading the space in front of the parade of shops, creating a new Market Square (with micro and a macro options),
  - existing bus stop to be re-positioned as part of the new street alignment with a clock tower added,
  - spruce up and clean up of building, including painting, new awnings and signage.



### What the Local Development Plan says

4.1.5.

The Local Development Plan has the following Policies:

- Policy **M8: Neilston Village Regeneration**, promotes environmental improvements to public realm areas in the village centre
- Other policies which may be relevant include: Policy **D16: Advertisements**, and Policy **SG10: Sustainable Transport Network**

### Planning Guidance

4.1.6

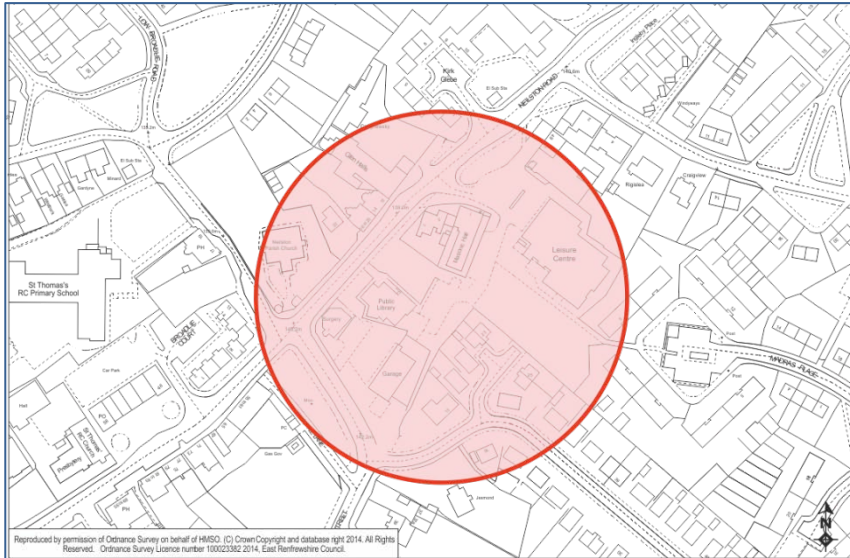
The Council in principle supports the elements of the Main Street redesign.

- The detailed design of the Main Street carriageway realignment will need to be assessed to ensure that safety standards and adequate traffic flows are maintained.
- Either option for the Market Square will be acceptable in principle, depending on which is promoted and can be funded, subject as above to detailed safety standards and adequate traffic flows being maintained.
- Improvements to buildings along Main Street will be supported. Repainting will not need planning permission. New signs and awnings will need 'advertisement consent' from the Council and new shop-fronts may need planning permission. The Council encourages a co-ordinated approach by property owners to give a branding, consistency and cohesion to signage along the whole of Main Street.
- Upgraded parking and street lighting is supported in principle although it is unlikely to need planning permission.

## 4.2. SITE: COMMUNITY HUB

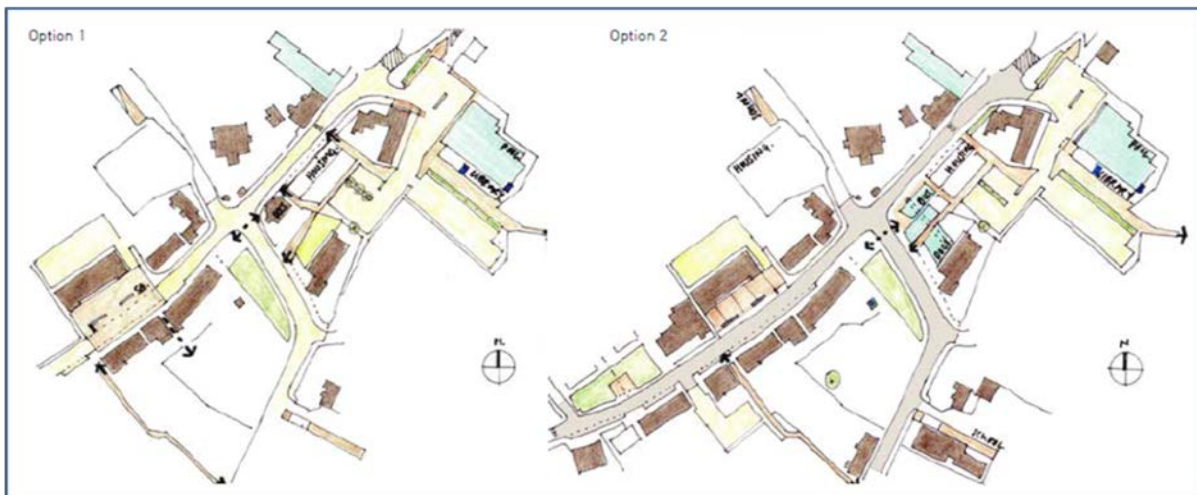
### Description

- 4.2.1. This is the area south-east of Main Street and east of Neilston Cross that includes the sports centre, library and doctor's surgery. Some of the buildings are rather dated in their design and the layout is disparate and un-coordinated. There is scope for improved layout, building design, shared uses and better use of the space.



### Summary of what the Neilston Going Places Charrette Report says:

- 4.2.2. The Report proposes a number of items and options in the Community Hub area, including: a medium to longer term aim to reconfigure and relocate the library facility, two new car parking courtyards,
- a) a small IT/homework base,
  - b) new commercial/business space and/or residential accommodation
  - c) a new pedestrian route linking the new functions with Main Street and High Street,
  - d) an expanded health facility,
  - e) re-defining the buildings facing the Cross.
  - f) an expanded health facility,
  - g) re-defining the buildings facing the Cross



### What the Local Development Plan says

4.2.3. The Local Development Plan has the following Policies:

- Policy-**M8:Neilston village Regeneration**, promotes environmental improvements to public realm areas in the village centre
- Other policies which may be relevant include: Policy **D1: Detailed Guidance for all Development**, Policy **D13: Community, Leisure and Educational Facilities**, Policy **SG10: Sustainable Transport Network**.

### Planning Guidance

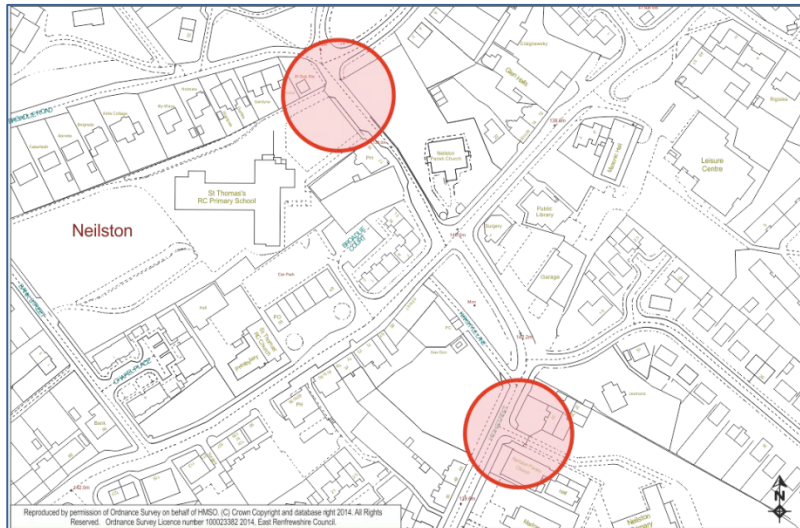
4.2.4. The council in principle supports the elements of the Community Hub redesign as outlined in Neilston Going Places above

- The relocation of the library facility will need detailed discussion and approval by the libraries service and may or may not need planning permission, depending on whether new building will be involved. If so, normal planning criteria, including those in policy D1, requiring a high standard of design and adequate parking will apply.
- Additional parking provision would be supported which would enhance access to the community hub uses, the town centre as a whole and the nearby schools. The detailed design will need to meet Council parking and access standards.
- New commercial, residential, business, IT/homework units within a reconfiguration of the area is acceptable in principle. Planning permission will be required for such new uses and proposals will need to take particular recognition of policy D1 to ensure that high quality buildings and environment are created, particularly the frontage along Main Street and facing onto the Cross and Neilston Parish Church opposite. Parking and access standards should be in accordance with policy D1 (point 9) and 'Designing Streets'. Inclusion of pedestrian links to surrounding areas will be essential. If a comprehensive redesign is to happen, a detailed development brief may be prepared to ensure a co-ordinated design solution.

### 4.3. SITE: SCHOOL GATES

#### Description

- 4.3.1. Neilston has two primary schools (Neilston Primary School and St Thomas' Primary School) both located close to the town centre. Also located beside Neilston Primary School is a nursery school. The school gates areas create issues in that they fulfil a social and civic function for children and parents/guardians to meet and socialise, but at the same time present physical issues in terms of congestion.



#### Summary of what the Neilston Going Places Charrette Report says:

- 4.3.2. The Report proposes a number of items and options for the two school gate areas, including:
- each school gate could have a new floor surface treatment, a small canopy and benches, all set back from the roadway,
  - on High Street, a new wider pavement stretching from the school gates to Kingston Playing Fields linking to a new walkway/cycle route starting from Mill Cottages providing a safe and green route to and from the school and the centre of the village,
  - a direct gate/ramp link to St Thomas's School from the adjacent car park.

#### What the Local Development Plan says

- 4.3.3. The Local Development Plan has the following policies:
- Policy **M8: Neilston Village Regeneration**, promotes environmental improvements to public
  - realmareas in the village centre.
- Other policies which may be relevant include:  
policy **D1: Detailed Guidance for all Development**.

#### Planning Guidance.

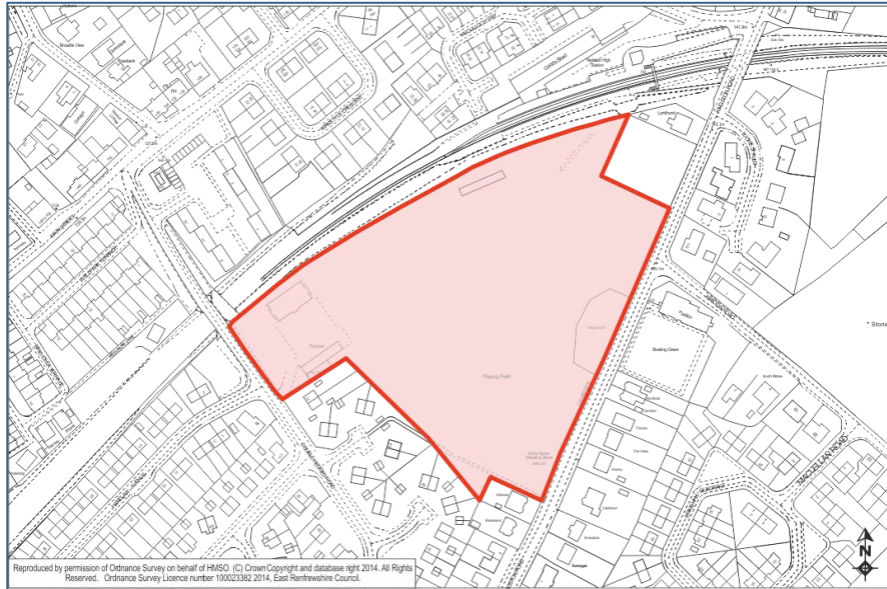
- 4.3.4. The Council in principle supports the elements of the Community Hub redesign as outlined in Neilston Going Places above, including:
- A wider pavement and re-surfacing will need to ensure that safety standards and adequate traffic flows are maintained.
  - New civic areas involving canopies and benches are supported in principle but may need planning permission depending on detailed design, and these will be assessed on their merits



#### 4.4. SITE: KINGSTON PARK

##### Description

- 4.4.1. Kingston Park includes playing fields, pitches, pavilion, grassland and children's play space. It is certainly valued by the local community, is rather uninspiring, is underused and does not currently fulfil its potential. The park also provides footpath links between the western part of the village (at Double Hedges Road) and Kingston Road near the railway station and Neilston Primary School.



##### Summary of what the Neilston Going Places Charrette Report says:

- 4.4.2. The Report proposes a range of items for Kingston Park, including:



- a reduction from two to one in the number of full size football pitches and conversion of the remaining pitch into a lit, all weather surface,
- potential for a changing facility, a small stand and fencing,
- an all weather playing surface to the east of the main pitch suitable for 5 a side football and tennis,

- d) a small grass pitch for seven-a-side football and primary school level games,
- e) a skate park area and a youth shelter,
- f) the upgrading of the existing play area, suitable for a range of ages, possibly including climbing structures and a zip wire,
- g) outdoor exercise equipment,
- h) a small amphitheatre
- i) a perimeter path,
- j) woodland blocks and wild flower meadows,
- k) renewal of perimeter fencing along with new trees and planting.

### What the Local Development Plan says

4.4.3. The Local Development Plan has the following policies

- Policy **M8: Neilston Village Regeneration** Relocation of Neilston Juniors FC to Kingston playing field and development of a sports/community hub and some limited enabling residential development with the redevelopment of the former site for residential development of approximately 35 homes phased by 2025.
- Policy **D13.17: Community/sports hub**; Policy **SG2.1: Additions to the housing land supply at Neilston Juniors**; Policy **D4: Green Network**; Policy **D5: Protection of Urban Greenspace**

Other policies which will be relevant include Policy **D1: Detailed Guidance for all Development**

### Planning Guidance

4.4.4. The Council in principle supports the redesign of Kingston Park as explained in *Neilston Going Places* above. Detailed plans will need to be produced to demonstrate exactly which of the wide range of items can be accommodated within the park.

4.4.5. Local Development Plan Policy M8 allows for some ‘enabling’ housing development in order to help fund what will be quite an expensive project. The *Neilston Going Places* report however concludes that the project could be implemented without the need for the enabling housing development.

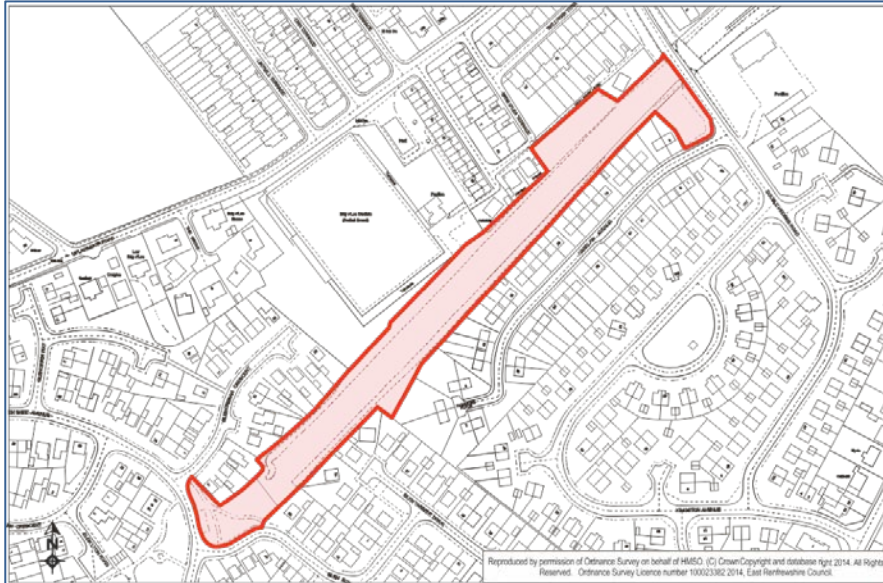
4.4.6. It is expected that the park redevelopment will progress in partnership with the redevelopment of the Brig O Lea site, the development of which could release some cross-funding.

- The Council supports the mix of uses described in *Neilston Going Places* and encourages the redesign in a co-ordinated and programmed manner to deliver, over time, all of the facilities outlined.
- Many of the new facilities will need planning permission. The detailed arrangements for new changing facilities and spectator stands in particular will need to be carefully designed to minimise any adverse impacts to surrounding houses and the road network. The Council will take into account amenity, access, parking, floodlighting, hours of operation, drainage etc in detail, particularly in view of policy D1. Uses (particularly potentially noisy uses such as the skate park or similar uses) must be positioned to minimise disturbance to neighbouring houses.
- Footpath links into and through the site will be essential to enhance public access.
- Additional planting and improved boundary treatment will be essential in order to improve amenity.
- A park and ride facility has been implemented at the eastern end of the park and there could be potential to expand that.

## 4.5. SITE: RAILWAY PATH

### Description

- 4.5.1. This land consists of the former railway line and embankments running between Double Hedges Road and Glen Shee Avenue. The ground is almost flat and there are trees dotted around the periphery of the site. The land is in private ownership.



### Summary of what the Neilston Going Places Charrette Report says:

- 4.5.2. The Report proposes the following:
- a fully made up path along the former railway solum linking Double Hedges Road to Glen Shee Avenue appropriate for cyclists, buggy users, wheeled chair access and pedestrians,
  - the path to include a new drainage system and adoptable lighting,
  - edge planting and fencing to be included,
  - a light controlled crossing at Double Hedges Road linking the path to Kingston Park,
  - the formation of allotments together with a compound and service area.



### What the Local Development Plan says

- 4.5.3. The Local Development Plan does not contain a specific proposal regarding improvements at this location, but it is covered by:
- Policy **D5: Protection of Urban Greenspace** which safeguards greenspace, and
  - Policy **D4: Green Network** which promotes enhancements to the green network.
- 4.5.4. Other policies which will be relevant include Policy **SG10: Sustainable Transport Network** which promotes opportunities for improving the walking and cycling network

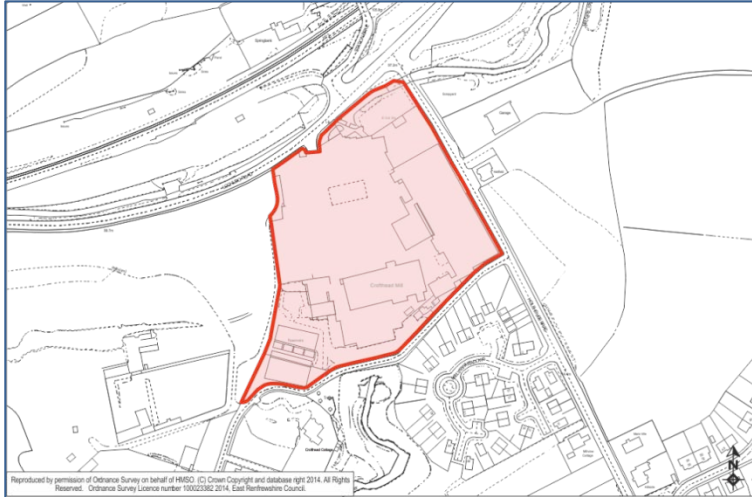
### Planning Guidance

- 4.5.5. Prior to the work undertaken during the charrette process, the Council had drafted a plan for the Neilston Cycle Plath along this stretch of land. It involved 500 metres of a shared use path to a width of 2.5 metres, running along a line slightly south-east of that shown in the Neilston Going Places report, including tree planting but not including allotments.
- The Council supports the formation of the footpath/cycleway in principle, whichever of the two alternative detailed routes are chosen. The detailed design, including finished surface, width, lighting and planting will need to be the subject of a planning application.
  - The design and positioning of the road crossing will need to be agreed with the Council's Roads Service to ensure public safety.
  - The creation of allotments is also supported in principle. This will also need to be the subject of a planning application, with careful consideration needed to boundary treatments and the provision of adequate planting and fencing in order to ensure the protection of the amenity of the neighbouring houses.

## 4.6. SITE: CROFHEAD MILL

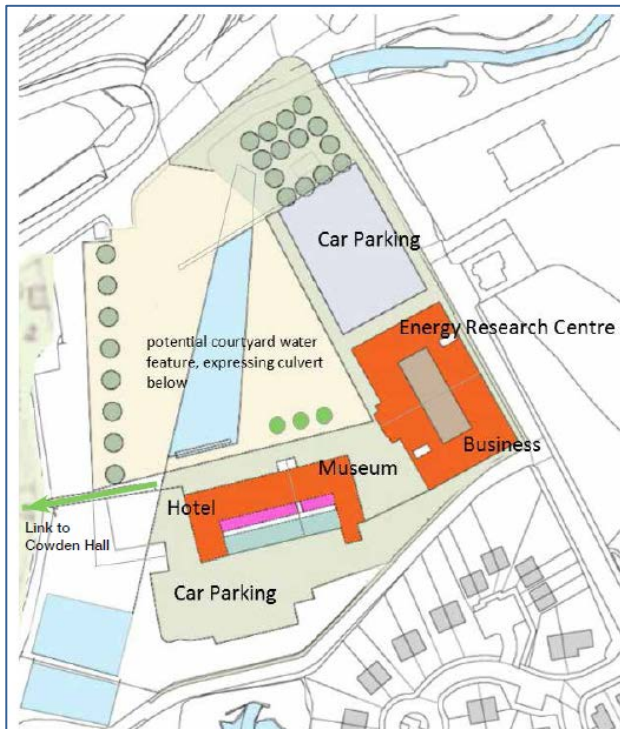
### Description

- 4.6.1. This site consists of the Crofthead Mill complex at the junction of Holehouse Brae and Lochlibo Road. There are a number of buildings on the site which are used for a mixture of business and industrial uses with a range of occupiers. The main building extends up to five storeys high and is a Category 'B' Listed Building. The site is at the edge of Neilston and backs on to the Cowden Hall estate with woodland edges to the west and south. The Lavern Water runs culverted underneath the site.



### Summary of what the Neilston Going Places Charrette Report says:

- 4.6.2. The Report proposes the need for further discussions and studies to develop a coherent and viable business strategy for the area. Viable and sustainable new uses for the building and the site, involving a mix of sustainable uses is promoted, in order that a vibrant and viable new destination on the edge of the village is created along with new employment opportunities whilst sustaining an important part of Neilston's heritage



### What the Local Development Plan says

4.6.3. The Local Development Plan has the following policies:

- Policy **M8 Neilston Village Regeneration**
  - Restoration of Crofthead Mill (Policy D11 and Schedule 5)
  - Mixed use development of housing and employment focused on Crofthead Mill 200 units phased post 2025
- Policy **D11: Management and Protection of the Built Heritage**; Policy **D11.20 (Schedule 5: Environmental Protection Projects)**; Policy **SG1.24 (Schedule 8: Housing Sites)**; Policy **SG6.9 (Schedule 12: Safeguarded Business and Employment Areas)**; Policy **SG6.19 (Schedule 13: Business Proposals)**; Policy **D4: Green Network**; Policy **D8.4: Local Biodiversity Site**; Policy **D1: Detailed Guidance for all Development**

### Planning Guidance

4.6.4. The Council is supportive of the restoration and redevelopment of Crofthead Mill and its surrounds.

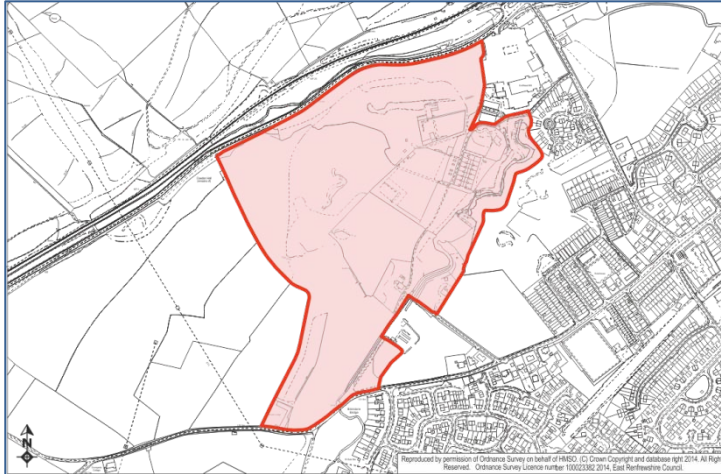
4.6.5. Development should include the following elements:

- Restoration of the main mill buildings.
- A mixture of uses.
- Business uses ('Class 4' uses compatible with residential amenity) as this is one of few opportunities for such employment generating uses in Neilston.
- Residential use to provide accommodation in the village and to cross-fund the redevelopment. Affordable housing provision or contribution will be needed.
- An attractive environment, being located in an edge-of-centre location and with good use of trees and planting in and around the site.
- Pedestrian and cycle links into the village and to the adjacent Cowden Hall estate (discussed below).
- Sustainable and attractive use of the watercourse currently running beneath the site.
- Flood risk along the route of the river will need assessment to ensure that any development is not at flood risk nor is exacerbating flood risk in the surrounding area.

## 4.7. SITE: COWDEN HALL

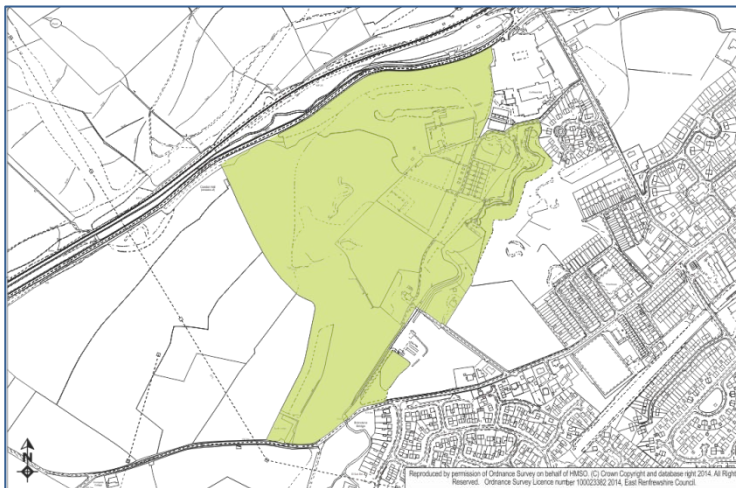
### Description

- 4.7.1. This is an unmanaged estate located on the north-west edge of Neilston. It consists largely of woodland and old gardens. There are some former mill workers cottages at the site which are still in residential use and some other remains of estate buildings, including Cowden Hall and greenhouses.
- 4.7.2. The estate is located beside Crofthead Mill (which is discussed separately above) and there is a need to consider links between the two areas.



### Summary of what the Neilston Going Places Charrette Report says:

- 4.7.3. The estate should be developed and managed on a low key basis offering access and informal recreational facilities for the local community, akin to a local country park. A full audit of the remnants of the surviving estate should be carried out, including a detailed tree survey and a biodiversity assessment. An ongoing active management strategy should be devised.



### What the Local Development Plan says

- 4.6.3. The Local Development Plan has the following policies:
- Policy **M8: Neilston Village Regeneration** – Cowdenhall access/woodland management improvements associated with restoration of Crofthead Mill.
  - Policy **D3: Green Belt and Countryside Around Towns**; Policy **D4: Green Network**; Policy **D8.3: Tree Preservation Orders**; Policy **D8.4: Local Biodiversity**

**Site; Policy D13.16: New and Improved Community, Leisure and Educational Facilities**

**Planning Guidance**

4.7.4. The Council supports the environmental improvement of the Cowden Hall estate, including the opportunity for improved public access and recreational use.

- Its location in the green belt gives a presumption against 'urban' development or indoor or intensive commercial recreation. However opportunity exists for new and additional outdoor recreational uses which would assist the viability of the restoration project.
- Any developments will need to protect the local biodiversity value of the estate and the preserved trees.
- Any significant development will need to have regard to the proposals for the restoration of Crofthead Mill in order to ensure that the developments are compatible.



## 4.8. SITE: KIRKSTYLE LANE/ PIG SQUARE

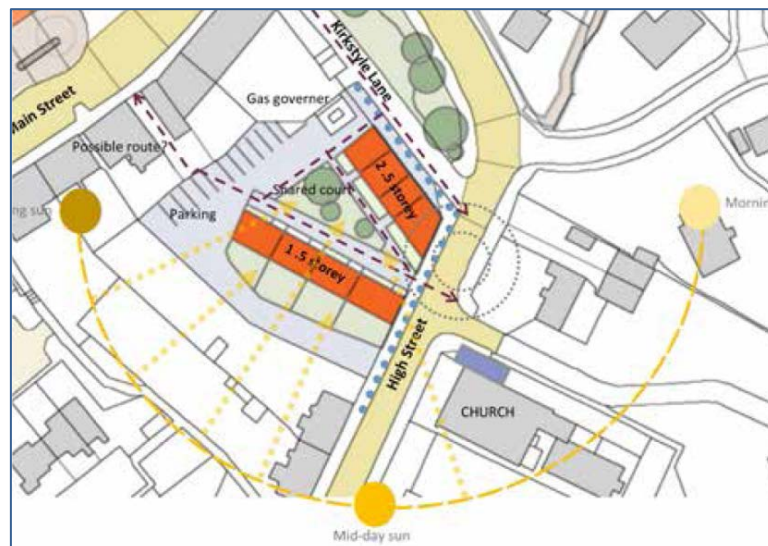
### Description

- 4.8.1. This site consists of an open flat area of grassland, trees and car parking near the Cross and village centre.
- 4.8.2. The car parking area at the east of the site is where buildings used to exist, and provides around 16 parking spaces for people using the facilities in the village centre and for drop-off/pick-up at the adjacent school. The rest of the site, around the prominent tree is used at a low-key level for informal recreation (children playing and dog walking) and for village community events. The frontages to High Street and facing the Cross are particularly prominent.



### Summary of what the Neilston Going Places Charrette Report says:

- 4.8.3. The land south-west of Kirkstyle Lane is proposed for the development of amenity housing and one, two, and three bedroom accommodation. This development provides opportunity for additional amenity and accessible housing as well as townscape benefits. The proposal suggests the creation of two terraces with both private and shared open spaces.
- 4.8.4. The existing car parking would be located to the 'community hub' area (see section above). There could also be a new pedestrian way from High Street through to Main Street.



### What the Local Development Plan says

- 4.8.5. The Local Development Plan has the following policies:
- Policy **M8: Neilston Village Regeneration**, supports infill development opportunities compatible with the Charter and the character and amenity of the village
  - Policy **D5: Protection of Urban Greenspace**
- 4.8.6. Other policies which will be relevant include: Policy **D1: Detailed Guidance for all Development**; Policy **D2: General Urban Areas**; Policy **D7: Green Infrastructure and Open Space Provision within New Development**; Policy **SG5: Affordable Housing**.

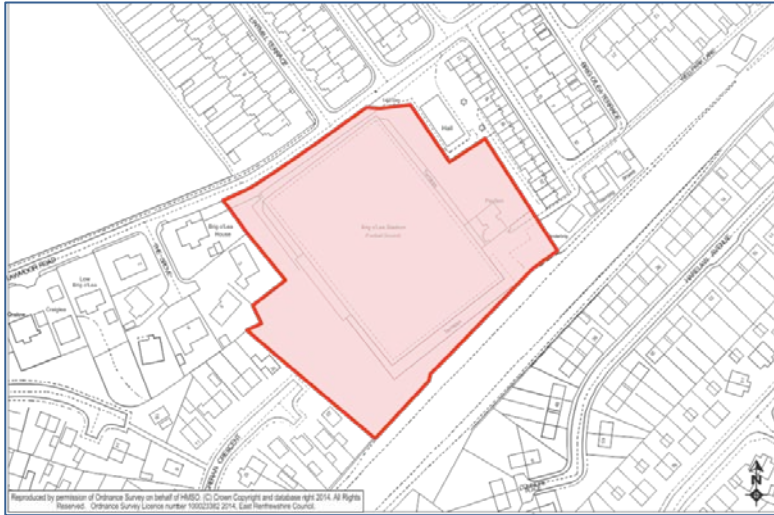
### Planning Guidance

- 4.8.7. The Local Development Plan does not include a policy promoting the development of this site, in fact it is covered under the protection of urban greenspace policy. However, policies M8 and D2 support infill development where compatible with the character and amenity of the area.
- 4.8.8. The proposals contained in Neilston Going Places however have a number of elements to commend it, including:
- The reuse of an under-used site;
  - The beneficial use of a site in an accessible location very close to the town centre;
  - The creation of building frontage facing the Cross;
  - The provision of needed housing, including affordable housing; and
  - The creation of pedestrian links between High Street, Neilston Primary School and Main Street.
- 4.8.9. Housing development at the site would require to be implemented in conjunction with or following:
- the provision of the additional parking contained in the 'community hub' project as outlined above in order to maintain adequate village centre and school car parking; and
  - the provision of the market square redesign in order that a community meeting space is maintained.
- 4.8.10. In principle the Council supports the development of this site for infill housing development, most likely terraced houses or flats as it is considered that this could be implemented in character with the area. Development would need to be the subject of a planning application and assessment against the development plan policies. A design guide may be prepared by the Council. The specific design should include the following:
- The need for adequate access and parking for residents and visitors to the development, taking account of *designing streets* principles.
  - The need for adequate gardens and open space in accord with policy and the Green Network Guidance.
  - Affordable housing provision or contribution will be needed.
  - A design statement will be needed to justify the site design chosen for this sensitive site, which should include assessment of the building layout. The erection of two buildings perpendicular to High Street (as illustrated in *Neilston Going Places*) does not provide the only design solution and the option of reinstating a building frontage to High Street should be considered/explored.
  - Pedestrian access through the site linking to Main Street should be explored, although it may be that the access along Kirkstyle Lane will be sufficient.

## 4.9. SITE: BRIG O'LEA

### Description

- 4.9.1. The site is a football pitch with associated stands, terraces, parking and facilities used by Neilston Juniors Football Club. The land is owned by East Renfrewshire Council and leased to the Football Club. The facilities are under-used and are in need of upgrading if they are to be brought up to a reasonable standard. The site is surrounded on three sides by housing, with a scout hall at the north-east corner and direct access to the main Uplawmoor Road to the north. The railway walkway (discussed separately above) runs along its southern boundary.



### Summary of what the Neilston Going Places Charrette Report says:

- 4.9.2. The proposal is to utilise land in the event that it became available if the football club were to relocate to a new facility at Kingston Park. The proposal would provide up to 48 homes in mainly two storey terraces arranged in a similar orientation to the mill cottages to the north. The existing Scout hall will remain and its boundary tree-planted, and the overall “green” of the existing site will be reflected in a new village orchard linking the existing Uplawmoor Road with the proposed allotments on the site of the redundant railway line.



### What the Local Development Plan says

4.9.3. The Local Development Plan has the following policies:

- Policy **M8 Neilston Village Regeneration**  
Relocation of Neilston Juniors FC to Kingston playing field and development of a sports/community hub and some limited enabling residential development with the redevelopment of the former site for residential development of approximately 35 homes phased by 2025.
- Policy **SG2.1 Additions to the Housing Land Supply** Neilston Juniors: notionally 35 units

Other policies which will be relevant include Policy **D1: Detailed Guidance for all Development**; Policy **D7: Green Infrastructure and Open Space Provision within New Development**; Policy **SG5: Affordable Housing**

### Planning Guidance

4.9.4. The Council supports housing development at this site, which will be dependent on the new and enhanced provision of the leisure/football facilities at Kingston Park, as discussed separately above.

4.9.5. The detailed design will need to be the subject of a planning application and assessment against the development plan policies. Support is given for the principle of the Neilston Going Places concept which reflects the pattern of the mill cottages to the north. A design brief will be prepared by the Council. The number of units to be provided will be dependent on the detailed design.

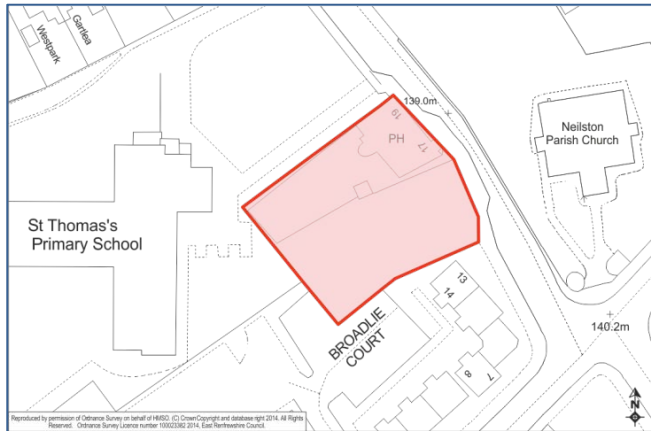
4.9.6. The specific design should include the following:

- The need for adequate access and parking for residents and visitors to the development, taking account of *designing streets* principles.
- The need for adequate gardens and open space in accord with policy and the Green Network Guidance.
- Affordable housing provision or contribution will be needed.
- Pedestrian links to the adjacent railway walkway will be essential.
- The 'village orchard' and 'community green' concepts are supported and should be incorporated into the development.

#### 4.10. SITE: BROADLEA ROAD

##### Description

- 4.10.1. This is a vacant site facing Broadlie Road and backing onto St Thomas' Primary School. It sits opposite the 'B' listed Neilston Parish Church. There were buildings (including a public house) on the site until relatively recently.



##### Summary of what the Neilston Going Places Charrette Report says:

- 4.10.2. The proposal involves 10 amenity flats over three levels grouped in an L shape around a central south facing shared garden. This maximises the potential for views to the countryside to the north and provides a better definition to Broadlie Street as part of the townscape around the Kirk and its grounds and views from the Cross.



##### What the Local Development Plan says

- 4.10.3. The Local Development Plan does not include a policy specifically promoting the development of this site, however policies **M8: Neilston Village Regeneration** and **D2: General Urban Area**, support development within the general urban areas where compatible with the character and amenity of the locality and surrounding land uses. Other policies which will be relevant include: Policy **D1: Detailed Guidance for all Development**; Policy **D2: General Urban Areas**; Policy **D7: Green Infrastructure and Open Space Provision within New Development**; Policy **SG5: Affordable Housing**

### Planning Guidance

- 4.10.4. Given that the site had buildings on it until relatively recently, its redevelopment in principle is in character with the area and accords with policy. In principle the Council supports the development of this site for infill development as it is considered that this could be implemented in character with the area. Planning permission will be needed for the site redevelopment. In principle the Council supports redevelopment of the site frontage with potential for an 'L' shaped flatted building as illustrated in Neilston Going Places if space permits. Given the site's central location it may be particularly suitable for amenity or sheltered housing.
- 4.10.5. The specific design should include the following:
- The need for adequate access and parking for residents and visitors to the development, taking account of *designing streets* principles.
  - The need for adequate gardens and open space in accordance with policy and the Green Network Guidance.
  - Affordable housing provision or contribution will be needed.
  - Cognisance of the design of the building in relation to its setting opposite the listed church and its visibility from Neilston Cross.

#### 4.11. SITE: CRAIG ROAD

##### Description

- 4.11.1. The site is a small flat area of land within the residential area which has a low-level use for car parking. There is one garage presently on the site although previously it had more lock-ups. There are open fields to the rear of the site. It is owned by East Renfrewshire Council.



##### Summary of what the Neilston Going Places Charrette Report says:

- 4.11.2. The proposed two dwelling development would address the dis-connect in geometry of the existing street, and its location gives the site visual prominence. Both two storey homes would benefit from south facing gardens to the open countryside



##### What the Local Development Plan says

- 4.11.3. The Local Development Plan does not include a policy specifically promoting the development of this site, however policies **M8: Neilston Village Regeneration** and **D2: General Urban Area**, support development within the general urban areas where compatible with the character and amenity of the locality and surrounding land uses.
- 4.11.4. Other policies which will be relevant include: Policy **D1: Detailed Guidance for all Development**; Policy **D2: General Urban Areas**; Policy **D7: Green Infrastructure and Open Space Provision within New Development**; Policy **SG5: Affordable Housing**

### Planning Guidance

4.11.5. Given that the site was originally used for lock-up garages and for parking, its use for urban redevelopment in principle is in character with the area and accords with policy.

4.11.6. In principle the Council supports the development of this site for infill development, as it is considered that this could be implemented in character with the area, most likely two houses to two storeys in height. A design guide is to be prepared by the Council. Planning permission will be needed for the proposal and the detailed design should include the following:

- The need for adequate access and parking for residents and visitors to the development.
- The need for adequate gardens and open space in accord with policy and the Green Network Guidance.
- Affordable housing provision or contribution will be needed.
- Particular consideration will need to be given to the relationship of the new buildings on the site to neighbouring buildings, existing building lines and to side boundaries. Means should be sought to provide separation of the houses from the side boundary, thus ensuring visual separation of the buildings and providing access to the rear gardens.



## 4.12. SITE: HILLSIDE ROAD

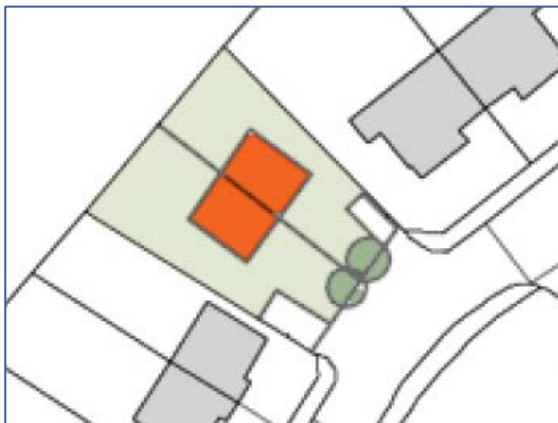
### Description

- 4.12.1. This is an open piece of grassland within the residential area which is fenced off from surrounding houses. The ground slopes slightly downwards from south to north. There is car parking to the front of the site and parking and a play area opposite. To the rear is a field which is allocated for greenfield housing development (Holehouse Brae). It is owned by East Renfrewshire Council



### Summary of what the Neilston Going Places Charrette Report says:

- 4.12.2. The proposed two storey addressing the perceived gap in the existing street form, this proposal is set back to reflect its location fronting the central garden space on Hillside Road. Development may include a split level proposal aligning with heights of surrounding two storey buildings. Pushing the homes back from the main building frontage also allows retention of partial oblique views to the surrounding countryside.



### What the Local Development Plan says

- 4.12.3. The Local Development Plan does not include a policy specifically promoting the development of this site, however policies **M8: Neilston Village Regeneration** and **D2: General Urban Area**, support development within the general urban areas where compatible with the character and amenity of the locality and surrounding land uses.
- 4.12.4. Other policies which will be relevant include: Policy **D1: Detailed Guidance for all Development**; Policy **D2: General Urban Areas**; Policy **D7: Green Infrastructure and Open Space Provision within New Development**; Policy **SG5: Affordable Housing**

### Planning Guidance

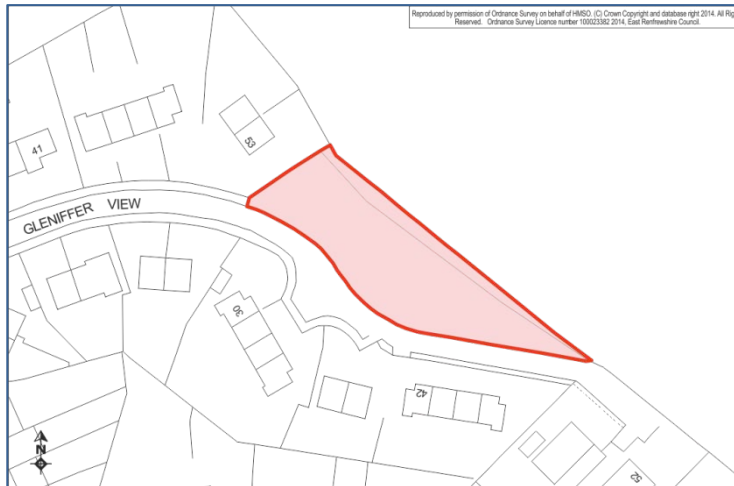
4.12.5. Given that the site is in the urban area, its use for urban redevelopment in principle is in character with the area and accords with policy. In principle the Council supports the development of this site for infill development, as it is considered that this could be implemented in character with the area, most likely two houses to two storeys in height. A design guide is to be prepared by the Council. Planning permission will be needed for the proposal and the detailed design should include the following:

- The need for adequate access and parking for residents and visitors to the development.
- The need for adequate gardens and open space in accord with policy and the Green Network Guidance.
- Affordable housing provision or contribution will be needed.
- Particular consideration will need to be given to the relationship of the new buildings on the site to neighbouring buildings and existing building lines. The full effect of the set-back shown in the Neilston Going Places illustration will need to be carefully considered as the buildings may have less impact on the neighbouring properties if positioned nearer the front of the site.

#### 4.13. SITE: GLENNIFER VIEW

##### Description

- 4.13.1. This is an open piece of grassland within the urban area which slopes slightly downwards from south to north. The houses opposite sit at a higher level. The land to the rear is identified in the Local Development Plan for greenfield release for housing development. Glennifer View ends in a cul-de-sac to the south-east of the site. It is owned by East Renfrewshire Council.



##### Summary of what the Neilston Going Places Charrette Report says:

- 4.13.2. A proposed housing development of seven two storey homes. The houses would knit together the fabric of the higher semi-detached homes to the south to create a series of visual groupings.



##### What the Local Development Plan says

- 4.13.3. The Local Development Plan does not include a policy specifically promoting the development of this site, however policies **M8: Neilston Village Regeneration** and **D2: General Urban Area**, support development within the general urban areas where compatible with the character and amenity of the locality and surrounding land uses.
- 4.13.4. Other policies which will be relevant include: Policy **D1: Detailed Guidance for all Development**; Policy **D2: General Urban Areas**; Policy **D7: Green Infrastructure and Open Space Provision within New Development**; Policy **SG5: Affordable Housing**

### Planning Guidance

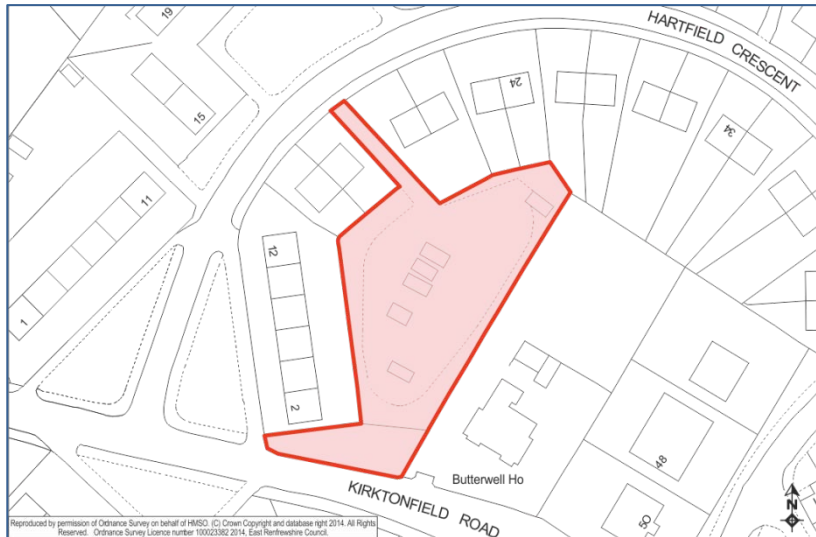
4.13.5. Given that the site is in the urban area, its use for urban redevelopment in principle is in character with the area and accords with policy. In principle the Council supports the development of this site for infill development, as it is considered that this could be implemented in character with the area. The layout could either be two-storey houses as per the Neilston Going Places illustration; or could be a two storey flatted development. A design guide is to be prepared by the Council. Planning permission will be needed for the proposal and the detailed design should include the following:

- The need for adequate access and parking for residents and visitors to the development taking account of *designing streets* principles.
- The need for adequate gardens and open space in accord with policy and the Green Network Guidance.
- Affordable housing provision or contribution will be needed.
- Particular consideration will need to be given to the relationship of the new buildings on the site to neighbouring buildings and to building lines.

#### 4.14. SITE: HARTFIELD CRESCENT

##### Description

- 4.14.1. This is a lock-up garage site at the rear of Hartfield Crescent. There are three garages on the site. The current access point off Hartfield Crescent is single-track. The site extends southwards to Kirktonfield Road. There are trees at the south of the site and close to the south-eastern and western boundaries. There is a mix of single and two storey houses in the surrounding area. It is owned by East Renfrewshire Council.



##### Summary of what the Neilston Going Places Charrette Report says:

- 4.14.2. The proposal is for six 1.5 storey terraced cottages, sitting in a common court behind the existing crescent development. The visual image here might be Eaglesham, where intimate residential courts site behind street frontages and share parking whilst having very compact private outdoor space.



##### What the Local Development Plan says

- 4.14.3. The Local Development Plan does not include a policy specifically promoting the development of this site, however policies **M8: Neilston Village Regeneration** and **D2: General Urban Area**, support development within the general urban areas where compatible with the character and amenity of the locality and surrounding land uses.
- 4.14.4. Other policies which will be relevant include: Policy **D1: Detailed Guidance for all Development**; Policy **D2: General Urban Areas**; Policy **D7: Green Infrastructure and Open Space Provision**; Policy **SG5: Affordable Housing**.

### Planning Guidance

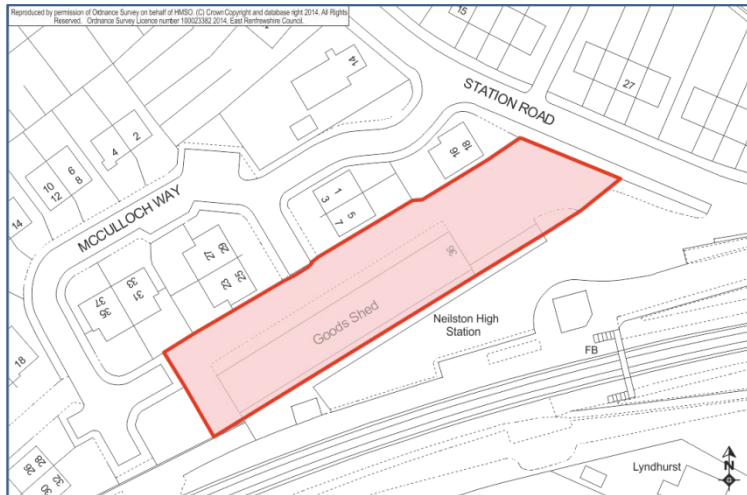
4.14.5. Given that the site is in the urban area, its use for urban redevelopment in principle is in character with the area and accords with policy. In principle the Council supports the development of this site for infill development, as it is considered that this could be implemented in character with the area. Careful consideration will need to be given to the internal layout, particularly in terms of the road access arrangements as the existing road access is single-track (which is unlikely to be acceptable for more than one or two houses). The southern boundary onto Kirktonfield Road might afford an access point, but there are trees there, so it would need to be assessed whether satisfactory access (in terms of road safety and amenity – due to the loss of trees) could be created at that point. Planning permission will be needed for the proposal and the detailed design should include the following:

- The need for adequate access and parking for residents and visitors to the development taking account of *designing streets* principles.
- The need for adequate gardens and open space in accord with policy and the Green Network Guidance.
- Affordable housing provision or contribution will be needed.
- Particular consideration will need to be given to the relationship of the new buildings on the site to neighbouring buildings, particularly the single storey terraced cottages to the west.

## 4.15. SITE: STATION YARD

### Description

- 4.15.1. The yard is located beside Neilston train station and consists of a flat rectangular piece of ground containing a large brick shed and open tarmac/parking area. The shed provides some 6000ft<sup>2</sup> of accommodation (understood to be currently used for unheated storage). There is housing along the north boundary and the station car park to the south.



### Summary of what the Neilston Going Places Charrette Report says:

- 4.15.2. The former railway sheds could provide an opportunity for investment. From an external inspection the building appears to be in reasonable condition and could be utilised for light “craft based” industrial activity. Alternatively, subject to meeting building standards residential conversion may be possible.
- 4.15.3.

### What the Local Development Plan says

- 4.15.1. The Local Development Plan has the following policies:
- Policy **SG 1.26 (Schedule 8 Housing Sites)** Remaining capacity 10 units  
Other policies which will be relevant include: Policy **D1: Detailed Guidance for all Development**; Policy **SG5: Affordable Housing**

### Planning Guidance

- 4.15.2. The Council is happy to support either the retention of the site for business purposes or its redevelopment for housing.
- 4.15.3. If redeveloped for housing, the capacity is estimated at 10 units, most probably flats as the site is long and narrow and is unlikely to be suitable for traditional houses with gardens. Planning permission will be needed for the proposal and the detailed design should include the following:
- The need for adequate access and parking for residents and visitors to the development.
  - The need for adequate gardens and open space in accord with policy and the Green Network Guidance.
  - Affordable housing provision or contribution will be needed.

- The relationship to the neighbouring houses will be important in terms of respecting building heights and considering issues of overlooking/overshadowing of neighbouring gardens.
- The development should improve security within the adjacent station car park area by providing overlooking.

4.15.4. The site is small, but there could also be potential for a few park and ride car parking spaces to serve the adjacent station



## 5. CONTACT DETAILS

If you have any questions regarding the above, please contact East Renfrewshire Council Planning Service at:

**Development Management**

Council Offices

2 Spiersbridge Way

Spiersbridge Business Park

Thornliebank, G46 8NG

Phone: 0141 577 3001

Email: [LDP@eastrenfrewshire.gov.uk](mailto:LDP@eastrenfrewshire.gov.uk)

With thanks to the Charrette Team (Tom Sneddon Architects, City Design Co-operative, Urbis Ltd and Snook) for their input to the Charrette Report sections and graphics in this Guidance.

If you require this information in large print, Braille or translated,  
please telephone our Customer Service Officer on 0141 577 3001.

इस सूचना-पत्र मे उल्लेखित सूचना यदि आप हिन्दी अनुवाद मे चाहे तो कृपया सम्पर्क करे ।

ਜੇ ਤੁਸੀਂ ਇਸ ਲੀਫਲੈਟ ਵਿਚ ਦਿਤੀ ਜਾਣਕਾਰੀ ਦਾ ਅਨੁਵਾਦ ਚਾਹੁੰਦੇ ਹੋ ਇਥੇ ਸੰਪਰਕ ਕਰੋ।

اگر آپ اس لیف لیٹ میں درج معلومات کا ترجمہ اپنی زبان میں چاہتے ہیں تو ہم سے رابطہ کریں

如果您想得到该资料所含信息的译文，请联系：

# East Renfrewshire Proposed Local Development Plan

LOCAL DEVELOPMENT PLAN

## Proposed Supplementary Planning Guidance: Dams to Darnley Country Park December 2014



# Proposed Supplementary Planning Guidance

## Dams to Darnley Country Park

December 2014

DRAFT



**Director of Environment  
Andrew J Cahill B.Sc. (Hons.)**

Planning Contact Number: 0141 577 3001  
Email: [ldp@eastrenfrewshire.gov.uk](mailto:ldp@eastrenfrewshire.gov.uk)

### Consultation Process

Comments are being sought on this Proposed Supplementary Planning Guidance. This Supplementary Planning Guidance was approved by East Renfrewshire Council at its meeting on 17<sup>th</sup> December 2014.

This document will be placed on public consultation for six weeks from @@ to @@@. The Proposed Supplementary Planning Guidance will supplement the policies and proposals of the East Renfrewshire Proposed Local Development Plan.

Comments on this Proposed Supplementary Planning Guidance can be made by completing the online response form available at: [www.eastrenfrewshire.gov.uk/spg](http://www.eastrenfrewshire.gov.uk/spg).

Your completed form can be emailed to us at: [ldp@eastrenfrewshire.gov.uk](mailto:ldp@eastrenfrewshire.gov.uk).

Alternatively you can print and post your completed form to:

Development Plans Team  
2 Spiersbridge Way  
Spiersbridge Business Park  
Thornliebank  
East Renfrewshire  
G46 8NG

Copies of the Proposed Supplementary Planning Guidance are available to view at East Renfrewshire Council offices, the Council's website and at all local libraries.

### What Happens Next?

Following the six weeks of public consultation, consideration will be given to all comments received. A report will then be produced summarising all comments received, the Council's response to each representation, and any suggested revisions. This will be made available to the public on the Council's website, together with the finalised Supplementary Planning Guidance. The Proposed Supplementary Planning Guidance will be a material consideration in the determination of planning applications until such time as the Local Development Plan is adopted when it will form part of the Adopted Local Development Plan.

### Further Information

If you have any questions regarding the Proposed Supplementary Planning Guidance or the consultation process, please contact East Renfrewshire Council on 0141 577 3140.

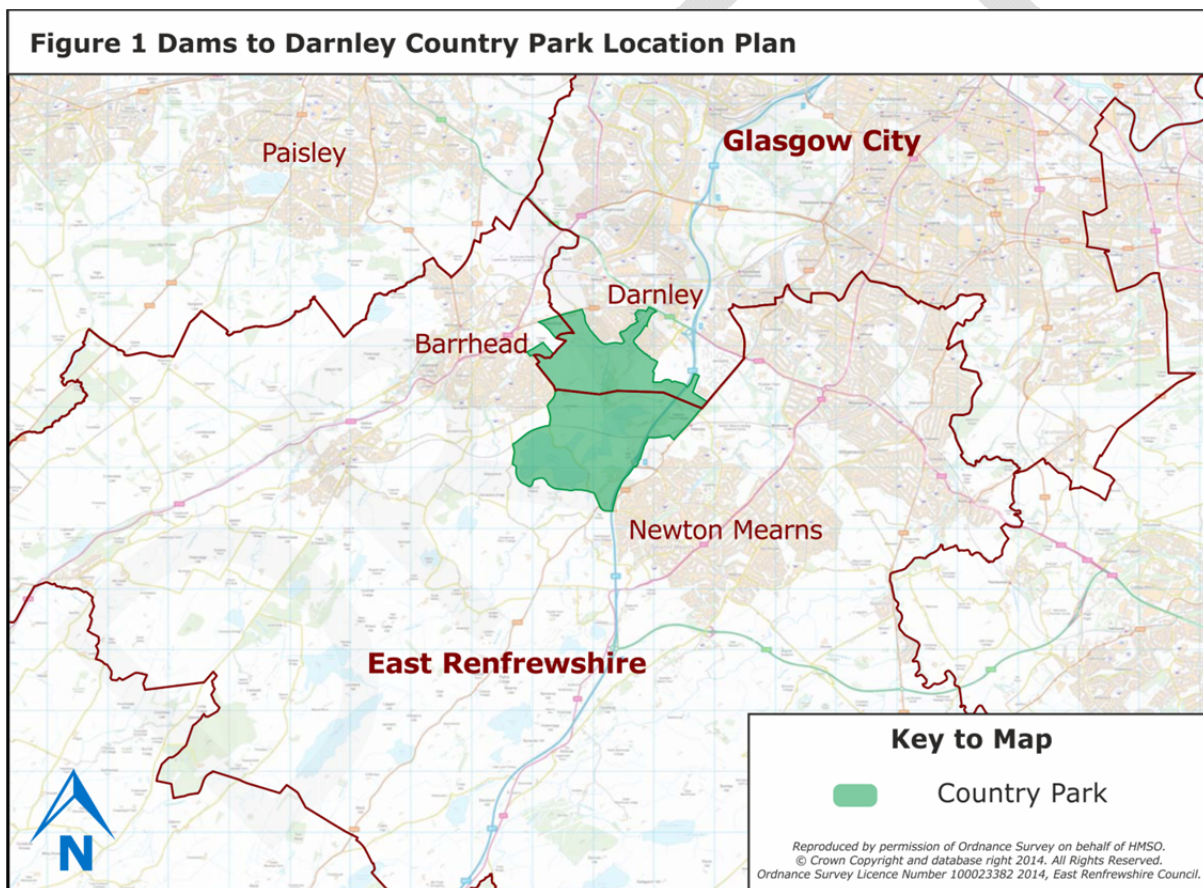
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## 1. INTRODUCTION

1.1.1 This Proposed Supplementary Planning Guidance has been prepared under Section 22 of the Town and Country Planning (Scotland) Act 1997 (the principal planning act) and forms part of the East Renfrewshire Proposed Local Development Plan. It will be a material consideration in the determination of planning applications until such time as the Proposed Local Development Plan is adopted when it will form part of the Adopted Local Development Plan.

1.1.2 Since 2004 East Renfrewshire and Glasgow City Councils have worked in partnership to develop and manage Dams to Darnley Country Park. The Country Park sits in the green space separating Barrhead, Darnley and Newton Mearns (figure 1). Within East Renfrewshire, the Country Park forms part of the green network as identified in the Proposed Local Development Plan.

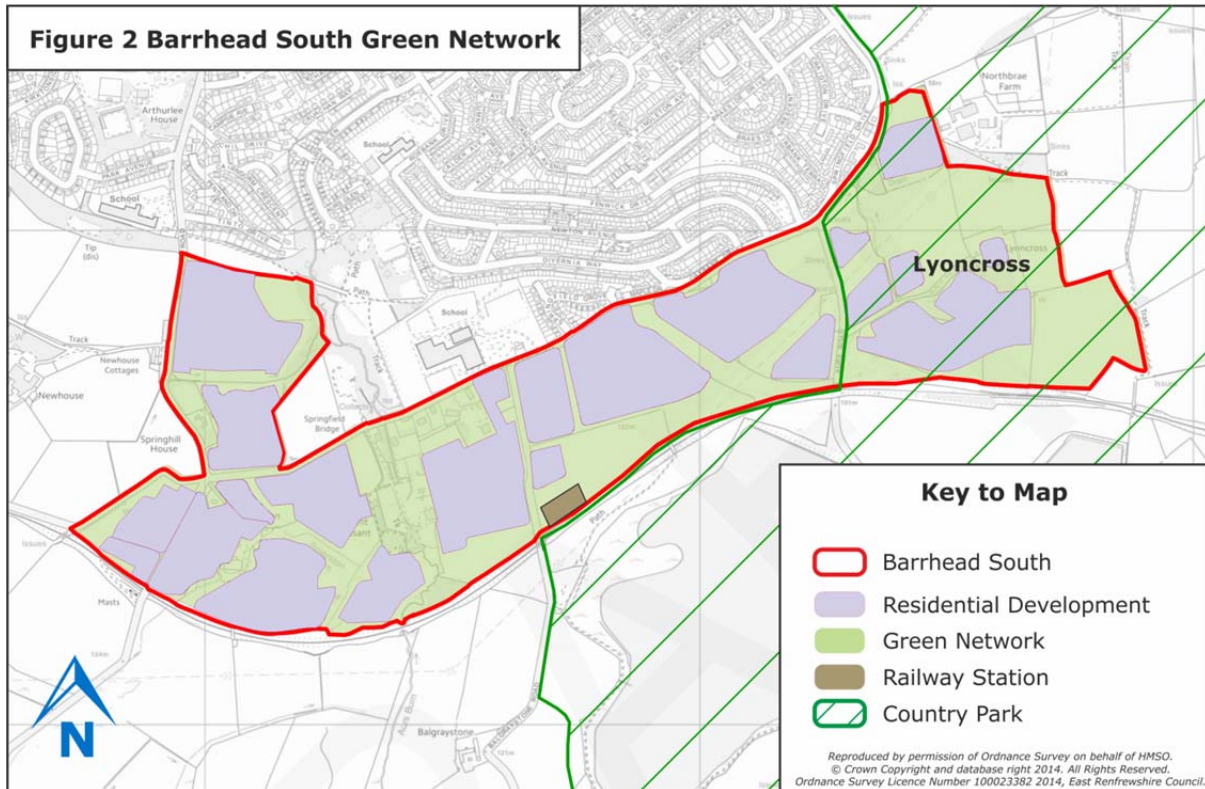


1.1.3. During the last five years the Country Park has seen a significant increase in visitor numbers, resulting largely from the creation of new paths and car parking, the success of countryside ranger led activities and increased publicity and promotion. Annual Country Park visitor numbers are estimated to be 90,000, with the vast majority of visits being made by residents from surrounding communities.

- 1.1.4. Despite progress, Country Park facilities are limited; there is no visitor centre, toilets or indoor education or volunteer space. In addition access remains problematic. Key walking and cycling links are absent, public transport choices are limited and car parking options are restricted within the heart of the Country Park.
- 1.1.5. The Country Park plays a pivotal role in the priority to create an attractive and sustainable place for residents and businesses to grow. This is reflected in the East Renfrewshire Community Planning Partnership Single Outcome Agreement and Council A Place to Grow and A Place to Visit strategies. But improving access to the Country Park, and establishing facilities within it, is critical if the vision behind Dams to Darnley is to be realised and its potential as a regional visitor attraction and valued community resource fulfilled. Facilities are also central in terms of the potential to generate income to support the long-term sustainability of the Country Park.
- 1.1.6. Support for Dams to Darnley is established within the Proposed Local Development Plan. East Renfrewshire Council is pursuing the enhancement of the Country Park in part through policies contained within the plan associated with the M77 Strategic Development Opportunity. The M77 area spans Junctions 4 and 5 of the motorway, taking in the urban edges of Barrhead and Newton Mearns and the green belt in between. Much of the northern extent of the M77 area is within the Country Park.
- 1.1.7. The M77 area has been defined through a comprehensive master planning process which was reflected as Policy M2: M77 Strategic Development Opportunity in the Proposed Local Development Plan and supported by two complementary Strategic Development Opportunity locations at Barrhead South (Policy M2.2) and Malletsheugh/Maidenhall, Newton Mearns (Policy M2.1). This process culminated in the publication of Proposed Supplementary Planning Guidance for each location. The guidance sets out detailed requirements for each site. Both documents have been consulted upon and will form part of Adopted Local Development Plan, once adopted. The central portion of Barrhead South adjoins the Country Park, whilst its eastern extent (Lyoncross) is within its boundary (figure 2). As a result the Barrhead South guidance, amongst other objectives, addresses in broad terms improvements associated with Country Park in relation to access, biodiversity, landscape and management.
- 1.1.8. The Local Development Plan also establishes East Renfrewshire Council's position whereby it wishes to secure development contributions, via Strategic Policy 3, to support community infrastructure and environmental benefits associated with new developments, including Barrhead South and Malletsheugh/Maidenhall, by way of mitigation for the removal of these areas from the green belt and their likely impact on existing infrastructure. These contributions will be used in part to enhance the Country Park, given its status as a key recreational and environmental resource.



1.1.9. The signing of the Glasgow and Clyde Valley City Deal in August 2014 has additional and significant implications for the enhancement of Dams to Darnley. The City Deal has enabled East Renfrewshire Council to secure £44M funding to support major infrastructure projects. This will include funding to facilitate visitor, community and transportation infrastructure associated with the Country Park, which to date has been beyond available resources.



1.1.10. This guidance aims to identify the priority enhancements that the Council wishes to support in order for the Country Park to realise its full potential as a visitor and community facility. The guidance details enhancements based upon four themes:

- Access
- Facilities
- Natural and built heritage
- Promotion and management

1.1.11. This document provides further detail in relation to how access, biodiversity, landscape and management improvements identified within the Barrhead South Proposed Supplementary Planning Guidance integrate with the Country Park and how they contribute to its development and management. Additionally, this guidance identifies priority Country Park enhancements which the Council wishes to see supported by development contributions and other secured and future funding, in particular the City Deal. Finally, this guidance supports the rationale behind identified priorities, details preferred locations for facilities and provides outline design principles.

- 1.1.12. The implementation of key proposals contained within this guidance will be set out in the Action Programme that accompanies the Adopted Local Development Plan.
- 1.1.13. East Renfrewshire Council has compiled this guidance in cooperation with Glasgow City Council, reflecting the partnership arrangements associated with Dams to Darnley Country Park. The proposals contained within the guidance only relate to the portion of Dams to Darnley within East Renfrewshire, but it is recognised that their impacts and benefits will be felt across the entire Country Park. The potential for East Renfrewshire Council and Glasgow City Council to prepare Joint Country Park Supplementary Planning Guidance, relating to the entire Dams to Darnley area, is to be examined in the future. This guidance will be reported to the Dams to Darnley Joint Committee for noting early in 2015.
- 1.1.14. A Strategic Environmental Assessment has been carried out in parallel with this guidance. This assessment relates to new proposals identified within the guidance and not to those previously assessed as part of the East Renfrewshire Adopted Local Plan or Proposed Local Development Plan. The assessment process has guided and influenced the preparation of this guidance and the proposals contained within it. The assessment also identified relevant mitigation measures associated with the proposals.

## 2. BACKGROUND

### 2.1. Dams to Darnley Country Park

- 2.1.1. The Country Park encompasses approximately 550 hectares of green belt land across the boundary of East Renfrewshire and Glasgow City, sitting between Barrhead, Darnley and Newton Mearns (figure 1). The Dams to Darnley boundary is referenced within the East Renfrewshire Proposed Local Development Plan.
- 2.1.2. The Country Park is made up of a variety of habitats. The southern half of Dams to Darnley encompasses the open reservoirs of the Barrhead dams, whilst a mosaic of wetland, semi-natural woodland, scrub and grassland habitats make up its northern spine through Darnley Mill and Waulkmill Glen. The Brock Burn connects the entire Country Park; it feeds the Barrhead dams and slices through the geological landscape of Waulkmill Glen, before weaving it way through the scrub and grassland of Darnley Mill.
- 2.1.3. Unlike most country parks, which are owned by local authorities, just under two thirds of Dams to Darnley is in private ownership. Much of the area remains a working agricultural landscape. In addition the Barrhead dams, the largest of which is Balgray Reservoir, are owned by Scottish Water, accounting for approximately one-fifth of the Country Park area. East Renfrewshire and Glasgow City Councils own a little over one-tenth of Dams to Darnley.
- 2.1.4. Country Park capital and revenue costs are split between East Renfrewshire and Glasgow City Councils. Match funding to support the development of Dams to Darnley has also been secured from a range of sources.
- 2.1.5. The initial development of Dams to Darnley has been guided by a Country Park Master Plan, approved by both Councils in 2004. The master plan identified a network of existing and aspirational paths to and through the Country Park, in addition to broad biodiversity and infrastructure proposals. The initial development of the Country Park focused upon improvements to existing infrastructure, the establishment of new path links, the creation of new car parking and habitat creation and enhancement.
- 2.1.6. In 2006 a minute of agreement was signed outlining the terms of the partnership, this enabled a Joint Committee to meet for the first time. The agreement also established the aims of the Country Park initiative:
- Develop a range of inclusive land and water based recreation opportunities within the Country Park, suitable for all ages and abilities, and manage their impact upon heritage and land management interests;
  - Provide good quality, appropriate, sustainable and inclusive facilities for visitors, in keeping with the landscape of the Country Park;
  - Conserve and enhance the biodiversity, geodiversity and landscape of the Country Park;
  - Conserve, protect and enhance the built heritage of the Country Park;

- Raise awareness, understanding and appreciation of the Country Park and promote its responsible use through information, interpretation and education;
- Develop inclusive opportunities for training, volunteering and business diversification as part of the development and management of the Country Park;
- Promote community safety and tackle antisocial behaviour within the Country Park;
- Ensure that the Country Park and its resources are effectively managed and maintained.

2.1.7. Since 2009 a countryside ranger led programme of activities has been established. During 2013 nearly 3,000 people took part in Country Park guided walks, volunteer tasks, events and school visits. These activities have enabled the Country Park to contribute significantly towards health and well-being promotion and hence the East Renfrewshire Community Planning Partnership Single Outcome Agreement. But despite the success and popularity of regular countryside ranger led activities, the lack of toilets and wet weather space currently restricts their duration and nature.

2.1.8. A series of studies and associated consultations have been undertaken since the publication of the Country Park Master Plan in 2004, including:

- A landscape character assessment which quantified key Country Park landscape features and areas and identified opportunities for improvements;
- A recreation study which aimed to define a clear vision for recreation provision within the Country Park and provide outline proposals for the facilities and infrastructure needed to achieve it;
- A feasibility study which sought to establish business cases for four viable commercial or not-for-profit opportunities within the Country Park, including the delivery of facilities.

2.1.9. These studies sought to further guide the development and management of Dams to Darnley, culminating in the approval of a Country Park Plan by the Joint Committee in 2014. The plan seeks to guide the Country Park's development and aid its effective and efficient management. The master plan and subsequent Country Park Plan have assisted to establish the key priorities outlined within this guidance which the Council wishes to see supported through development contributions and additional match funding, in particular the City Deal.

## 2.2. Policy Context

2.2.1. National Planning Framework 3 (June 2014) establishes a long-term vision for the development of Scotland. It details the Scottish Government's ambition for the country, providing a framework for the spatial development of Scotland as a whole. The framework will be taken into account in all strategic and local development plans in Scotland. The Central Scotland Green Network is one of fourteen national developments identified to deliver the framework's

spatial strategy. The green network will seek to improve quality of place, address environmental inequalities and enhance health and well-being.

- 2.2.2. The Glasgow and Clyde Valley Strategic Development Plan (May 2012) aims to create a long-term sustainable future for the city region. It comprises a Spatial Vision for the region to 2035 along with a Spatial Development Strategy to deliver it. The Glasgow and Clyde Valley Green Network is a component of the Spatial Strategy. The network seeks to support economic competitiveness, tourism and day visitor attractions, renewable energy, health and well-being, play and recreation provision, sustainable access, biodiversity, landscape quality, climate change adaptation and soft infrastructure solutions to flooding. The Glasgow and Clyde Valley Green Network is a large scale, long-term transformational programme of action, which is an integral part of the Central Scotland Green Network.
- 2.2.3. At a local level the East Renfrewshire Proposed Local Development Plan (December 2012) seeks to secure benefits associated with an East Renfrewshire Green Network. This provides a local network of natural, semi-natural and man-made green space; including watercourses, woodlands, grasslands and other habitats, together with active travel and recreation routes. It surrounds the urban areas and provides connectivity to the adjacent green belt and countryside around towns. It links habitats and sustainable access routes through the protection and enhancement of a network of sites.
- 2.2.4. Support for the East Renfrewshire Green Network is provided through the Proposed Local Development Plan (Policy D4: Green Network). Additional Green Network Proposed Supplementary Planning Guidance sets out policies and other advice to assist in its delivery. The inclusion of the Country Park as a component of the green network means that its development and management is pivotal to the future protection, promotion and enhancement of this resource. Support for Dams to Darnley, through the implementation of priorities contained within the Country Park Plan, is also established within the Proposed Local Development Plan (Policy D10.1: Environmental Projects - Dams to Darnley Country Park).
- 2.2.5. Policies contained within the Proposed Local Development Plan relating to the M77 Strategic Development Opportunity are key drivers in support of aspirations to improve access to, and establish visitor and community facilities within, the Country Park.

## **2.3. M77 Strategic Development Opportunity**

- 2.3.1. Strategic Development Opportunities have been identified to accommodate new growth within East Renfrewshire up to 2025 and beyond. Barrhead South and Maidenhill/Malletsheugh Strategic Development Opportunities will be delivered through a master planning, phasing and infrastructure requirement approach, set out in Proposed Supplementary Planning Guidance. Both will deliver benefits directly to the Country Park.

2.3.2. The Barrhead South Proposed Supplementary Planning Guidance provides details of new infrastructure and green network improvements that will contribute to the enhancement of the Country Park, including:

- A new rail station;
- New and upgraded paths, improving access to the Country Park;
- A new Country Park car park at Lyoncross;
- An enhanced green network incorporating biodiversity and landscape improvements, paths and open space and play provision;
- Enhanced green network management and maintenance.

2.3.3. A key element of the Barrhead South Green Network is adjacent to the Country Park and will provide strong linkages to it, whilst its eastern portion at Lyoncross lies within the Country Park (figure 2).

## 2.4. Developer Contributions

2.4.1. Contributions associated with existing developments have in part supported the enhancement of Dams to Darnley. These contributions will continue to support the Country Park's enhancement going forward. Proposed Local Development Plan Strategic Policy 3 sets out the Council's wish to secure community infrastructure and environmental benefits arising from new developments, including both Barrhead South and Malletsheugh/Maidenhall, to mitigate their impacts.

2.4.2. It is proposed that development contributions will support the Country Park's enhancement through a number of proposals, including:

- The realignment of Aurs Road, including safe walking and cycling access between Newton Mearns and the Country Park;
- The completion of a circular path around Balgray Reservoir, potentially encompassing the creation of a boardwalk;
- New path links between Patterton Train Station and Darnley Mains to Waulkmill Glen Reservoir;
- A new path link to Waulkmill Glen Reservoir from Barrhead South at Lyoncross;
- The new rail station at Barrhead South (in part);
- A new Dams to Darnley Wake Park on the west shore of Balgray Reservoir;
- A new Dams to Darnley Environmental Education Base;
- Improvements associated with the promotion and management of the Country Park;
- The expansion of the countryside ranger service.

## 2.5. Glasgow and Clyde Valley City Deal

2.5.1. Through the Glasgow and Clyde Valley City Deal, funding has been secured for major infrastructure projects within East Renfrewshire. An element of this funding will specifically support new visitor, community and transportation proposals associated with the Country Park:

- The provision of utilities infrastructure to facilitate all future Country Park visitor facilities;
- The realignment of Aurs Road and the associated creation of a Dams to Darnley Visitor Centre and car parking on the east shore of Balgray Reservoir;
- The new rail station at Barrhead South (in part).

2.5.2. It is also proposed that City Deal monies will support the creation of a new Balgray Link Road, connecting M77 Junction 5 to Barrhead, to the west of the Country Park. This proposal is supported in the Proposed Local Development Plan (Policy SG10.3: Balgray Link Road), whilst its impact was examined in the Strategic Environmental Assessment that accompanied it. There has been no detailed consideration of options surrounding the route of this link to date, as a result the proposal does not form any detailed part of this guidance.

## 2.6. Additional Funding

2.6.1. Council capital allocations will continue to support the ongoing development and management of the Country Park, augmenting monies secured through developer contributions and the City Deal and contributing to the cost of the proposals noted above. The Council will also continue to seek to secure external grant funding from a range of sources to support the delivery of the proposals contained within this guidance, in addition to smaller scale actions, detailed within the Country Park Plan. Key future potential funding sources include sportscotland and LEADER.

### 3. ACCESS

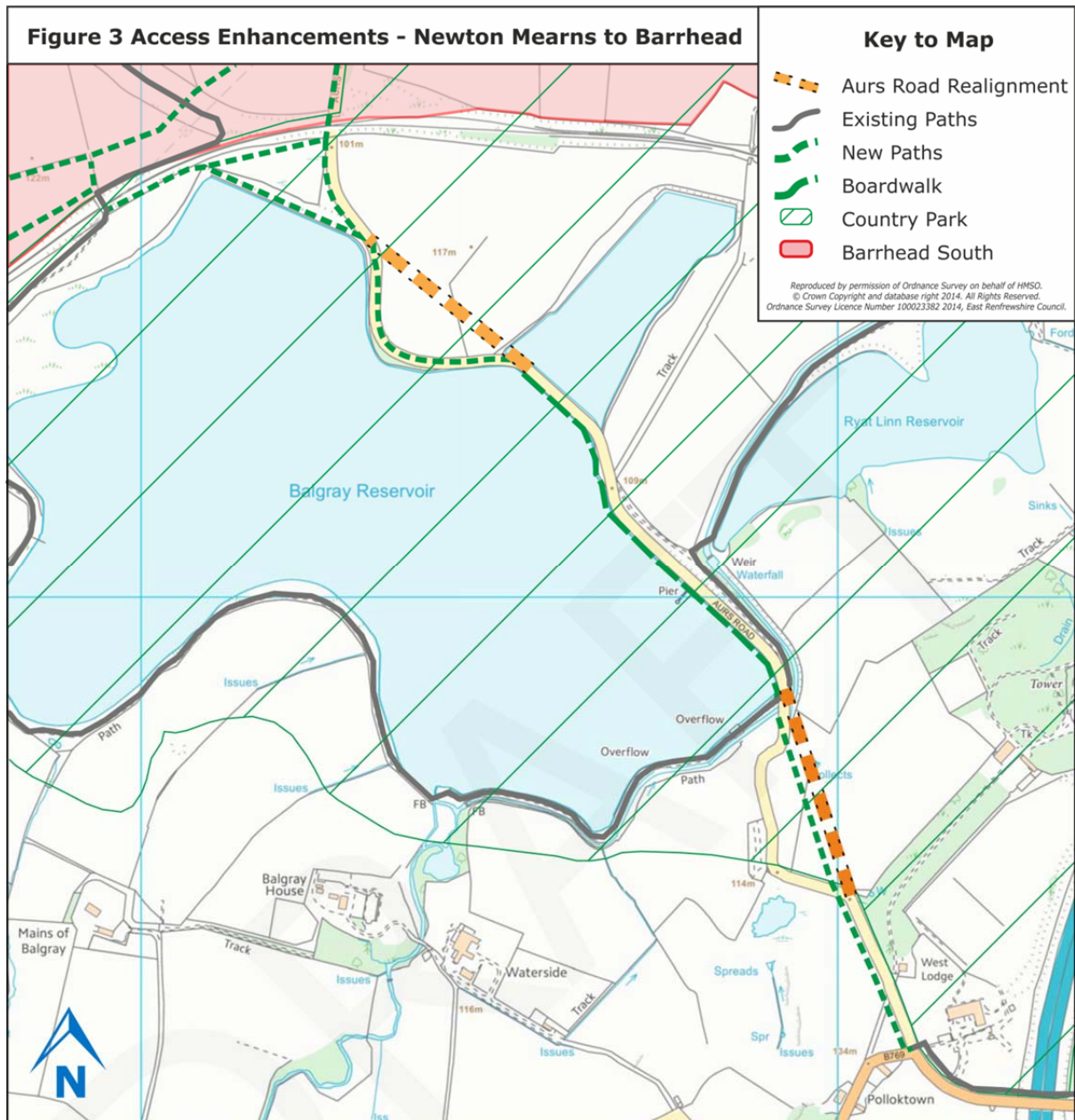
3.1.1. The Country Park Plan identified a number of problems relating to access to Dams to Darnley and the functionality of the path network within it, which required to be addressed:

- The lack of car parking within the heart of the Country Park;
- The absence of safe access to the Country Park from Newton Mearns and Barrhead, adjacent to Aurs Road;
- A lack of circular path routes;
- Limited public transport options.

### 3.2. Road Realignment and Car Parking

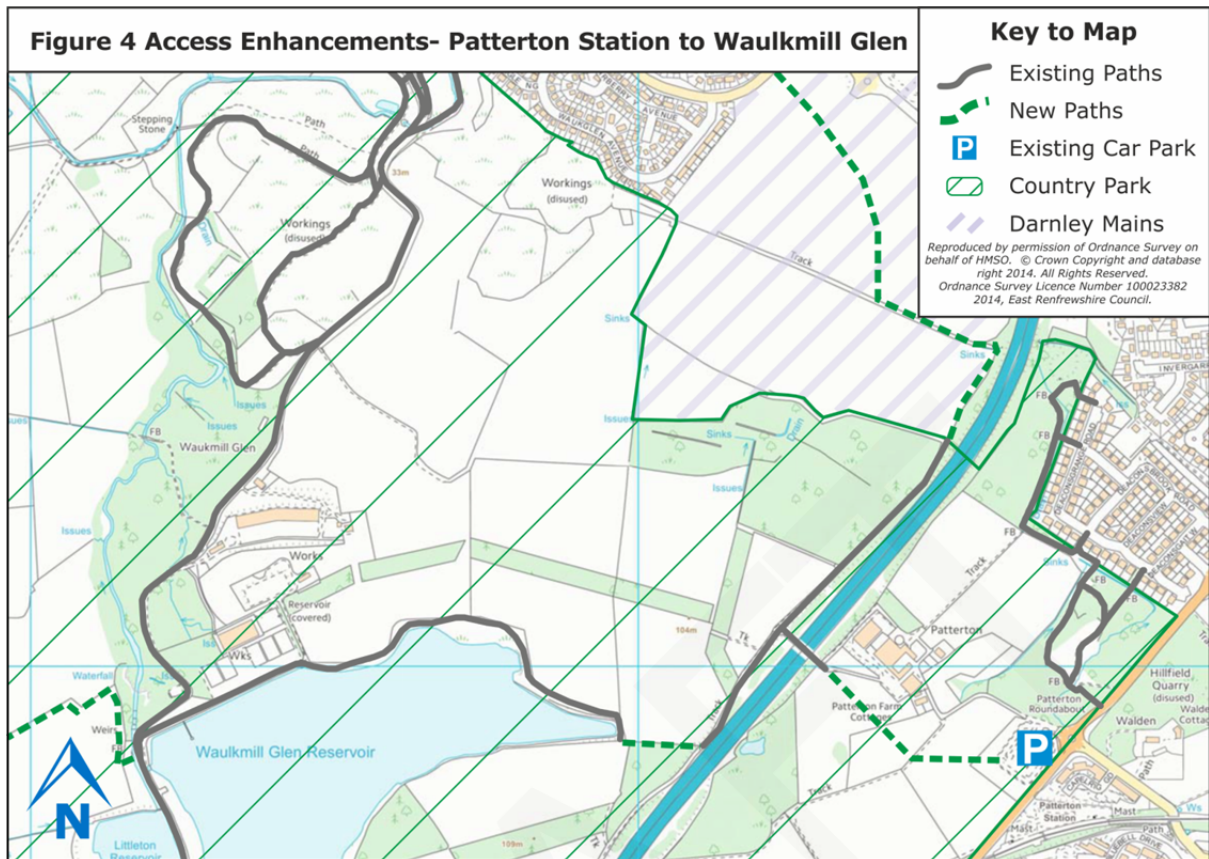
3.2.1. The Country Park Plan recognises that the lack of car parking, especially within the heart of Dams to Darnley, remains a barrier. Establishing car parking off Aurs Road is the most significant challenge. The alignment of Aurs Road means that no options currently exist to establish safe car park entrance/egress points. The Proposed Local Development Plan supports the realignment of a section of Aurs Road, to the west of Newton Mearns (Policy SG10.11: Aurs Road, Newton Mearns), as one of a number of key infrastructure projects (figure 3). The announcement of City Deal funding, in addition to anticipated developer contributions, has subsequently enabled the Council to plan for the realignment of a second section of Aurs Road, south of Barrhead (figure 3).





3.2.2. Both proposals will improve access to the Country Park, whilst the realignment of Aurs Road south of Barrhead will facilitate access and space for car parking associated with a Dams to Darnley Visitor Centre, identified in Section 4 (figure 6).

3.2.3. Car parking provision was improved at the western Country Park entrance through the opening of a 70 space site in 2011, adjacent to Balgray Reservoir, accessed from Balgraystone Road. The location of this car park would benefit the development of watersports activities at Balgray Reservoir, identified in Section 4 (figure 6). The construction of an overflow car park at Patterton Station, completed in 2010, provides approximately 130 spaces. This serves the station and is also intended to provide future car parking at the eastern entrance of the Country Park, provided access can be achieved through the new path proposed to link to Waulkmill Glen Reservoir (figure 4).

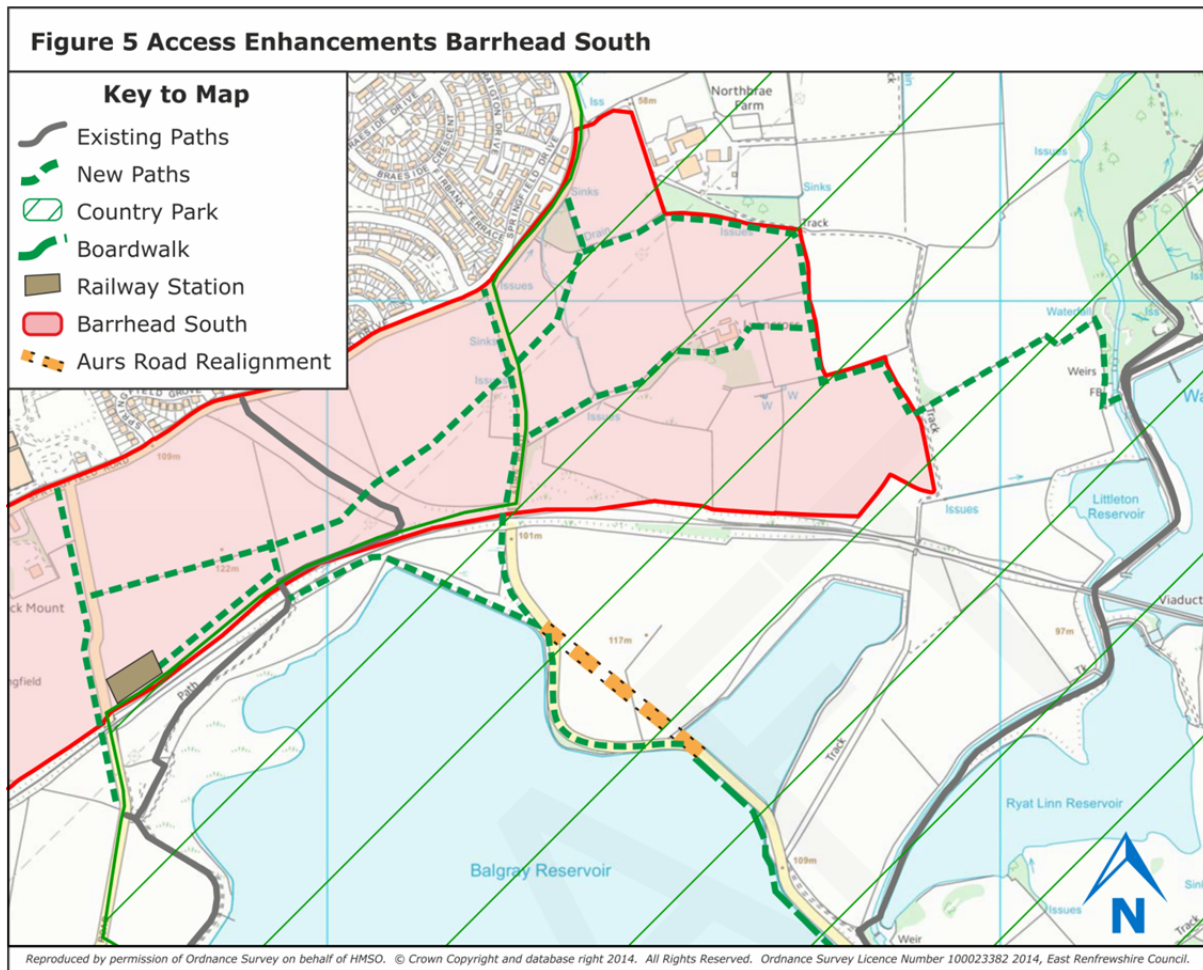


3.2.4. Finally, proposals for Barrhead South establish an indicative location for a car park at Lyoncross. This car park could be associated with a Dams to Darnley Education Base; the potential for which is identified in Section 4 (figure 6), assisting to facilitate school visits. The car park would also cater for Country Park visitors, provided it was connected to the existing path network through the proposed link from Lyoncross to Waulkmill Glen Reservoir (figure 5).

### 3.3. Path Projects

3.3.1. A number of path routes identified within the Country Park Master Plan have been delivered, creating a 12km network. The network provides good access at the western and northern Country Park entrances from Springfield Road and Balgraystone Road (Barrhead) and Nitshill Road and Parkhouse Road (Darnley). Aspirations remain to establish a number of key remaining routes. The Country Park Plan identifies two path projects which aim to address the access deficiencies noted above. These proposals will be taken forward as priorities and are supported through this Proposed Supplementary Planning Guidance:

- Establishing safe access to the Country Park from the south adjacent to Aurs Road, connecting Newton Mearns and completing a circular path around Balgray Reservoir;
- Access to Dams to Darnley from the east, linking Patterton Station to the heart of the Country Park at Waulkmill Glen Reservoir, with an additional connection from the Darnley Mains development within Glasgow City.



3.3.2. It is envisaged that the proposed Newton Mearns path link will be delivered through a series of elements (figure 3):

- A new safe path link from Newton Mearns to Balgray Reservoir, integrated with the realignment of Aurs Road (west of Newton Mearns);
- The construction of 650 linear metres of new path/boardwalk adjacent to Aurs Road alongside Balgray Reservoir;
- New Balgray Reservoir paths associated with a visitor centre, integrated with the realignment of Aurs Road (south of Barrhead);
- A new path link from the visitor centre to connect to the existing Balgray Reservoir path, completing a 4km circular loop.

3.3.3. The proposed Patterson Station to Waulkmill Glen Reservoir and Darnley Mains path link would similarly require to be delivered through a series of elements (figure 4):

- A new path link from the overflow Patterson Station car park, across the M77 accommodation bridge (the route of which remains to be finalised);
- A new link between the farm track parallel to the M77 and the existing path along the north shore of Waulkmill Glen Reservoir;
- Completion of a planned connection between the Darnley Mains development site and the M77 farm track.

3.3.4. The Barrhead South Proposed Supplementary Planning Guidance establishes further opportunities to address the access deficiencies noted above. These opportunities are also supported through this guidance (figure 5):

- Establishing safe access from Barrhead (Springfield Road) to the Country Park adjacent to Aurs Road, linking to the Balgray Reservoir circular path;
- New access links through the Barrhead South Green Network, providing an opportunity to complete a second 4km circular four reservoirs path through a new link from Lyoncross to Waulkmill Glen Reservoir.

### 3.4. Public Transport

3.4.1. As noted above, the Country Park Plan highlights that there are few options to access Dams to Darnley using public transport. The Council is supporting a number of proposals that will help to address this situation.

3.4.2. The proposal to establish a new rail station at Barrhead South, located immediately north of the Country Park, is supported by the Proposed Local Development Plan (Policy SG10.4: Sustainable Transport Network – New Rail Station). New paths are identified within the Barrhead South Proposed Supplementary Planning Guidance, linking the station to the Country Park along Balgraystone Road and at Balgray Reservoir (figure 5).

3.4.3. This Proposed Supplementary Planning Guidance also supports path improvements to connect Patterton Train Station to the Country Park, as detailed in figure 4.

3.4.4. At present bus access along Aurs Road between Barrhead and Newton Mearns is not possible because of a weak bridge. The Council is proposing to replace the bridge as part of the realignment of Aurs Road, noted above. The realigned road and new bridge may in time lead to a viable bus service through the Country Park along Aurs Road.

### 3.5. Design Principles

3.5.1. The Strategic Environmental Assessment identified that the realignment of sections of Aurs Road was more significant in scale than other access proposals. Appropriate mitigation measures are of particular importance to reduce the potential impact of this proposal upon the landscape character of the Barrhead dams.

3.5.2. The Strategic Environmental Assessment recognised that the design and setting of paths and car parks within the Country Park required careful consideration in order that they did not detract from its landscape character, particularly within those areas defined as being sensitive within the Landscape Character Assessment. Appropriate mitigation measures have been identified within the Strategic Environmental Assessment.

- 3.5.3. The Strategic Environmental Assessment established that cumulatively the proposals contained within this guidance will lead to a substantial increase in visitor numbers. The path network proposals highlighted are key to managing future visitor pressure, assisting to reduce potential impact upon the Country Park's natural and built heritage.
- 3.5.4. The Country Park path network is made up of a variety of surfaces and widths, reflecting landscape setting, topography and use. Importantly it also offers Country Park visitors a varied experience. It is envisaged that new and enhanced paths identified within this guidance will similarly reflect these variations. The aspiration is that the new routes identified within this guidance will be fully accessible, with a minimum width of 1.5m. Whilst it is not envisaged that all new paths will provide multiuse access, all routes will be as barrier free as possible and follow the principles of least restrictive access. Maintenance considerations must also be taken into account in terms of path design.
- 3.5.5. The potential to create a boardwalk adjacent to Balgray Reservoir noted above is in response to specific constraints associated with Aurs Road and the dam embankment. The Council is currently undertaking a study, in consultation with Scottish Water, to examine the feasibility of this proposal. Specific design and construction requirements associated with the dam will require to be taken into account. The Strategic Environmental Assessment highlighted the potential impact of a new structure on the natural and built heritage associated with Balgray Reservoir. Critically any structure must complement and enhance the sensitive landscape setting overlooking the reservoir, and address any potential impact. The feasibility study will also address these issues and propose mitigation as required.

## 4. FACILITIES

- 4.1.1. Drawing upon the results of previous research and studies, the Country Park Plan highlighted that facilities are key to realising Dams to Darnley's vision and fulfilling its visitor number potential; they are also central to its capacity to generate income in the longer-term.
- 4.1.2. The recreation study undertaken in 2008 established the need for a single visitor centre as a focus for the Country Park. In contrast the more recent 2014 feasibility study proposed an action programme around three complementary facilities; a watersports facility, visitor centre and education base. Each site would provide specific facilities and offerings, catering for different activities and visitor groups.
- 4.1.3. The confirmation of City Deal funding and anticipated developer contribution monies enables the Council to begin to plan for the potential establishment of the three complimentary visitor facilities across the Country Park, noted above. Collectively these facilities would aim to establish the Country Park as an important regional visitor attraction and contribute towards its sustainability. Nevertheless robust business models must be established and agreed to merit investment in each facility. The viability of creating a number of complementary, but not competing, visitor facilities across the Country Park also needs to be established. Crucially further examination as to how such facilities would be delivered and operated will help to establish whether any have the potential to contribute to the sustainability of the Country Park through income generation.

### 4.2. Dams to Darnley Wake Park

- 4.2.1. The potential for watersports activities at the Barrhead dams is clear. This potential is supported by consultation and background studies undertaken to date. The consultation undertaken as part of the Country Park Recreation Study established from an early date that there was little desire for motorised activities at the Barrhead dams. Crucially, water based recreational activities need to be developed and managed carefully in order that they did not detract significantly from what the study identified as the Country Park's main strength: an area for peace, quiet and relaxation.
- 4.2.2. The potential for non-motorised watersports activities establishes a unique opportunity to develop a facility at the Barrhead dams. Such a facility could be an iconic, sustainable building, complementing its setting and other Country Park developments. It would be inclusive in terms of its design and the activities promoted from it, catering for all ages and abilities. A facility would benefit a wide audience: individual users including family and friends, clubs, youth and community groups and general visitors. The Council recognises that a facility would also provide a fantastic resource for local schools to utilise.

- 4.2.3. Balgray Reservoir offers the greatest scope for the development of watersports at the Barrhead dams; it is the largest water body and development at Waulkmill Glen or Ryat Linn Reservoirs would require significantly greater investment to establish access.
- 4.2.4. Clearly there are a range of non-motorised activities that could operate from a facility. But given existing neighbouring sites at Clyde Muirshiel Regional Park and James Hamilton Heritage Park it is more realistic and viable for a facility at Balgray Reservoir to initially develop around a proven, but relatively unique activity in Scottish terms. It would complement rather than compete against well established operations.
- 4.2.5. The Country Park Feasibility Study identified cable wakeboarding as a viable activity around which to develop a facility. Cable wakeboarding uses an overhead cable to pull participants over the surface of the water. Participants are attached to a wakeboard, so it is similar to snowboarding, except on water. The cable is run between two a-frame supports and its operation produces minimum noise. Most other wakeboarding facilities in the UK operate via participants being pulled by a speed boat. The study emphasised that it was a sport that was relatively easy to learn quickly, suited ages six upwards and was accessible for first time users, families, school, youth and community groups and general visitors. Crucially, it would provide a relatively unique attraction for the Country Park; there are currently only two other cable wake parks in Scotland.
- 4.2.6. A subsequent initial needs analysis commissioned by the Council has highlighted that cable wakeboarding does present a proven, sustainable business model. Analysis has been informed by the fact that there are nearly 30 cable wakeboarding locations within the UK. This analysis concluded that the initial development of wakeboarding at Balgray Reservoir, through a Dams to Darnley Wake Park encompassing two cables, would establish a strong identity for the Country Park, one that would be lost in trying to compete with established facilities through the creation of a broader based watersports centre. A wake park would concentrate activities within a relatively small area of water. Such a facility could provide access to the water and as a result also create recreational and event opportunities in relation to open water swimming and triathlon, using the wider Country Park path network.
- 4.2.7. In time potential exists for a facility to operate across a range of non-motorised activities, as a multi sports venue, emphasising the importance of future proofing any location in terms of access, services and space. Yet regardless of the type of activities which operate initially or in the future, a watersports facility would ideally provide elements such as:
- Changing areas
  - Toilets
  - Showers
  - Lockers
  - Reception/office/shop

- Equipment hire
- Storage (internal and covered external)
- Dry training/venue hire space
- Café and toilets
- Decked area
- Slipway
- Parking

4.2.8. Importantly cable wakeboarding could deliver inclusive coaching, training and educational opportunities, as well as competitions and events. A watersports facility would also be well placed to deliver national priorities and programmes promoted by sports governing bodies, relating both to land and water. A facility would also contribute towards Council and Scottish Government priorities and strategies associated with employability, health and well-being, sport, tourism and education.

### 4.3. Location

4.3.1. The gently sloping shore topography of the western half of Balgray Reservoir makes it the Council's favoured location for a watersports facility. It provides the best location for accessing the water and benefits from a number of sheltered bays which could accommodate cable wakeboarding. A site adjacent to one of these locations would also offer calmer waters, benefiting a number of potential activities.

4.3.2. Safe walking, cycling and horse riding access to the western and southern shore of Balgray Reservoir is in place through a 2km multiuse path, with entrances from Balgraystone Road and Springfield Road, Barrhead. Path proposals noted above would in turn provide safe access from Newton Mearns and Barrhead, via Aurs Road. The proposed rail station at Barrhead South would provide further access improvements to visitor facilities adjacent to Balgray Reservoir.

4.3.3. Access by car to the western side of Balgray Reservoir is from Balgraystone Road, with a facility at this location using the existing car park site. Additional generated traffic may require associated car park and road improvements. The new link road from M77 Junction 5 to Barrhead, proposed through City Deal funding, would also improve access to any facilities on the western side of Balgray Reservoir.

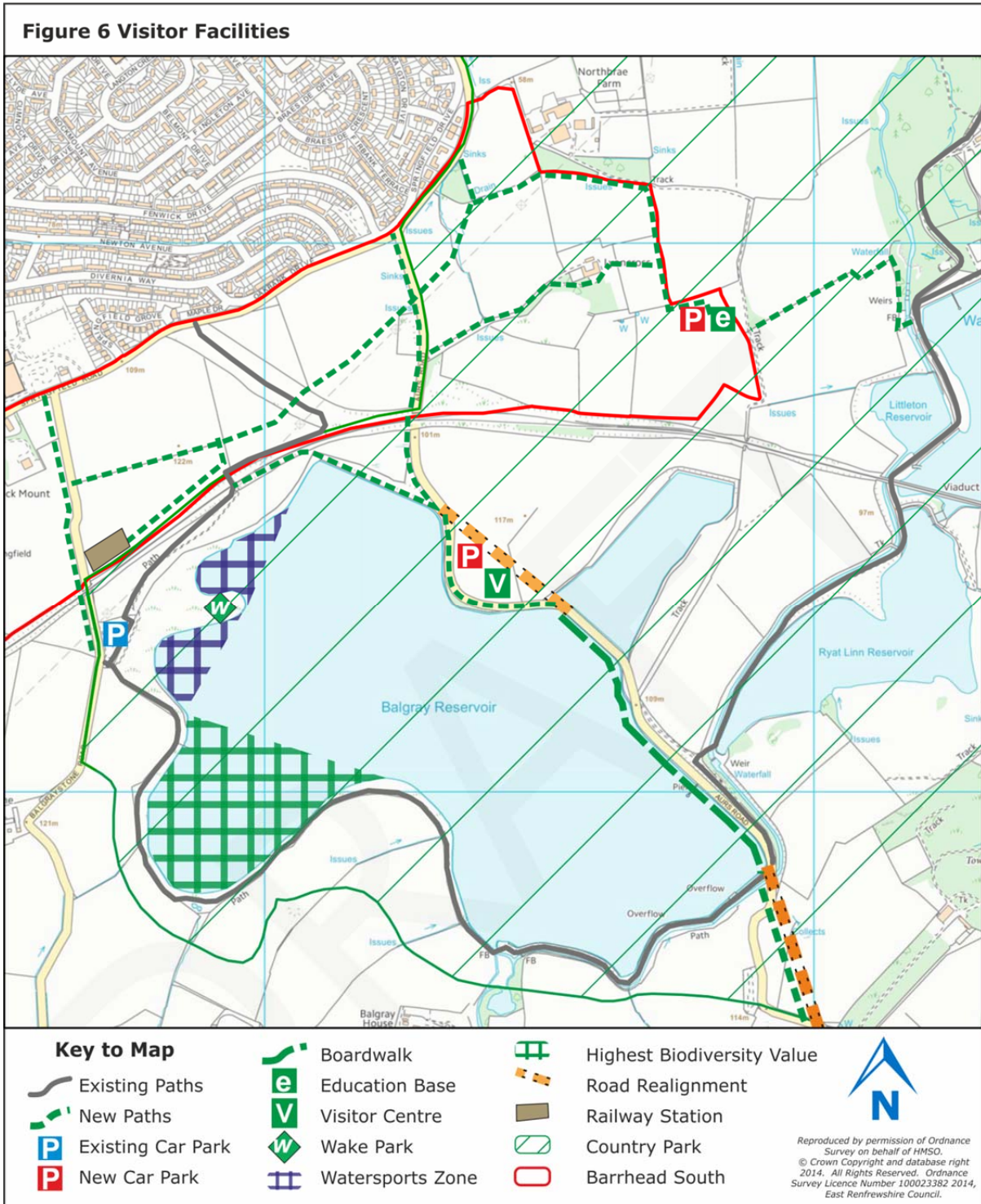
4.3.4. Whilst topography and access point to the western side of Balgray Reservoir as being the most appropriate location for a facility the Strategic Environmental Assessment, undertaken in parallel with this guidance, highlighted the significance of the reservoir for biodiversity. Balgray Reservoir is one of the best inland ornithological sites in the East Renfrewshire, Renfrewshire and Inverclyde area, having over 180 recorded species. It is important for both nesting and wintering wetland and terrestrial birds. Data gathered through the Strategic Environmental Assessment has assisted to highlight those locations across the reservoir which have the highest levels of



interest. Specifically a survey of Balgray Reservoir, commissioned by the Council in 2014, provided up-to-date records.

- 4.3.5. The data used within the Strategic Environmental Assessment has enabled a preferred location for a wake park facility to be identified, adjacent to two small sheltered bays on the western shore of Balgray Reservoir (figure 6). This site would enable activities to be zoned within these small areas and crucially away from the large sheltered bay in the south-west corner of the reservoir, identified within the Strategic Environmental Assessment as being of greatest biodiversity interest, in terms of nest sites, habitat value and levels of use. This larger bay could be isolated to ensure that no activities take place within it.
- 4.3.6. Even with the zoning of activities, the impact that watersports could have upon biodiversity across the reservoir cannot be accurately predicted. In addition to its importance for breeding birds, data used within the Strategic Environmental Assessment also highlights the regional importance of Balgray Reservoir for wintering species. As a result, the assessment recognised the potential environmental impact of watersports activities, whilst noting uncertainties surrounding judgements as to its extent and permanency.

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4.3.7. Whilst watersports activities will be more limited in the winter months, given the above uncertainty an Environmental Impact Assessment is likely to be required. This would provide a detailed examination of proposed activities and their likely impact. Such an assessment would ultimately accompany a subsequent planning application and assist to inform the decision making process.

4.3.8. An Environmental Impact Assessment would also identify potential management, mitigation and habitat enhancement measures. The Strategic

Environmental Assessment notes a number of specific mitigation and proactive management measures that will need to be considered, including:

- Zoning watersports activities to avoid areas of highest biodiversity interest, restricting their use to defined locations;
- Biodiversity improvements, including new floating islands, enhanced scrub vegetation and grassland habitat creation at key locations away from the focus of watersports activity;
- Ensuring that the seasonal potential for nest sites is addressed as part of the routine operation of a watersports facility;
- Ensuring that construction, including any vegetation clearance, takes place out with the bird breeding season;
- Data recording to warn of potential impacts upon biodiversity.

4.3.9. Additionally, it will be important to ensure that any non-motorised watersports that are considered in the future are managed effectively so as not to impact negatively upon each other. Each watersports activity has its own requirements. Different activities could be accommodated by spatial management or allocated time phases if required. This is particularly the case in relation to fishing. Balgray Reservoir is already used by anglers, with investment in three disabled fishing platforms having taken place in 2013.

4.3.10. The Council has commissioned further work around the feasibility and design of a watersports facility based upon cable wakeboarding, also recognising the potential for additional future activities. This work will continue to be progressed and will include preparing a business model to establish the commercial viability of a facility; detailing how it would be funded, operated, managed and maintained to ensure that it does not present long-term revenue costs to the Council. Discussions will also continue with Scottish Water, who own and maintain the Barrhead dams.

4.3.11. At this early stage it is anticipated that proposals to develop a wakeboarding facility at Balgray Reservoir would involve a range of partners, including East Renfrewshire and Glasgow City Councils, sportscotland, operators, landowners, governing bodies, youth, community and recreation clubs and schools. The potential for a Dams to Darnley Wake Park to be run through a trust, social enterprise or community interest company, enabling any surplus revenue to be reinvested in its future operation or the wider Country Park, will also be considered by the Council.

4.3.12. The Proposed Supplementary Planning Guidance on Rural Development, which accompanies the Proposed Local Development Plan, also highlights a potential market for overnight or short stay accommodation within East Renfrewshire, associated with recreational facilities such as Dams to Darnley Country Park. This could relate both to camp sites and small-scale overnight accommodation. A watersports facility offers a specific opportunity to develop appropriate, small-scale accommodation at Balgray Reservoir, provided it meets requirements set out within the proposed rural development guidance.

#### 4.4. Dams to Darnley Visitor Centre

- 4.4.1. The Country Park recreation and feasibility studies both highlighted the importance of a visitor centre in establishing a focal point for Dams to Darnley. The feasibility study also noted that whilst the presence of a visitor centre is often an important motivational factor in non-local visitors to an area, they are rarely attractions in themselves; rather they are a primary conduit for revenue. A visitor centre offers the greatest potential to increase Country Park visitor numbers and generate a long-term income stream. As a result it represents the most realistic opportunity to contribute towards the sustainability of Dams to Darnley.
- 4.4.2. The feasibility study further highlighted that with the right audience development plan any size of visitor centre will eventually find its market. Crucially, given the opportunity to establish three Country Park facilities, the offerings provided at a visitor centre and in turn its audience, need to be markedly different. As noted above, a robust business model requires to be completed, this must establish that a visitor centre would compliment rather than compete with other Country Park facilities, in particular a wake park, in order to merit future investment. Yet both facilities would also benefit from their close physical links by being connected through an inclusive path network.
- 4.4.3. With greater clarity and progress regarding supporting infrastructure, such as the realignment of Aurs Road, future discussions will assist in the development of a business case, detailing how a visitor centre would be funded, operated, managed and maintained.
- 4.4.4. A visitor centre is likely to have a strong focus upon diversifying and enhancing the rural economy in line with the requirements of the Proposed Supplementary Planning Guidance on Rural Development. In addition to delivering economic outcomes, any proposal would also require to provide environmental or community benefits, again in line with proposed rural development guidance. As a result a visitor centre is likely to focus around:
- Appropriate retail/commercial use
  - Restaurant and toilets
  - Meeting/community space
  - Countryside ranger space
  - Business location
  - Events space
  - Car parking
- 4.4.5. City Deal funding would enable the Council to potentially deliver a Dams to Darnley Visitor Centre. This would create potential revenue streams associated with commercial leases, enable not-for-profit elements to be delivered and contribute to the wider revenue costs associated with the Country Park.

#### 4.5. Location

- 4.5.1. A visitor centre needs to benefit from the locational setting associated with the Barrhead dams. Aurs Road, located between Balgray and Ryat Linn Reservoirs, provides the most direct vehicular access. A centre located off Aurs Road would benefit from significant passing traffic between Barrhead and Newton Mearns. The realignment of Aurs Road would unlock the Country Park's potential by releasing a visitor centre and car parking site at Balgray Reservoir as noted above. The location associated with the realignment of Aurs Road, south of Barrhead, represents the Council's preferred site, primarily in relation to suitability and feasibility (figure 6). A visitor centre located on the eastern shore of Balgray Reservoir would enable a facility to make the most of its setting overlooking the water. It would provide fantastic views to the south and west, adding to its attractiveness as a destination and ultimately its potential viability and sustainability.
- 4.5.2. Integrated access improvements linking a visitor centre to the wider Country Park path network and surrounding communities, are crucial. New path links identified within the Barrhead South Proposed Supplementary Planning Guidance, together with connecting routes to Balgray Reservoir, will create walking and cycling connections from Barrhead. The proposed new Barrhead South Rail Station will also provide sustainable transport options. The priority to establish access to the Country Park from the south is crucial in ensuring that the visitor centre is connected to Newton Mearns by safe walking and cycling routes.
- 4.5.3. The Strategic Environmental Assessment established that a visitor centre located on the north eastern shore of Balgray Reservoir is likely to present less significant issues in terms of natural heritage than facilities on the west. The eastern side of the reservoir is less important for breeding birds because of the steep, stone faced embankment. The assessment does highlight the landscape sensitivity associated with this location and the importance of retaining and enhancing a narrow strip of birch woodland adjacent to the reservoir because of its habitat value and screening function.
- 4.5.4. The Council will continue to develop proposals for a Dams to Darnley Visitor Centre in parallel with the realignment of Aurs Road.

#### 4.6. Dams to Darnley Environmental Education Base

- 4.6.1. Whilst the Barrhead dams provide opportunities for outdoor recreation, the mosaic of habitats within Darnley Mill and Waulkmill Glen offer the greatest scope for environmental education, outdoor learning and volunteer activities. As noted above, the lack of facilities currently curtails environmental education activities. A Dams to Darnley Environmental Education Base would create a valuable local resource. Such a facility would not need to be large, but ideally sufficient to provide:

- Countryside ranger base
- Toilets
- Indoor environmental education classroom

- Outdoor learning spaces
- Picnic/play space
- Parking

4.6.2. A facility would greatly enhance the delivery of the countryside ranger service's outdoor environmental education programme for schools. It would also provide multifunctional indoor classroom space which would further enhance the learning opportunities that could be delivered within the Country Park. An environmental education base would be pivotal to the delivery of the Curriculum for Excellence within the Country Park, across a range of curriculum areas:

- Expressive arts
- Health and well-being
- Sciences
- Social studies
- Technologies

4.6.3. A base could also provide basic services, benefiting health walks, event participants and general visitors in the northern half of the Country Park, complimenting facilities based around Balgray Reservoir to the south. As noted above, nearly 3,000 people took part in Country Park walks, events school visits and volunteer activities during 2013. With sufficient staff resources there is clear potential for this to increase and for a significant percentage of visitors to use an environmental education base. Such a facility would also enhance the delivery of volunteer activities within the Country Park. It could be central to the delivery of an expanded corporate volunteer programme with its associated revenue generating potential.

## 4.7. Location

4.7.1. A site on the eastern edge of Lyoncross provides one potential location for an environmental education base (figure 6). The development of Barrhead South would help to facilitate deliver vehicular access to an environmental education base and associated car park at Lyoncross, although public transport options are more distant. The proposed new path between Lyoncross and Waulkmill Glen Reservoir would also require to be established to link the site to the wider Country Park path network.

4.7.2. The site is somewhat removed from Waulkmill Glen and in particular Darnley Mill, where the majority of countryside ranger led environmental education and volunteer activities take place. Any established facility must ultimately function effectively in terms of promoting and delivering Country Park education and volunteer opportunities. Habitat improvements could enhance the biodiversity value of the site and thus its suitability as an outdoor learning resource. Nevertheless parallel indoor learning opportunities, in particular based around sciences, could be delivered regardless of the location of an environmental education base.

- 4.7.3. The delivery and operation of an environmental education base would most likely be Council led, with developer contributions supporting its creation. Limited revenue streams associated with environmental education, corporate volunteering and events could be generated, but these are unlikely to go anywhere towards meeting running and maintenance costs.
- 4.7.4. The Council is committed to further work towards establishing the viability of an environmental education base. Given that the focus of environmental education and volunteer activities is within Darnley Mill and Waulkmill Glen, East Renfrewshire and Glasgow City Councils will also continue to discuss options around suitable locations.

#### 4.8. Design Principles

- 4.8.1. Depending upon ongoing feasibility work and discussions with Scottish Water the proposed Dams to Darnley Wake Park is likely to be the first Country Park facility to be established, primarily because it is not reliant upon major infrastructure improvements. As a result design considerations relating to this facility are of great importance, not only because of the sensitive landscape setting adjacent to Balgray Reservoir, but also because this Country Park facility would influence subsequent ones. As noted above the wake park facility and its activities would be inclusive, catering for all ages and abilities. All Country Park facilities must be similarly designed and operated.
- 4.8.2. Proposed Supplementary Planning Guidance on Rural Development supports creative and innovative solutions within rural areas which respect the vernacular and relate to the environmental setting. Designs that are distinctive and responsive to their setting, whilst respecting traditional proportions, scale and massing are encouraged. Designers are challenged to achieve contemporary design solutions that meet the requirements of Scottish Planning Policy Designing Places and Planning Advice Note 72. All development proposals must also meet the principles set out in the East Renfrewshire Proposed Local Development Plan (Policy D1: Development Strategy). Specifically the rural development guidance also identifies a number of key design issues that require to be considered in relation to new buildings in the countryside: proportions, massing, windows and doors, roofs, external materials, timber cladding, local materials, timber framed construction and external lighting. This guidance will apply to all new Country Park facilities.
- 4.8.3. The Strategic Environmental Assessment recognises that the design and setting of all Dams to Darnley facilities requires careful consideration in order that they did not detract from the sensitive landscape character areas associated with the Barrhead dams. The sensitivity of this area is highlighted within the Country Park Landscape Character Assessment. The potential to establish an environmental education base, with its associated road access and car parking, within Lyoncross would also have to address the particular landscape sensitivity of this Country Park location when viewed from Waulkmill Glen Reservoir.

- 4.8.4. Specific design considerations relevant to future Country Park facilities are reflected within the rural development guidance. This guidance highlights that proposals for new outdoor leisure facilities, such as a wake park and environmental education base, will be considered favourably where it can be demonstrated that:
- The emphasis is on outdoor pursuits, compatible with the rural area and there are no suitable sites within the urban area;
  - Any ancillary buildings or other works, such as access and lighting are required to serve the activity and do not prejudice the rural character and local environment;
  - Environmental mitigation measures are included, such as landscape screening, water filtration systems and rainwater catchment systems;
  - The proposal, where appropriate, should maximise opportunities for access and biodiversity enhancements;
  - The design criteria set out in the guidance has been taken into account.
- 4.8.5. As noted above the Council has commissioned initial design work associated with a watersports facility. This has identified internal space requirements and has begun to look at suitable materials, opportunities around clustering elements and how a facility would interact with, and benefit the reservoir edge.
- 4.8.6. The rural development guidance also highlights that proposals will be considered favourably by the Council that support rural diversification or enhance the rural economy, such as a visitor centre, where it is clearly demonstrated that:
- Justification has been provided for its countryside location;
  - Any existing building is not capable of physical repair and re-use through the submission and verification of a thorough structural condition report;
  - There would be a resultant economic, environmental or community benefit from the proposal;
  - The level of traffic and any other disturbances resulting from the development, such as noise and light, do not prejudice rural character and the environment;
  - The requirement for new development is supported by a business plan that demonstrates longer term viability;
  - The design criteria set out in the guidance have been taken into account.
- 4.8.7. Proposed Supplementary Planning Guidance associated with Energy Efficient Design will provide additional input in relation to detailed considerations around the establishment and operation of all future Country Park facilities.



## 5. NATURAL AND BUILT HERITAGE

5.1.1. Amongst the key aims of the Dams to Darnley initiative is to conserve and enhance the biodiversity, geodiversity, landscape and built heritage of the Country Park.

### 5.2. Biodiversity and Geodiversity

5.2.1. The conservation and enhancement of the Country Park's biodiversity and geodiversity, including elements funded in part through developer contributions, will be delivered through objectives contained within the Country Park Plan, including:

- Implement habitat enhancements, including working with land managers, schools, volunteers and conservation groups;
- Carry out surveys and maintain records of the Country Park's biodiversity and geodiversity assets;
- Manage other Country Park uses in relation to safeguarding its natural heritage.

5.2.2. The Strategic Environmental Assessment highlighted that the Country Park contains a number of priority habitats and species identified within the East Renfrewshire, Renfrewshire and Inverclyde Local Biodiversity Action Plan. The assessment also identified key themes, habitats and species associated with Dams to Darnley, including butterflies, pond life, grassland habitats, Balgray Reservoir and its importance for birdlife and Waulkmill Glen as a source for geological history. Biodiversity and geodiversity enhancements will focus on supporting relevant Habitat and Species Action Plans, contained with the Local Biodiversity Action Plan. Conservation and enhancement will also focus upon the key themes, habitats and species identified within the Strategic Environmental Assessment. The assessment noted that mitigation measures associated with the proposals contained within this Proposed Supplementary Planning Guidance should be similarly directed.

### 5.3. Landscape

5.3.1. The Country Park Landscape Character Assessment classified areas of sensitivity based upon the strength of their typical character, condition/intactness and scenic qualities. The assessment established that the strength of the landscape within much of the Country Park reinforced the effectiveness of the green belt, as a result of its value in separating urban areas and its elevation, which created a physical backdrop. Crucially the assessment also identified measures for improving the defensibility of the green belt boundary and landscape setting of settlements. These measures can be used to establish key landscape enhancements and direct mitigation measures, again to be supported in part through developer contributions, including objectives to:

- Utilise a planting 'design palette' based upon existing woodland types to highlight Country Park entrances and sympathetically set new paths and facilities into the landscape;
- Reinforce the Country Park's agricultural landscape patterns and network of stone walls, hedgerows and tree belts and groups;
- Create open viewpoints, to provide visual links across the Country Park and provide a contrast in experience from the more enclosed Waulkmill Glen woodland.

#### 5.4. Built Heritage

5.4.1. The Strategic Environmental Assessment identified key historic and cultural heritage themes associated with Dams to Darnley, including its farming landscape, the Barrhead dams and the Victorian railway viaduct. The conservation and enhancement of the Country Park's built heritage and the implementation of mitigation measures to support this guidance will focus upon these key themes through objectives contained within the Country Park Plan, including:

- Protect and enhance the sites of historical importance within the Country Park;
- Work with, and contribute to, the work of local history groups;
- Manage other Country Park uses in relation to safeguarding its built heritage.

#### 5.5. Barrhead South Green Network

The Barrhead South Proposed Supplementary Planning Guidance details a green space and landscape framework which aims to integrate the development within the wider countryside, including the Country Park. The enhanced green network associated with Barrhead South is key to this integration (figure 2). In addition to providing new and improved path links, the green network will provide multifunctional benefits, including biodiversity and landscape enhancements, Sustainable Urban Drainage Systems (SUDS), together with open space provision providing play and recreation opportunities.

- 5.5.1. The green network proposes to integrate biodiversity through retaining, enhancing and creating woodland, hedgerow and grassland habitats, where possible. In addition to engineered solutions, new wetland features will be established as ecologically designed SUDS ponds and basins. This will help to establish a diverse network of connected habitats, linking with wider ecological habitats and corridors within the Country Park and beyond.
- 5.5.2. Open space is provided as a series of corridors integrating play and recreation opportunities within areas of biodiversity interest. There are specific opportunities to develop play spaces based upon a journey through the green network. The creation of natural play spaces, utilising elements of nature such as wildflower meadows, water, earth mounds or bunds, boulders and logs will be examined as part of the green network.

- 5.5.3. The central portion of the green network, adjacent to the Country Park, is identified within the Barrhead South guidance as being of greatest potential community benefit, in terms of use by existing and future residents. This resource will evolve and develop over time, but its promotion amongst the local community will be essential if it is to become a successful and popular resource. The area could be structured so that it is divided into a number of elements. Hedgerows and stone walls can be used to contain and define different compartments or uses, incorporating existing landscape features and acting as windbreaks to the prevailing south-westerly winds, creating shelter. The area will complement and enhance the Country Park and consideration could be given to the extension of the Dams to Darnley boundary to incorporate this resource.
- 5.5.4. It is intended that views into Barrhead South will be partly mitigated by retained open space and habitat creation. This is of greatest significance in relation to Lyoncross, given the loss of Country Park green space associated with its development. Open space within the green network will also take advantage of views out to the surrounding landscape. Viewpoints across the Country Park to the south and to the north to Glasgow and the Campsie Fells have been incorporated.
- 5.5.5. The green space and landscape framework is designed to integrate the development with the surrounding countryside. The framework will combine strong boundaries to provide screening, with more open edges to allow visual and physical integration between the development and the surrounding countryside. Enhanced planting will provide screening along the outer development boundaries within Lyoncross and Balgraystone Road to help maintain the existing landscape character, when viewed from within the Country Park. The framework aims are to prevent an abrupt change from the built form to rural surroundings by integrating some rural features into the development where possible and allowing some urban features to integrate with the surrounding rural character. The transition from rural to urban character will be supported in part by the creation of the green network. It will also be achieved through the retention of existing landscape elements where possible, including hedgerows, tree belts and changes in topography. Additional planting of native trees and shrubs will improve biodiversity value and help to establish these areas as green corridors. Where there are breaks in vegetation, new planting will be established to further support the integration of the existing rural character into the development.

## 5.6. Design Principles

- 5.6.1. As noted above, natural and built heritage enhancements will focus upon the objectives, themes, habitats and species identified within the Strategic Environmental Assessment. The assessment also highlighted that mitigation measures associated with this Proposed Supplementary Planning Guidance will be similarly directed. Future enhancement and mitigation will be guided by a number of existing design principles, including:

- New wildflower meadows will use a species-rich seed mix as standard. Locally specific species mixes can be specified, such as the 'Glasgow mix' that has been used to create new wildflower areas within Darnley Mill. There are opportunities for new wildflower meadows to be created within Barrhead South and potentially associated with an environmental education base at Lyoncross;
- New hedgerow planting within the Country Park has primarily utilised a mix of hawthorn, blackthorn, hazel, dog rose and elder. There are opportunities for new hedgerows within Barrhead South and adjacent to the Barrhead dams to enhance the existing landscape character of these areas. Hedgerow planting will greatly assist to enhance the landscape setting of new paths and the realigned sections of Aurs Road;
- A number of wildlife ponds have been created throughout the Country Park with the support of volunteers. These help to expand habitat networks across Dams to Darnley. Further opportunities exist associated with the environmental education base. Within Barrhead South SUDS ponds or basins and their marginal and land zones will be ecologically designed wherever possible and where this does not affect their function. Swales will be seeded to achieve the greatest sward diversity, relative to the management required;
- There are opportunities for planting associated with landscaping to accompany Country Park facilities, surrounding new and existing entrances and associated with key boundaries of Barrhead South. This planting will help to enhance the Country Park's landscape character areas. These should be based upon a planting 'design palette'. Large geometric blocks of planting should be avoided as they would reduce the strength of landscape character. Woodland edges should have a scrub component blending out to grassland, with scrub managed to avoid encroachment into grassland habitats. New woodland will be planted, monitored and managed to create woodland layers: ground, under-storey and canopy;
- The Barrhead South Green Network offers potential settings for viewpoints and picnic locations. These will utilise existing materials and designs where appropriate in order achieve continuity;
  - There are opportunities to enhance the landscape character of the Barrhead dams through the continued repair of stone walls and the installation of new sections across the Country Park.

5.6.2. Proposed Supplementary Planning Guidance associated with the Green Network and Environmental Management, together with Management and Protection of the Built Heritage will provide additional detailed input to guide enhancements.

## 6. PROMOTION AND MANAGEMENT

6.1.1. A number of Country Park Plan aims focus upon the promotion and management of Dams to Darnley. The plan identifies a series of objectives in support of these aims, including:

- Increasing awareness of the Country Park locally and regionally and promoting the Dams to Darnley identity;
- Developing and delivering an environmental education programme, guided walks and events within the Country Park;
- Increasing awareness of the Country Park's natural and built heritage and promote its importance as an asset;
- Encouraging volunteer activity within the Country Park;
- Establishing initiatives to address community safety and antisocial issues across the Country Park.

6.1.2. Future funding, including monies secured through developer contributions, will support the ongoing promotion and management of the Country Park, in line with objectives contained within the plan. In particular there is potential to support:

- New directional signage to support an expanded Country Park path network;
- Interpretation and promotional material to increase awareness of the Country Park and its natural and built heritage;
- Expansion of the successful countryside ranger led environmental education programme for schools;
- Expansion of the existing programme of countryside ranger led volunteer opportunities, health walks and community events and activities;
- Improved management of habitats across the Country Park, including those within the Barrhead South Green Network;
- Practical measures to combat community safety and antisocial issues across the Country Park.

### 6.2. Countryside Ranger Service

6.2.1. The enhanced promotion and management activities noted above can only be brought about to any degree through additional staff resources. In particular any expansion in environmental education activities, volunteer opportunities and community events is likely to require additional countryside ranger staff. Such additional resources could be focused upon the Country Park or have a wider remit across East Renfrewshire, enhancing the scope of activities that promote health and well-being.

6.2.2. Additional Country Park countryside ranger staff could also be vital to the success of the Barrhead South Green Network. The network is seen as critical in terms of integrating existing and new communities. As noted above it is also recognised that the network has the potential to deliver multifunctional benefits in relation to access, play and recreation, biodiversity and landscape, flooding solutions and health and well-being. Yet the success of the network

is likely to depend upon facilitating local events and activities to ensure that existing and new residents are able to contribute to its design and function. Its future use would also be greatly supported and promoted, in particular in its early days, if the successful programme of Country Park community events were expanded to include activities within it.

- 6.2.3. Finally, the Strategic Environmental Assessment also identifies a range of mitigation measures, in light of the proposals contained within the Proposed Supplementary Planning Guidance. These critically include monitoring activities, associated with the potential impact of watersports activities on nesting and wintering bird species across Balgray Reservoir. The success of mitigation measures, in particular monitoring, will be reliant upon the countryside ranger service resource.

### 6.3. Design Principles

- 6.3.1. For consistency new path routes will be promoted using existing fingerpost signage designs. Routes within the Country Park will use existing bespoke Dams to Darnley signage. Routes to the Country Park from within Barrhead, including the Barrhead South location, will be promoted using signage developed through the Barrhead Smarter Choices project.
- 6.3.2. Proposals to create new path links to the Country Park will also offer opportunities for entrance features and signage. Existing Country Park path entrances, although not identical, utilise a number of standard elements including stone walling, sets and cubes. New entrances should utilise these existing materials. Entrance signage will be based upon the existing wooden design used at Country Park entrances at Balgray Reservoir and Darnley Mill. Signage opportunities and design guidance are further detailed within a Country Park Signage Plan; this will assist to direct future enhancements.
- 6.3.3. Standard bench and bin designs already used within the Country Park will also be installed across new path links. The BT Countryside for All Good Practice Guide recommends a seat or perch every 200m and this will be adhered to wherever possible.
- 6.3.4. Interpretation enhancements will be progressed based upon the key Country Park natural and built heritage themes, habitats and species that have been identified. A Country Park Interpretation Plan provides further details relating to opportunities and design; this will be used to guide future enhancements.

## 7. CONCLUSION

- 7.1.1. This Proposed Supplementary Planning Guidance identifies the enhancements that East Renfrewshire Council wishes to prioritise in order to support the development and management of Dams to Darnley Country Park. These enhancements will be delivered through a number of mechanisms, including the Barrhead South Strategic Development Opportunity, developer contributions, the Glasgow and Clyde Valley City Deal, Council capital allocations and grant funding.
- 7.1.2. Dams to Darnley is recognised by the Council as a valuable but underutilised resource. The proposals contained within this guidance are seen as essential if the vision behind the Country Park is to be realised and its full potential in terms of visitor numbers and long-term income generation fulfilled. The proposals will also significantly enhance the Country Park's contribution to the Council's wider aspirations set out through its Single Outcome Agreement, Proposed Local Development Plan and A Place to Grow and A Place to Visit strategies.

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