

# **GLASGOW AND THE CLYDE VALLEY 2006 STRUCTURE PLAN ALTERATION**

## **THE TWENTY YEAR DEVELOPMENT VISION**

### **TECHNICAL REPORT**

**TR 6/06**

### **Assessment of Potential Areas for Urban Expansion**

**April 2006**





# Contents

## Introduction

### Strategic Assessment

- A. Urban Renewal and Regeneration
- B. Environmental Factors
  - i. Green Belt Structure
  - ii. Green Belt Boundaries
  - iii. Green Belt and Countryside Resources
  - iv. Agricultural Land
  - v. Flooding
- C. Transport Linkages
  - i. Rail Network
  - ii. Road Network
- D. Relationship to Existing Communities
  - i. Town Centres
  - ii. Tenure Choice
  - iii. School Capacity
- E. Issues raised through Consultation

### Strategic Overview

- i. Transport Corridors
- ii. Green Belt Structure
- iii. Strategic Opportunities
- iv. Housing Market Area Considerations

### Preferred Areas of Urban Expansion

#### Areas for Further Study (Strategic Policy 2 Locations)

#### Areas Not Preferred for Urban Expansion

### Conclusions

#### Appendix A Extract from Consultative Draft 2005 Alteration

#### Appendix B List of Urban Expansion Areas from Consultative Draft Technical Note TR 9/05

#### Appendix C List of Development Opportunities Proposed During Consultation

#### Appendix D Schedule of Representations Received Raising Issues Concerning Further Urban Expansion



## INTRODUCTION

- 1 This Technical Report has been prepared in the context that:
  - the level of demand for new development arising from the **Agenda for Sustained Growth** requires further opportunities for urban expansion to be identified beyond the established areas;
  - Strategic Policy 2 expresses the Joint Committee's commitment to keep this matter under review and bring forward development areas through an Alteration to the Plan, if necessary;
  - There has been consultation on the factors to be used in evaluating potential longer term urban expansion areas which has not raised any significant issues;
  - The Structure Plan addresses strategic locational issues, and local planning considerations determine specific site selection issues.
  
- 2 The 2000 Structure Plan sets out the factors that should be used to guide the selection of Greenfield expansion sites. These were retained in the Structure Plan Consultative Draft 2005 Alteration, (Appendix A). The established Metropolitan Development Strategy supports the regeneration of the established communities of the conurbation through urban renewal. Over the last two decades, this has achieved notable success. If this momentum is to be sustained, it is clearly desirable not only to minimise the scale of any Greenfield release but also to direct any urban expansion to those locations that are most consistent with the central Strategy. This means giving priority to those locations which can make a positive contribution to the regeneration process in particular:
  - (a) by being integral to the **urban renewal** process;
  - (b) by protecting those areas of **Green Belt** which create the **environmental** setting and form of the Conurbation;
  - (c) by being related to an existing or potential priority **public transport** route;
  - (d) by reinforcing the role of **existing communities**; and
  - (e) by having a controlled programme of delivery of areas of urban expansion.
  
- 3 These factors highlighted in the 2000 Plan are also reflected in the requirements of Circular 24/1985 which requires that any Green Belt release should have regard to the following factors:
  - The longer term settlement strategy;
  - The stability and endurance of Green Belt boundaries; and
  - The scope for upgrading areas of poor environment.

National Greenbelt policy is currently being reviewed by the Scottish Executive. The principles set out above remain valid as a basis for evaluating alternative locations for urban expansion and are consistent with the principles set out in the consultative draft Scottish Planning Policy 21: Green Belts.
  
- 4 The greenfield expansion site selection factors were outlined in further detail by Background Report BR7/05 which was published with the 2005 Structure Plan Consultative Draft. The planning principles that are expressed remain sound and no objections to the proposed assessment criteria were received during the consultation. Therefore, these criteria form the basis for assessing potential areas of Green Belt release.

## STRATEGIC ASSESSEMENT

5 The factors used to guide the selection of Greenfield expansion sites have been considered under the following headings, for ease of presentation, and related to the key themes of the Metropolitan Development Strategy:

- Urban Renewal and Regeneration: The need to complement the urban renewal and regeneration priorities that underpin the Strategy;
- Environmental Factors: The need to safeguard and enhance the environment;
- Transport Linkages: The need to promote sustainable transport practice; and
- Relationship to Existing Communities: The need to strengthen existing communities.

The following sections provide a strategic overview of how each of these considerations has guided the decisions of the Committee.

### A. Urban Renewal and Regeneration

6 The Metropolitan Development Strategy gives priority to urban renewal. The release of Greenfield land must therefore contribute to an effective land supply, whilst identified brownfield opportunities are brought on stream. Priority has therefore been given to maximising the effectiveness of the urban brownfield capacity before any search for Greenfield release sites is undertaken. It is also important to manage the scale and rate of urban expansion to avoid the displacement or diversion of investment from areas of urban renewal.

7 Within this context it is appropriate to consider where there are opportunities for expansion which would form an integral part of specific urban renewal projects. It has been accepted by Ministers in their approval of earlier Structure Plans that, in general, 'brownfield' sites within the Green Belt do not support the renewal of urban areas, because sites are fragmented and dispersed in their location. There are, however, certain Green Belt areas which might be associated with the renewal or restructuring of the adjoining urban areas or sufficiently associated with an existing community to provide a linked development opportunity. These include:

- (a) major industrial dereliction at Gartcosh, at an appropriate scale to avoid delay in the redevelopment of the brownfield element;
- (b) major peripheral estates undergoing major restructuring of their stock - Drumchapel, Easterhouse, Castlemilk and Port Glasgow; and
- (c) urban areas with significant vacant and derelict land within five hundred metres of the urban edge: Bishopton, Baillieston and Newton.

## **B. Environmental Factors**

### **i. Green Belt Structure**

- 8 The Metropolitan Development Strategy requires the continued designation and safeguarding of the Glasgow and the Clyde Valley Green Belt within which there is a presumption against the spread of built up areas and encroachment of development into the countryside. This relates especially to the need to maintain the character of the towns in the Clyde Valley and to safeguard significant structural corridors and sensitive wedges as defined in the 2000 Plan Inset Diagram A. The 2000 Plan confirmed that these environmental sensitivities should guide any future releases required from the Green Belt.
- 9 Any major release in these structural corridors and sensitive wedges could result in urban coalescence. Any small scale sites identified within these corridors would only be short term and opportunistic and not part of any longer term approach to the expansion of the conurbation. It is therefore important to protect the integrity of the major structural corridors and inner sensitive wedges of the Green Belt, which define and separate the communities within it. Areas of the Green Belt which are particularly vulnerable and often form critical parts of the Green Network include the following sensitive wedges:
- Dumbarton-Vale of Leven
  - Clydebank-Drumchapel-Bearsden-Milngavie
  - Bishopbriggs-Lenzie-Kirkintilloch
  - Stepps-Muirhead-Cumbernauld
  - North Calder
  - Glasgow-Uddingston
  - Hamilton-Motherwell-Larkhall
  - Clelland-Newmains-Motherwell
  - East Kilbride-Clarkston-Castlemilk
  - Airdrie-Glenmavis
  - Barrhead-Nitshill/Darnley-Newton Mearns
  - Dykebar-Barrhead-Hurlet-Glasgow
  - Pollok
  - Johnstone-Kilbarchan-Linwood-Houston
  - Renfrew-Erskine-Bishopton
  - Coves-Inverclyde
  - Kirkintilloch-Twechar
  - East Kilbride-Blantyre
  - Paisley-Glasgow
  - Eaglesham-Waterfoot
  - Barrhead-Neilston
  - Johnstone-Howwood
  - East Kilbride-Jackton
  - South Wishaw
  - Lernnoxtown-Milton of Campsie
  - Lenzie-Auchinloch

There are also structural corridors to sensitive to urban coalescence:

- Kelvin Valley(part)/Forth and Clyde Corridor
- Glasgow-Kirkintilloch-Cumbernauld
- Drumpellier-Palacerigg
- Larkhall-Hamilton (outer area)

- Larkhall-Wishaw-Carlisle
- East Kilbride-Glasgow
- East Kilbride-Clarkston-Eaglesham-Newton Mearns
- Airdrie/Coatbridge-Muirhead-Cumbernauld
- East Kilbride-Hamilton
- Kilmacolm-Port Glasgow
- Bishopton-Bridge of Weir-Linwood

## ii. Green Belt Boundaries

- 10 The issue of defining appropriate Green Belt boundaries has been reviewed in principle previously. The conclusion accepted by the former Scottish Office was that there are few "natural" physical boundaries to potential urban expansion. Even where stable and enduring boundaries had been established they have been adjusted in exceptional and very localised circumstances. It is however essential to avoid options which create "salients" of development into the countryside which might be seen as defining the new outer limit of development of a much wider area. Similarly it is important that the brief for the development of any release area requires landscape which creates high amenity on the new urban fringe and where possible, addresses any areas of poor environment. However, the potential for urban fringe development should not be the determining factor in the choice of preferred urban expansion areas.
- 11 The scope to which urban expansion should be linked to areas of poor environment in the Green Belt needs to be assessed. A strategy based upon this approach would be damaging not only to the prospects of urban renewal but to initiatives for remedial Green Belt action. There may be specific opportunities for environmental action to be associated with such areas as part of the creation of the Green Network. It would therefore be appropriate to require such action as part of the development of any such release. The possible scope for such a policy requirement will be guided by the emerging Green Network Framework.
- 12 One of the main benefits of the Green Belt is the maintenance of the landscape setting of towns. This is particularly relevant to the amenity of conservation villages or areas of very high amenity within the Greenbelt. Landscape Character criteria have been of particular importance in the Local Public Inquiry process. Scottish Natural Heritage's (SNH) Landscape Character Assessment can be generally helpful in the categorising the Green Belt but is of limited help in the judgements about whether a development is acceptable. It is considered that at the Structure Plan level the broad landscape categorisation of sensitive wedges or structural corridors should be the key criteria. Whilst landscape considerations are important to take into account in all areas, certain communities' character have been recognised in previous Structure Plan decisions (refer 1990 and 1995 Strathclyde Structure Plans) as being particularly defined or enhanced by the landscape character around it or the conservation area. Therefore, there are additional two criteria to which have been taken into account:
- (a) Landscape Setting of Settlements: The landscape character of the Green Belt for the following communities should therefore be taken into account:
- Clydebank-Milton;
  - Milngavie-Bearsden;
  - Wishaw West;
  - Hamilton West;
  - Paisley South;
  - Houston;

- Thorntonhall;
  - Newton Mearns; and
  - Stepps.
- (b) Conservation Areas: Those communities which have previously been recognised as being sensitive to urban expansion because of their conservation interests include:
- Balmore;
  - Bardowie;
  - Busby;
  - Carmunnock;
  - Eaglesham;
  - Kilbarchan; and
  - Langbank.

### iii. Green Belt and Countryside Resources

- 13 In addition to the broader strategic role of the Green Belt in sustaining and enhancing the character and identity of urban communities, much of it has value for recreation, e.g. parks, the river valley, or golf courses; prime agricultural land or other conservation interest, i.e. woodland. There are a range of environmental resources which lie within and are protected by the Green Belt for their recreation, amenity, agriculture, flood protection and other ecological and conservation value. Many of these site-specific resources should be safeguarded in the masterplanning of any Greenfield release but the following strategic environmental resources will be given specific consideration as required in Strategic Policy 7.

Environmental Resources listed in Schedule 7 of the 2000 Joint Structure Plan were also taken into account:

- Ecological Resources: SACs, SPAs, SSSIs, NNRs, RSPB and SWT reserves, and species or habitats protected by national or international legislation;
- Landscapes: NSAs, RSAs and AGLVs, and the landscape character of the Green Belt;
- Existing and Potential Recreational Resources: National, Regional, Country and Major Urban Parks, and the Green Belt, long distance walkways and cycling routes;
- Built Heritage: Scheduled Ancient Monuments and other archaeological sites and landscapes, Listed Buildings, World Heritage Sites, Conservation Areas, the locations identified in the Inventory of Historic Gardens and Designed Landscapes;
- Agricultural Land: ESAs, Grades 3.2 higher (10ha+) as identified in Key Diagram Inset E;
- Mineral Reserves: Specialised mineral resources defined in Local Plans (e.g. brick making clays and barytes);
- Undeveloped Flood Plain Areas: As advised by SEPA and confirmed by the Local Planning Authority.

Greenfield release for urban expansion should not be proposed if it involved any threat to these environmental resources in terms of their extent or viability, unless there is effective remedial environmental action as required by Strategic Policy 9C.

#### **iv. Agricultural Land**

14 The protection of the limited areas of prime agricultural land has been downgraded in national policy but it is still appropriate in terms of the principles of sustainable development and Structure Plan policies to give such areas special consideration. In accordance with SDD Circular 18/1987, it is necessary to protect prime agricultural land and other locally important non-prime agricultural land. The areas of good quality urban fringe agricultural land (Category 3.2 or better) within the Structure Plan area are mainly located in:

- West Renfrewshire;
- South East of Glasgow;
- Calder Valley;
- North Clyde Valley;
- Hamilton - East Kilbride - Strathaven;
- Glasgow - Cumbernauld
- and western parts of the Kelvin Valley.

#### **v. Flooding**

15 It is important to safeguard against the risk of watercourse or coastal flooding, given the predicted rise in the frequency and severity of storms and the predicted increase in rainfall over the next twenty years. In accordance, with SPP7: Planning and Flooding, it is necessary to consider when planning new development if there would be a significant risk of flooding at the site under consideration or whether development would materially increase the probability of flooding elsewhere. Therefore, the development of greenfield areas exposed to medium to high risk of flooding has to be avoided through identification of those areas on the urban fringe with inappropriate annual probabilities of flooding, in line with the Risk Framework detailed in SPP7:

- Little or no risk area (less than 0.1% (1:1000)) – no general constraints;
- Low to medium risk area (0.1% to 0.5% (1:1000 – 1:200)) – suitable for most development but not essential civil infrastructure;
- Medium to high risk area (0.5% (1:200)) or greater – in built up areas with flood prevention measures most brownfield development should be acceptable except for essential civil infrastructure; undeveloped and sparsely developed areas are generally not suited for most development.

Completion of the revised Scottish Environmental Protection Agency (SEPA) flood risk maps is still awaited. However, on the basis of local authority analysis, flooding constraints have been identified at the following locations: Haughead, Uddingston and the Kelvin Valley.

#### **C. Transportation Linkages**

16 The Metropolitan Development Strategy seeks to make greatest use of the existing transport infrastructure by giving weight to locations which offer integration opportunities to the existing transport network or could be linked into it (e.g. by new stations or rail links) in line with the aim of national policy including Scottish Planning Policy (SPP) 3: Planning for Housing and SPP17: Planning for Transport, to reduce reliance on the private car.

## **i. Rail Network**

17 Locations which are within 0.5km of a rail station or potential station include:

- Bishopton
- Lenzie
- Robroyston/Millerston
- Croy
- Plains
- Carluke
- Larkhall North
- Newton
- Thorntonhall
- Busby
- Pollok
- Patterton(Newton Mearns)
- Barrhead
- Neilston
- Howwood
- Langbank
- Greenock
- Ferniegair
- Cumbernauld South
- Baillieston
- Caldercruix
- Cleland
- Hartwood
- Shotts

Locations within 1km of a rail station:

- Milngavie
- Kilmardinny
- Port Glasgow
- Stepps
- Johnstone South
- Easterhouse
- Summerston
- Cardowan
- Bargeddie
- Gartsherrie
- Cambuslang
- Glenboig
- Chryston
- Haughead
- Gartcosh
- South Wishaw

## **ii. Road Network**

- 18 The relationship of Green Belt areas to the road network varies and all major development will require detailed transport appraisal through the Master Plan process. Some locations are however inappropriate to promote as major development locations. These include many smaller settlements where there is limited local infrastructure and are served only by rural roads, including Lennoxton, Kilmacolm and Milton of Campsie.

There are also some larger settlements where the links to the strategic road system are relatively poor and where major expansion could exacerbate problems on the network, in particular Kilsyth, Houston and Bridge of Weir.

## **D. Relationship to Existing Communities**

- 19 A further Metropolitan Development Strategy consideration is the extent to which areas of urban expansion would reinforce established communities by being closely related to services. The following factors therefore should be taken into account in the assessment of potential urban expansion areas.

### **i. Town Centres**

- 20 Access to facilities is an important consideration for urban expansion areas. Although this is a matter to be determined through local planning the relationship to the network of town centres has been taken into account in the strategic assessment. Town Centres are a focus of a range of commercial and community activities such as employment, shopping, cultural and leisure activities and administration. The majority of the inner Green Belt edge is within 2km of one of the established/proposed town centres or with suitable access to a sub-regional centre. The town centres that would serve the following communities are within 1km<sup>1</sup> of the inner Green Belt edge:

- North Kirkintilloch
- Kilsyth
- North Easterhouse
- Cambuslang
- Blantyre
- North Larkhall
- Strathaven
- Barrhead West
- Johnstone
- Baillieston
- Bishopbriggs
- Milngavie
- Erskine
- Carluke

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<sup>1</sup> This is not meant to be exhaustive list of inner Green Belt Edge locations but recognises the most significant opportunities within 1km of a town centre.

## **ii. Tenure Choice**

- 21 In terms of tenure choice, the allocation of new private housing can help to redress the major imbalances of housing tenure within the Structure Plan area. Within many communities (see paragraph 11.34 in 2000 Plan) such as Easterhouse, Wishaw and Barrhead, there are relatively low levels of owner-occupied housing, therefore an increase in owner occupation could aid their regeneration. In contrast there are certain communities, particularly in East Dunbartonshire and East Renfrewshire, which currently experience relatively high levels of owner-occupied housing and the addition of other tenures could help address identified needs such as for affordable housing.

## **iii. School Capacity**

- 22 Another important consideration is the proximity of urban expansion locations to primary and secondary educational facilities which have the capacity to accommodate additional pupils. Current spare capacity needs to be evaluated against plans for reprovisioning or increased capacity of school sites. Any location which has limited existing or potential restrictions in terms of educational facilities will be subject to the provisions of Strategic Policy 9C to ensure adequate provision. Therefore educational provision is a strategic requirement on any development but current school capacity is not a determining factor in the choice of locations. Development in Glasgow, North Lanarkshire and South Lanarkshire is more likely to be able to take advantage of existing educational capacity whereas there are severe capacity constraints in East Dunbartonshire and East Renfrewshire.

## **E. Issues Raised Through Consultation**

- 23 The assessment of the options for urban expansion has considered the representations that were received on the December 2004 Discussion Document and the Consultative Draft 2005 Alteration. Appendix D lists the responses that raised concerns about urban expansion in specific locations or in principle, except those concerns relating to Bishopston, which are addressed in the Statement of Publicity and Consultation 2006. The full details of these responses have been made available to the Committee and the summaries in the Appendix highlight the key concerns.
- 24 The general issues raised are addressed in the considerations set out in this Technical Report. These include SEPA's concerns about flood risk and contamination, which are accepted in full. Similarly SNH's concerns about the landscape and environmental impacts of urban expansion have been central to the assessment process. The issues concerning the need to manage the demand for travel which have been raised by the Scottish Executive have also been taken into account by the priority attached to public transport options and will also be a key strategic planning requirement in the masterplanning of areas identified for urban expansion.
- 25 A question that has been raised by various parties is the need for urban expansion on the scale that is proposed. This relates to two issues - the feasibility of sustained growth and the need to maximise the use of brownfield options before promoting any urban expansion. Both these matters are dealt with in two separate reports – Regional Forecasts' assessment, has confirmed the economic context for the forecasts being used; and the Urban Capacity Technical Report has evaluated the scale of brownfield land supply in order to ensure that priority is given to these opportunities in preference to greenfield development. These reports have also guided the selection of urban expansion areas where possible, see Section A.

- 26 Although the need to prioritise urban renewal applies generally throughout the Structure Plan area, concerns have been raised about the impact of developing at Bishopton on renewal in Inverclyde. The following considerations have been taken into account in the assessment of this specific issue:
- (a) the potential output from renewal opportunities in Inverclyde has been assessed and is built into the analysis.
  - (b) if there were opportunities for further housing development in Inverclyde that could contribute to meeting the identified housing land shortfall there is a still a need to find other areas for urban expansion given the scale of the shortfall: Bishopton would be still one of the preferred locations in terms of the assessment criteria.
  - (c) Inverclyde is a very self contained housing market at present. The Joint Committee undertook consultation on whether this would change over the short-medium term. No strong case was made for this change occurring without further initiatives to reposition and change perceptions of the area. If the derelict land at Bishopton were not to be developed, then it has to be assumed that the additional housing land requirement that it is planned to meet would have to be provided elsewhere in the Conurbation housing market area and not through urban expansion in Inverclyde.
  - (d) The Joint Committee wishes to see greater integration of Inverclyde in the wider housing market and therefore it is being recommended that this is recognised in Strategic Policy 2.
  - (e) The main issue is the implication of Bishopton coming on stream pre- 2011 within the same timescale of regeneration in Inverclyde, particularly for the Waterfront. Timing and phasing of housing development are crucial to the management of urban growth throughout the metropolitan area. The need to take accord with the programmed land supply has therefore been included as an additional criterion in Schedule 9A.

## **STRATEGIC OVERVIEW**

- 27 The strategic assessment also highlights where future urban expansion could raise concerns in terms of the broad principles set out in the Structure Plan. Many of the issues raised will be of a site specific nature that can be resolved through comprehensive masterplanning and local plan policies, refer to paragraph 2.13 in the supplementary written statement, for example in relation to listed buildings and Sustainable Urban Drainage Systems (SUDS) proposals.
- 28 There are however inevitable trade offs between these criteria. Emphasis has therefore been given to the need for a strategic overview of factors relating to the quality of the urban structure of the Metropolitan area. The selection of areas for urban expansion to meet the development needs of the Structure Plan area therefore has been guided by:
- (i) integrating land use and transport policy by selecting locations which have the opportunity of being linked to the rail network;
  - (ii) safeguarding the character of the Green Belt, of maintaining the identity and character of communities by avoiding the coalescence of communities, and contributing to the development of the Green Network; and
  - (iii) the benefit of releasing land with scope for a master planned approach, the provision of infrastructure and community facilities and providing a longer term context for the protection and enhancement of the Green Belt.
- 29 Therefore preference has been given to choosing corridors which have potential access to and capacity on the rail network, that have regard to the sensitive Green Belt areas and which have the capacity for significant development of a long term approach to urban growth by creating or enhancing communities.

### **i. Transport Corridors**

- 30 The capacity of the rail network to absorb further demand in the period of the Plan, has been considered on a strategic corridor basis, taking into account the potential for future network and service enhancements. Although certain corridors have access to the rail network, further loading would not be as desirable because of long term stress and latent levels of demand that already exist within them. This applies particularly to the Glasgow – Edinburgh line through Lenzie. Other corridors have potential for the development of rail-related development options. These include the lines to Cumbernauld, Carluke, Larkhall and via Baillieston. The proposed Glasgow Airport Rail Link should also provide opportunities to improve rail services and enhance development opportunities on the lines to Johnstone and Gourrock via Paisley. In the longer-term, extension of the Airdrie-Bathgate line may also offer further strategic development opportunities associated with the communities east of Airdrie. This will depend however on the resolution of the stations and services that will be provided with this project.

### **ii. Green Belt Structure**

- 31 The most sensitive Green Belt areas are the Sensitive Wedges and Landscape setting, (paragraphs 9 & 12). Many of these areas are also areas with relatively poor access to the rail and strategic road network. These include Houston, Bridge of Weir, Twechar, Kilmacollm, Eaglesham and Erskine. It should be noted that the conurbation's urban structure has historically developed around transport corridors (especially rail) which are separated by strategic green belt corridors and wedges. Therefore the development of

locations based on the transportation and environmental framework would reinforce the Metropolitan Development Strategy. The alternatives of focusing new development into the 'residual' areas of countryside that function as green wedges or opening up new development areas are likely to be more detrimental in their impacts on the transport system and on the Green Belt and Green Network.

### **iii. Strategic Opportunities**

- 32 In terms of the identifying the scale of opportunities within these corridors the 2005 Consultative Draft Alteration advocated an approach which recognised the need for new developments to make timely provision of physical and social infrastructure through proper masterplanning. Particular consideration has been given to locations whose scale allows a more planned approach, in terms of masterplanning, urban design and service and infrastructure provision. This has been supported by responses particularly from the housebuilders.
- 33 The 2005 Consultative Draft Alteration identified a range of opportunities that had been identified in the 2000 Plan, adopted local plans or local plan reviews, (see Appendix B). Other options have been put forward by development interests and local councils during the consultation process, (Appendix C). Collectively they represent over 100,000 housing units in the context of a housing land search for under 20,000 units.
- 34 The significant options proposed during consultation largely reinforced the transport corridors which are considered below. Some locations with significant housing capacity however were not as well served by the transport network and/or raised strategic environmental concerns: North Stepps; Newton Mearns, Linburn/Southbar, Erskine; Bishopbriggs; in the A8/M8 corridor, Arkleston and Haughead, Uddingston; several other representations were made (see Appendix C) but these were smaller in scale and did not support the strategic approach outlined above.
- 35 The potential scale of development for each site used in the analysis has been derived from advice from the local planning authorities, and where available, confirmed by information from those with a development interest in the site. These potential capacities may be further refined.

### **iv. Housing Market Area Considerations**

- 36 The final selection of locations for future urban expansion has taken account of the following issues in relation to the scale and distribution of the emerging shortfalls of housing land.
- (a) There are local shortfalls in the following Housing Sub-market Areas where new housing allocations will have to be made:
- Airdrie and Coatbridge 260 (2004-11) & 290 (2011-18)
  - Motherwell 80 (2004-11) & 280 (2011-18)
  - Strathkelvin & Springburn 30 (2004-11)
  - Cumbernauld 60 (2011-18)
  - Greater Glasgow South 730 (2011-18)
  - Renfrewshire 170 (2011-18)
- (b) Mobile shortfalls are :
- 250 (2004-11) & 8260 (2011-18) in the Central Conurbation
  - 920 (2004-11) & 2840 in the Eastern Conurbation

- 2450 mobile across the Structure Plan area 2004-11 & 2011-18
- (c) Although the strategic policy is to see the Dumbarton and Inverclyde Housing Markets become more integrated into the wider conurbation, no additional land requirement will be identified at this stage because of the scale of unprogrammed brownfield housing land in these areas. Similarly although Clydesdale SMA is part of the eastern conurbation, no major opportunities will be sought in view of the rural nature of the area and because more appropriate small scale local housing opportunities will be brought forward through the local plan and development control processes.
- (d) The main shortfall is expected to emerge post-2011, which supports the longer term strategic approach to urban expansion being sought by the Joint Committee.
- (e) The scale of housing land release in urban expansion areas will have to relate to a realistic rate of output. This cannot be confirmed until a full master plan is prepared for a site. The Joint Committee has however been guided by the scales that have been demonstrated previously and the higher demand context within which the housing supply and demand assessment has been prepared (i.e. a 15% increase in house building rates through the Structure Plan area 2004-2011 and a further 15-20% increase 2011-2018).

## **PREFERRED AREAS OF URBAN EXPANSION**

- 37 From the above considerations the following areas emerge as the preferred areas for future expansion to meet the scale of demand that has been identified.

### **Robroyston/Millerston**

This location has been the subject of a detailed planning study. Development could provide the opportunity to improve linkages to the rail network, including provision for the creation of a new rail station, and could be well related to and provide further support for a local neighbourhood centre and education services in this area. The area is defined as part of a structural corridor and any major development will require a clear boundary to be established as part of the Green Network in accord with Strategic Policy 1 and Schedule 1(f). Consideration needs to be given to the safeguarding Millerston Wetlands and the open nature of the landscape character of the area surrounding Millerston and Stepps, from significant development impacts. These issues have been taken into account in limiting the capacity for development to that set in Schedule 1(c) and the requirements of Schedule 1 (f). In addition the safeguarding of these resources will need to be built into by the masterplanning exercise in accord with Strategic Policy 9.

### **Easterhouse/Gartloch**

The area has been the subject of a detailing planning study and Gartloch has been recognised in the National Planning Framework. Development at this location can be integrated with the renewal of the surrounding urban areas and facilitate the provision of mixed-tenure developments to improve the balance of housing stock. The restructuring will facilitate the creation of green networks and improve linkages to the rail network at Gartcosh and Easterhouse stations. The development could also provide further support to Easterhouse Town Centre and additional school age population to utilise the spare capacity in the area's schools. There are strategic environmental assets such as the Bishop Loch SSSI as well as the designated Site of Special Landscape Importance within the proposed development area. These have been taken into account in the setting the capacity for development in Schedule 1(c) and the requirements of Schedule 1 (f). In addition the safeguarding of these resources will need to be built into by the masterplanning exercise in accord with Strategic Policy 9. The area is defined as part of a structural corridor and any major development will require to establish a clear Green Belt boundary as part of the Green Network.

### **Broomhouse/Baillieston/Carmyle**

This location has been the subject of a detailed planning study. The proposed development area has good accessibility to the Whifflet-Glasgow train line. Development could also have beneficial impacts in terms of improving service provision within Baillieston Town Centre for new and existing residents. The development could also facilitate the renewal of vacant and derelict land close to the current urban edge and provide opportunities for increased owner-occupation in an area with limited existing opportunities. Urban expansion in this location could also enable use of existing schooling capacity and generate further investment in the existing infrastructure. Although the area is defined as a sensitive wedge, the longer-term boundaries offered by the M74 and M73 will limit the impact of coalescence even if the area is developed out to its total capacity.

### **Cumbernauld South**

The development has good links to the Glasgow-Cumbernauld rail line and could contribute, along with other developments along this corridor, to the more efficient use of existing capacity and provide the investment framework to deliver further additional capacity. The development is well related to an existing town centre and has spare capacity in terms of schooling infrastructure. Urban expansion in this locality could also

contribute to the restructuring of the tenure mix and provision of further services within the area and meeting the small local shortfall identified within the Cumbernauld sub-market area 2011-2018. Masterplanning will have regard to safeguarding the existing strategic environmental assets within the area such as Palacerigg Country Park and the Site of Importance for Nature Conservation (SINCs) in the area in accord with Strategic Policy 9.

### **Gartcosh/Glenboig**

Gartcosh is recognised in the National Planning Framework. It has good links to the Glasgow – Cumbernauld rail line and could provide further critical mass for the expansion of capacity on this line. The significant short-term and larger long-term capacity at this site provides the possibility to facilitate increased community services and convenience shopping provision for the development. The local schools have the capacity to accommodate development of a significant scale. Development could also have a link to the Gartcosh industrial renewal, provide the opportunity to improve the Green Belt boundaries and trigger improvements in service provision. The area is defined as part of a structural corridor and any major development should require to have particular regard to establishing a clear boundary as part of the Green Network requirements identified in Schedule 1(f).

### **Newton**

Newton is a priority urban renewal area and development at this location could provide a contribution to urban renewal of an existing community in line with the Metropolitan Development Strategy. There are good links via Newton station to Glasgow City Centre. The area also has available schooling capacity. Urban expansion in this location could enable better management of the urban fringe. The area of Green Belt around Newton is defined as a sensitive wedge. It will be important for masterplanning to provide a clear Green Belt boundary and to have regard to the rolling farmland landscape character of the area.

### **Bishopton**

Bishopton is recognised in the National Planning Framework as the preferred area for long-term expansion to the west of Glasgow. The Royal Ordnance Factory is located to the west of Bishopton. A substantial portion of the site is currently derelict, with parts suffering from significant contamination. The development of the site will facilitate the renewal of the area and the remediation of the contamination. The area is well related by the rail network to Glasgow Central Station. Services on this line have the potential to be enhanced through improvements associated with the development of the Glasgow Airport Rail Link. Development could also involve the provision of new and improved social and community facilities for the whole community. Access to the road network will be significantly improved by the provision of a new junction to the M8 motorway. Expansion of the current settlement could also enable the creation of green network and recreation opportunities within and adjoining the settlement through the creation of the Bishopton Forest Park, in line with the requirements of Schedule 1(f). The populations of legally protected species present within and reliant upon this site will have to be fully considered and safeguarded in the development masterplan in accord with Strategic Policy 9. Development in this location would also contribute to the meeting of a local shortfall in the Renfrewshire sub-market 2011-2018.

### **Johnstone South West**

Johnstone South West has good existing accessibility to the rail network via Milliken Park station. It will provide the opportunity to investigate the provision of park and ride facilities which are currently lacking at the station. Rail services have the potential to be enhanced through improvements to the rail infrastructure associated with the development of proposed Glasgow Airport Rail Link. It is recognised that the proposed

expansion area is not close to Johnstone town centre but the development will provide an opportunity to provide new and improved local social and community facilities including local retail provision. The area of Green Belt to the southwest of Johnstone is defined as a sensitive wedge. It will be important for masterplanning to provide a clear Green Belt boundary and undertakes an assessment of potential impacts on landscape and conservation features. Development at this location would also contribute to the meeting of a local shortfall in the Renfrewshire sub-market 2011-2018.

### **East Kilbride**

East Kilbride is linked to the wider conurbation by rail and road with opportunities to improve the capacity of the existing networks. East Kilbride is a significant settlement, the sixth largest town in Scotland and given its planned urban form and associated services has the existing capacity to accommodate further growth. Further development in this area could provide the opportunity for investment in sustainable transport infrastructure (e.g. park and ride), to facilitate increased capacity for new and existing residents. Urban expansion would allow new residents easy access to a sub-regional town centre. The sub-regional centre also provides access to job opportunities, further reducing travel demands. The majority of the greenfield locations around East Kilbride are defined as parts of structural corridors with greenbelt to the south-west, north-west and north-east identified as sensitive wedges. Any major development will have to establish a clear boundary as part of the Green Network. Masterplanning will also have to have regard to the plateau farmland landscape character. Urban expansion could facilitate the development of a well-defined Green Belt edge to the south-west of East Kilbride, with related benefits for the Green Network.

### **South Wishaw**

The development of greenfield land in South Wishaw could contribute to the ongoing social inclusion agenda in this area. Wishaw benefits from accessibility to the rail network and Central Glasgow, which could be further improved by the development of the Ravenscraig branch line. Further development also provides the opportunity to utilise and reinforce the existing Town Centre at Wishaw and associated Town Centre Renewal Priority as well as future sub-regional centre at Ravenscraig. Development at this location would also provide greater opportunities for owner-occupation in this area, which currently has a high proportion of social rented accommodation. There is also available existing schooling capacity which could be utilised and further population could facilitate the redevelopment of this and other social infrastructure for the benefit of the whole community. Urban expansion in this location would also contribute to the meeting of a local shortfall in the Motherwell sub-market 2004-2011 & 2011-2018. The area is however defined as a sensitive wedge and any major development will be required to have particular regard to establishing a clear boundary as part of the Green Network. Masterplanning will also have to have regard to the relationship between the proposed development and the proximal Clyde Valley Area of Great Landscape Value.

### **Hamilton West**

Hamilton is linked to the wider conurbation by rail and road with opportunities to further improve the capacity of these networks. Urban expansion in this area could provide the opportunity for increased investment in sustainable transport infrastructure e.g. park and ride services, to address these shortcomings for new and existing residents. The development would be well related to the existing significant service provision in Hamilton sub-regional town centre. The sub-regional centre also provides access to job opportunities for new residents, further reducing travel demands. The larger capacity of this development is required to provide a significant contribution to the identified shortfall in the eastern conurbation 2004-2018, even taking into account the potential contribution from other opportunities in the sub-market area. The area is however defined as part of a structural corridor and has an important landscape setting in the Clyde Valley,

masterplanning will have to have regard to mitigating landscape impact and any local environmental resources identified through local planning. Any major development will therefore have to establish a clear boundary as part of the Green Network.

### **Larkhall/Ferniegair**

The development of this location would be associated with the recently completed the Milngavie-Larkhall railway link. The accessibility to employment opportunities in the Conurbation facilitated by the addition of this transport link could facilitate development at this location without the negative addition of further numbers of car-borne commuters. The development would be related to the existing local centre in Larkhall, which could be further enhanced by the expansion of the settlement. Expansion at this locality will have to have regard to its relationship to the environmental assets of the area such as the designed landscape at Chatelherault. The area of Green Belt around Larkhall/Ferniegair is defined as a sensitive wedge. It will be important for masterplanning to provide a clear Green Belt boundary in support of the Green Network.

### **Carluke**

Carluke has good transport links to the conurbation via Carluke rail station, which could be further developed via strategic developments at Carluke and Wishaw. Urban expansion can also be linked to the redevelopment of vacant and derelict land on the urban fringe of the settlement. Development would be well-related to the existing town centre, which could facilitate protection of the existing level of service provision. The development could take advantage of spare schooling capacity within the settlement. The area is defined as part of a structural corridor and any development will therefore be required to have particular regard to establishing a clear boundary as part of the Green Network. Masterplanning will have to have regard to the plateau farmland landscape character and strategic environmental asset the designed landscape at Lee Castle south of Carluke.

### **Motherwell Sub-market Housing Area**

There are a number of smaller communities east of Motherwell that have development potential which could make a significant contribution to meeting the significant local shortfall within the Motherwell sub-market housing area. These are being assessed as part of the local plan review by North Lanarkshire Council. These opportunities could be well related to the Motherwell-Shotts rail service. In addition they would be served by the new town centre to be created at Ravenscraig. These locations are generally consistent with the range of criteria that should be guide the choice of any required greenfield development. There are Green Belt sensitivities in the area which need to be taken into account in the masterplanning of any development. However given the spread of these opportunities and the scale of the local shortfall it is considered that it is more appropriate to leave the locational choices to meet the housing land requirements to be determined through the local planning process in accord with the criteria established in the Structure Plan. Therefore no specific Community Growth Area is defined in the Structure Plan.

### **Airdrie & Coatbridge Sub-market Housing Area**

There are a number of development opportunities in the Airdrie-Coatbridge sub-market housing area which could make a significant contribution to meeting the local shortfall within the sub-market area and the wider conurbation shortfall. These are being assessed as part of the local plan review by North Lanarkshire Council in terms of the range of criteria that should guide the choice of any required greenfield development. The main areas that are most consistent with the guiding principles are along the Airdrie-Bathgate rail line and in Coatbridge north and west where they relate to the rail network and to the need for improvement of the urban areas. There are Green Belt sensitivities in the Coatbridge area which need to be taken into account in the final

choice of locations, in order to ensure that the quality of environment and separation of communities is maintained. There is also uncertainty about the form and timing of the new Airdrie-Bathgate line which will also need to be taken into account in the selection and masterplanning of specific locations. Given these issues it is considered that it is more appropriate to leave the locational choices to meet the housing land requirements to be determined through the local planning process in accord with the criteria established in the Structure Plan. Therefore no specific Community Growth Area is defined in the Structure Plan, despite the proposals for urban expansion submitted for areas at Gartsherrie and Bargeddie.

## AREAS FOR FURTHER STUDY (STRATEGIC POLICY 2 LOCATIONS)

- 38 Two areas have been raised during the consultation, which raise issues that cannot be resolved without further joint study. These are set out in paragraphs 2.16 and 3.10 of the Supplementary Written Statement and relate to:
- (a) **Greenock-Port Glasgow:** The issue concerns the extent to which this area can become better integrated into the housing and labour markets of the central conurbation. Its location and accessibility suggest that the area has significant unrealised potential to make a more significant contribution to meeting the development needs of the wider market than it currently does. This is however dependent upon a major repositioning of the area which is currently under way in terms of market perception associated with an urban regeneration company (URC) or similar initiative.
  - (b) **M8/A8 Corridor Newhouse-Bargeddie:** The Newhouse-Bargeddie Corridor is the focus of pressure for the creation of additional industrial and business space and has potential for a further development. The area also includes the nationally safeguarded High Amenity Site at Faskine and is strategically linked to the Ravenscraig/Motherwell/Wishaw Flagship Initiative which contains 60ha of land for business and industry. The corridor is critical to the Scottish motorway and trunk road network and the effectiveness of nationally important Eurocentral rail freight terminal, and poorly served by public transport. Competing long distance and local traffic demands need to be managed and public transport links improved. There is also a need to take account of the implications of the upgrade of the A8 to motorway standard. The Green Belt in this area includes the North Calder Valley which is part of the Green Network. Future development options in this corridor need to be assessed in the context of the demand and supply for land within the Structure Plan area, transport issues and the need to sustain and enhance the Green Network through **Strategic Policy 2**. The Planning Authority will assess the potential of the following areas (Schedule 2 and Key Diagram). This shall be based upon the Guiding Principles of Sustainable Development and the criteria in Strategic Policy 9. Any significant proposals for the development of these areas will require to be confirmed in terms of their impact and need through a subsequent alteration to the Structure Plan.

## AREAS NOT PREFERRED FOR URBAN EXPANSION

- 39 In total 65 locations (see Appendix C) were submitted for consideration as potential urban expansion areas. All were assessed in accord with the Strategic Assessment outlined above. The majority of these locations were small scale opportunities which do not create strategic opportunities in relation to transport and environmental factors. However, several of the locations submitted during consultation have a significant capacity but were comparatively less well located to the strategic criteria outlined in the previous sections of this report.

### **Linburn/Southbar, Erskine**

The development of this location would be poorly related to the existing rail network as it does not have direct access to a rail station. There has also been a concern over bus accessibility to Erskine. Whilst it is located within reasonable distance of the strategic road network, a large urban land release on the proposed site would exacerbate pressure at existing stress points on the road network. The proposed development is not linked to urban renewal or the reclamation of areas of vacant and derelict land. It is on a prominent south facing green belt site. It is considered that there are locations which better meet the criteria for the identification of land release sites which will address the local shortfall in the Renfrewshire sub market 2011-2018 and wider central conurbation shortfall 2011-2018. Linburn / Southbar, Erskine, is therefore not supported as an area for urban expansion.

### **Bishopbriggs**

The majority of urban fringe land is poorly related to transport infrastructure with existing current capacity or the potential for investment in the future to expand capacity. The Glasgow-Edinburgh line is already at capacity and has further significant latent demand, which means that this line is not preferred for further loading without major improvement to existing infrastructure. The location is unrelated to urban renewal opportunities and is also subject to flooding probabilities in certain areas which make it inappropriate for greenfield development. In addition parts of the area of Green Belt around Bishopbriggs are defined as a sensitive wedge, which would raise issues regarding urban coalescence. Elsewhere the Forth/Clyde Canal and other environmental resources provide a strong edge to the north-west of the settlement. The schooling capacity of the surrounding communities is limited. There is also existing unfulfilled urban expansion to the east of the settlement. Therefore other locations were preferred on the basis of the transport and environment criteria approach outlined.

### **North Stepps**

Whilst the western part of the potential area of development might relate to a new station at Millerston in the main development at this location would be mostly related to road based commuting along the M8/80 corridor. The area is not well related to an existing local town centre and would impact on the environmental setting of existing development in this area. In addition the area of Green Belt around Stepps is defined as a sensitive wedge, which would raise issues regarding urban coalescence along this corridor. Therefore, given the other locations which exist within this sector of the conurbation, this location has not preferred for designation as a further urban expansion area.

### **Haughead, Uddingston**

Development at this location would be unrelated to any existing urban renewal priorities and would have an adverse effect on significant environmental/heritage resources. The flooding probability on part of the site is of a medium-high risk and therefore construction on undeveloped land in this locality would be inappropriate. In addition the area of Green Belt around Haughead is defined as a sensitive wedge, which would raise issues

regarding urban coalescence along this corridor. The site is also poorly located for access to fixed route public transportation. Furthermore, the tenure balance in the surrounding communities is one of high owner-occupation so further owner-occupation would not significantly contribute to improving the tenure mix.

### **Newton Mearns**

The development of this location would be poorly related to the existing rail network as it does not have direct access to a rail station. The transportation movements would be mostly related to road based commuting along the M77 and Glasgow Southern Orbital corridors. The proposed development is not linked to urban renewal or the reclamation of areas of vacant and derelict land. The schooling capacity of the surrounding communities is limited. Furthermore, the tenure balance in the surrounding communities is one of high owner-occupation so further owner-occupation would not significantly contribute to improving the tenure mix. Therefore other locations were preferred on the basis of the transport and environment criteria approach outlined previously.

### **Arkelston**

The site is a sensitive part of an established green belt wedge which separates Paisley and Hillington and which in turn prevents Paisley merging with the Glasgow conurbation. The development of the site was assessed through the preparation of the Renfrewshire Local Plan and has recently been the subject of an appeal against the refusal of planning consent for a mixed use development. In both cases the development proposals were rejected. The site makes a major contribution to preserving the identity of Paisley, provides a clear definition of the boundary of the built up area and prevents coalescence with the Glasgow conurbation. It therefore makes a significant contribution to meeting the aims of the green belt as set out in Circular 24/1985. Although the site has reasonable access to Hillington West station, access is via narrow and busy roads. Whilst access from the site to the local road system is achievable, a large housing land release on the site would exacerbate significant pressure at existing stress points on the local road network. The site is not well located in relation to an existing local town centre and is not linked to urban renewal or to the reclamation of areas of vacant and derelict land. Therefore it is considered that there are locations which better meet the criteria for the identification of land release sites which will address the local shortfall in the Renfrewshire sub market 2011-2018 and wider central conurbation shortfall 2011-2018. Arkelston is therefore not supported as an area for urban expansion.

## CONCLUSIONS

- 40 On the basis of the above considerations it has been concluded that the following corridors and key locations within them should be the focus of future urban expansion.

### **North East Corridor (Glasgow – Cumbernauld)**

- Robroyston/Millerston
- Gartcosh/Glenboig
- Cumbernauld South
- Easterhouse/Gartloch

### **Western (Glasgow – Greenock)**

- Bishopton

### **Clyde Valley North (Glasgow – Carluke)**

- South Wishaw
- Carluke

### **Clyde Valley South (Glasgow – Larkhall)**

- Newton
- Hamilton West
- Larkhall/Ferniegair

### **Other Transport Related Locations**

- East Kilbride
- Broomhouse/Baillieston/Carmyle
- Johnstone South West
- Motherwell sub-market housing area
- Airdrie & Coatbridge sub-market housing area

**APPENDIX A**

**Extract from Consultative Draft 2005 Alteration**

## URBAN EXPANSION AREAS

### Principles of Urban Expansion

2.13 It is likely that future development opportunities from urban renewal will have to be supplemented by areas of urban expansion if the scale of development arising from the **Agenda for Sustained Growth** is to be met. The required scale and location of any urban expansion will be confirmed through the consultation process. In doing so, it will be important to enhance the overall quality of the metropolitan area, particularly, by linking urban expansion to the public transport network, by safeguarding the structure and quality of the Green Belt and by contributing to the creation of the Green Network.

2.14 It is central to national and local planning policies that new development should be located where households will not need to be solely dependent on the use of a car for work, school, shopping and leisure trips. This is achieved most effectively where development is served by dedicated public transport routes, especially rail corridors – transit oriented development. Therefore, where possible, the selection of any area for further urban expansion will have particular regard to the importance of being served effectively by public transport. Constraints as well as opportunities on the rail system will be taken into account.

2.15 The quality of the Green Belt and the green corridors which extend into the urban areas are critical to their character. Any new urban expansion area will therefore need to have particular regard to its impact on the sensitivity and function of the Green Belt in creating amenity and identity, and in providing a landscape setting for existing communities, including the environmental considerations set out in Key Diagram Inset A and Schedule 7 of the 2000 Plan.

2.16 Opportunities will be sought to enhance existing communities and not merely take advantage of the services and amenities that they offer. It will therefore be important to have regard to the feasibility of delivering core infrastructure, such as water and wastewater and rail services. The adequacy of road links from local communities to the strategic road network will also be taken into account.

2.17 Similarly, new developments will require to make timely provision of physical and social infrastructure through proper masterplanning. This is reflected in national planning guidance and in the approaches that have been demonstrated in projects such as Crown Street, Glasgow, and the Sustainable Communities programme nationally. In this context the 2005 Plan will give particular consideration to locations whose scale allows a more strategic planning approach, in terms of masterplanning, urban design and service and infrastructure provision.

### Related Criteria

2.18 Within these broad principles, the choice of future development areas will have regard to the matters set out in the 2000 Plan (paragraph 11.31). These are amplified in BR 4/05 and include the:

- linkage to the existing and recognised extensions to the fixed public transport network or Park & Ride facilities;
- contribution to the establishment of the Green Network;
- integration with wider regeneration initiatives;
- linkage to employment areas and town centres;

- potential for mixed-uses and tenures;
- Green Belt and environmental impacts;
- need to ensure the long-term quality and stability of any new urban boundary; and,
- provision of adequate social and community facilities, especially education.

There will also be a need to have regard to the programming requirements of any new infrastructure investment required to open up development (e.g. rail links or halts). There may also be a need to phase any further opportunities identified.

#### Potential for Further Urban Expansion (refer Diagram 6)

2.19 The 2000 Plan identifies fourteen Established Urban Expansion Areas. Local plans have also brought forward other expansion areas on the basis of the principles set out in paragraph 11.31 of the 2000 Plan, in order to meet the requirements of the 2000 Plan for additional industry and business land (paragraph 10.11) and housing (Schedule 6(b)(ii)). It is therefore appropriate to consider whether these locations have potential for meeting additional capacity required in the 2005 Plan.

2.20 The 2000 Plan also anticipated the need to have to plan further urban expansion beyond these established areas by identifying two localities, Bishopton and Gartloch/Gartcosh (Strategic Policy 2). These have been the subject of more detailed studies to confirm their potential for further development.

(a) **Bishopton:** Studies (refer BR 5/05) indicate that there is potential for over 2000 houses, taking advantage of the rail links, providing improved road access to the strategic motorway network and supporting local facilities. BAe Systems, the owners of the site are currently undertaking a public consultation exercise which will inform the preparation of detailed proposals for the renewal and redevelopment of the site.

(b) **Gartloch-Gartcosh:** Studies of the potential of this area (BR6/05 & BR7/05) have indicated that a strategic scale of housing release of at least 2,500 houses would be possible in the combined cross boundary area, related to the individual communities rather than creating a new settlement. However, the impacts on the communities in this area require further careful consideration and consultation with them. The relevant area in North Lanarkshire should relate to the wider area between the M73 and A80. So far as industrial/business development is concerned, impacts of development within the Kilgarth railway triangle would be acceptable in physical and environmental terms and the inclusion of this area as a strategic rail-related location will be recognised in the 2005 Plan. The 2005 Plan will include the agreed potential of these locations where appropriate by their inclusion in Schedule 1(c) Established Urban Expansion Areas.

2.21 The 2000 Plan also promoted a renewal strategy for Port Glasgow and parts of Greenock, Inverclyde, similar to Glasgow's New Neighbourhood initiatives, which consider the potential for an element of Green Belt adjustment. Studies have been undertaken in the context of the 'Inverclyde : A Strategy for Change' area renewal plans (BR8/05). It is considered that further significant housing development opportunities can be provided from this source.

2.22 The capacities from the above locations will need to be confirmed with the relevant local planning authorities. However, these opportunities in themselves may not meet the emerging shortfall and other locations may be required which have potential for longer term urban expansion.

2.23 Additional locations to be considered will include those identified in Local Plans or from the preliminary work in revising them, including areas in the Glasgow City Local Plan and the South Lanarkshire Local Plan consultative draft. North Lanarkshire Council has also carried out some initial consultation on its Local Plan Review.

2.24 All options will be assessed against the criteria set out in paragraph 2.18 and amplified in BR4/05, including such locations as those put forward by development interests to the Joint Committee during the consultation on the Discussion Document (BR1/05). Any location which is confirmed as being required, suitable and feasible will be added to the Schedule 1(c) as Potential Urban Expansion Areas. Those areas with potential but which require further feasibility or other planning consideration before they can be confirmed through the Plan will be added to Strategic Policy 2. However, in such cases an early timescale will be set to confirm their suitability for release.

## **APPENDIX B**

### **List of Urban Expansion Areas from Consultative Draft Technical Note TR 9/05**

## **CURRENTLY IDENTIFIED URBAN EXPANSION AREAS**

The Consultative Draft 2005 Plan indicates that the scale of land that is required to meet household demand will need to be supplemented by further urban expansion if the estimates of urban capacity utilised in this Technical Report are confirmed through the consultative period.

The Consultative Draft paragraphs 2.19-2.24 sets out four types of locations that already have been or are being assessed through structure or local planning processes.

- (i) Established Urban Expansion Areas;
- (ii) Structure Plan Locations whose potential is to be evaluated;
- (iii) Locations identified through the requirements of the 2000 Plan for local plans to find additional housing and industrial land; and,
- (iv) Locations which have been brought forward following the Public Local Inquiry into the finalised local plan for the relevant area or which have been raised in the local planning consultation process.

These broad locations are indicated on Diagram 5 of the Consultative Draft 2005 Plan.

This Appendix gives additional cross reference to these broad locations which are listed in the attached Schedule 1 and shown on Map 1. All these locations will need to be assessed against the criteria set out in BR 7/05. More precise information about these locations can be obtained from the relevant local authority.

### **Established Urban Expansion Areas**

The 2000 Plan identifies in Schedule 1(c) Established Urban Expansion Areas, which have a defined capacity protected through local plans. Some of these locations have emerged through previous structure plan searches and may have additional capacity which would be acceptable in local planning terms.

### **Strategic Policy 2 Locations**

Strategic Policy 2 of the 2000 Plan identified two areas for further study. These are discussed further in paragraph 2.20 of the Consultative Draft 2005 Plan.

## **2000 Structure Plan Requirements**

The 2000 Plan identified in Schedule 6(b) shortfalls in housing land which were required to be met through local planning. This has resulted in a range of locations being brought forward to meet these shortfalls, some in the area of the Established Urban Expansion Areas and some in new locations.

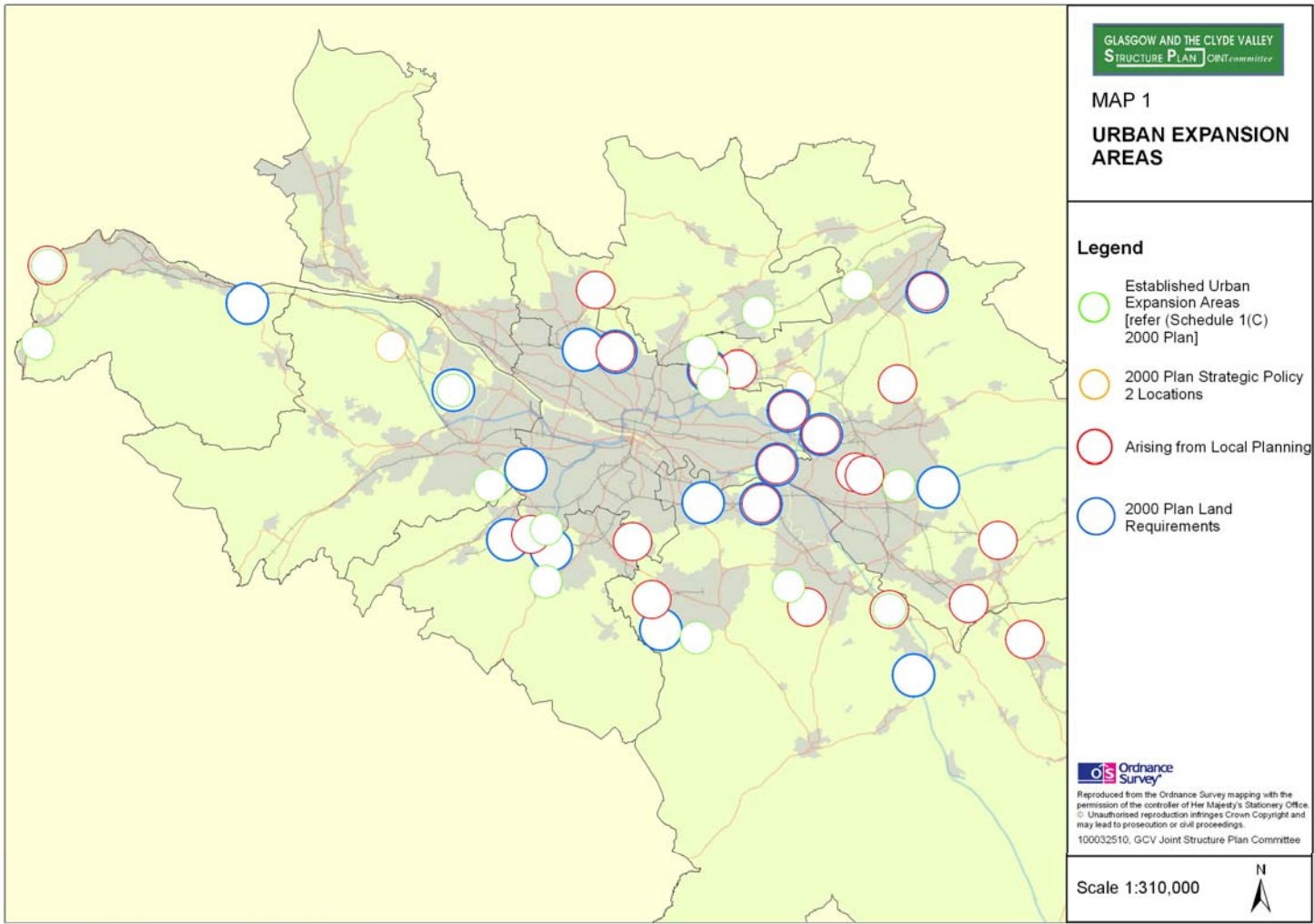
The 2000 Plan also identified, in paragraph 10.11, four locations for industrial and business development.

## **Locations Arising from Local Planning**

In Inverclyde and East Dunbartonshire areas have been included in local plans following public consultation and the Local Plan Inquiry (PLI) in addition to existing Structure Plan requirements.

In Glasgow, the Glasgow City Plan also identified six planning study areas, one of which was the Strategic Policy 2 location at Gartloch.

North Lanarkshire Council and South Lanarkshire Council have also started the review of their local plans. A range of locations have been raised during the consultation undertaken to date, which have been suggested as having capacity to absorb further development if required. These locations are being evaluated by these Councils in the context of their local plans and their considerations will inform the structure plan process.



<b>SCHEDULE 1 Locations Previously Identified for Urban Expansion or for Evaluation of Potential</b>	<b>2000 Plan Requirements</b>				<b>Arising from Local Plans</b>	
	Strategic Policy 2	Schedule 1(c)	Schedule 6(b)(ii)	Schedule 6(a) & para.10.11	Finalised/ Adopted Local Plan	Evaluation of Potential in Current Local Plan Reviews
<b>EAST DUNBARTONSHIRE</b>						
Bishopbriggs East		Housing				
Kilmardinny					Housing	
Woodilee (Lenzie)		Housing				
<b>EAST RENFREWSHIRE</b>						
Barrhead (Springfield Road)			Housing			
Newton Mearns		Housing				
Newton Mearns (Greenlaw)			Housing	Business/ Industry		
<b>GLASGOW</b>						
Broomhouse/ Baillieston			Housing			Housing
Castlemilk/ Carmunnock						Housing
Crookston			Housing			
Darnley		Business/ Industry				
Easterhouse/ Gartloch			Housing			Housing
Parkhouse/ Deaconsbank						Housing
Robroyston/ Millerston		Business/ Industry	Housing			Housing
Summerston/ Balmore			Housing			Housing
West of Scotland SP				Business/ Industry		
<b>GLASGOW/ NORTH LANARKSHIRE</b>						
Gartloch/ Gartcosh	Housing/ Business/ Industry					
<b>INVERCLYDE</b>						
Inverkip		Housing				
Port Glasgow			Housing			
Gourock West		Business/ Industry			Housing	
<b>NORTH LANARKSHIRE</b>						
A8 Corridor - Tannochside/ Carnbroe Mains/Calderbank- Chapelhall/Legbrannock						Housing
Airdrie/ Coatbridge			Housing			Housing
Cumbernauld		Housing/ Business/ Industry	Housing			Housing
Douglas Support						Business/ Industry
Glenmavis						Housing
Motherwell Eastern Villages - three clusters: Hartwood/ Shotts/Harthill Cleland/Bellside Newmains/Morningside						Housing

Newhouse		Business/ Industry		Business/ Industry		
Northern Corridor - north of A80						Housing
South Wishaw						Housing
Bishopton	Housing/ Business/ Industry					
<b>RENFREWSHIRE</b>						
Dykebar, Paisley		Housing				
Inchinnan		Business/ Industry		Business/ Industry		
<b>SOUTH LANARKSHIRE</b>						
Cambuslang			Housing			
Carluke						Housing
East Kilbride		Housing/ Business/ Industry	Housing			Housing
Hamilton West		Housing/ Business/ Industry				Housing
Larkhall/ Ferniegair		Housing				Housing
Larkhall South				Business/ Industry		
Newton			Housing			Housing

## **APPENDIX C**

### **List of Development Opportunities Proposed During Consultation**

Site Location	Audit Area	SHMA (HMA)	Indicative Potential Capacity
<b>EAST DUNBARTONSHIRE</b>			
Bishopbriggs East (George Wimpey)	Bishopbriggs	S&S (CC)	1000
Bishopbriggs (Caledonian Properties)	Bishopbriggs	S&S (CC)	20000
Criagton Woods (Lawrence Creative)	Milngavie	GGNW (CC)	150
<b>EAST RENFREWSHIRE</b>			
Barrhead: Springfield Road	Barrhead	RF (CC)	300
South of Newton Mearns (Humbie Bridge Ltd)	Newton Mearns	GGs (CC)	500
Newton Mearns South (George Wimpey/Carvill)	Newton Mearns	GGs (CC)	1000
Eaglesham (Taylor Woodrow)	Eaglesham/Waterfoot	GGs (CC)	600
Newton Mearns (Barrance Farm)	Newton Mearns	GGs (CC)	200
Flenders, Newton Mearns (Mactaggart & Mickel)	Newton Mearns	GGs (CC)	980
Malletsheugh, Newton Mearns (Mactaggart & Mickel)	Newton Mearns	GGs (CC)	275
Lyoncross, Barrhead (Mactaggart & Mickel)	Barrhead	GGs (CC)	150
Robslee Drive, Giffnock (Mactaggart & Mickel)	Giffnock/Thornliebank/Clarkston/Bu	GGs (CC)	170
Waterfoot (Mr Francis Baird)	Eaglesham/Waterfoot	GGs (CC)	500
<b>GLASGOW CITY</b>			
Broomhouse/Baillieston/Carmyle	East End	GE (CC)	1500
Easterhouse/Gartloch	Easterhouse	GE (CC)	1300
Robroyston/Millerston (Stewart Milne)	Springburn	S&S (CC)	1600
Summerston/Balmore	North	GGNW (CC)	1000
Summerston (Caledonian Properties)	North	GGNW (CC)	25000
Summerston (Taylor Woodrow)	North	GGNW (CC)	600
Cardowan Colliery (AWG Property Ltd)	Easterhouse	GGNW (CC)	375
<b>NORTH LANARKSHIRE</b>			
A8 Corridor: Tannochside	Coatbridge	MWELL (EC)	400
A8 Corridor: Calderbank/Chapelhall	Coatbridge	A&C (EC)	1000
Coatbridge: Bargeddie (Stewart Milne)	Coatbridge	A&C (EC)	2000
Coatbridge: Gartsherrie	Coatbridge	A&C (EC)	1500
Airdrie: Caldercruix	Airdrie	A&C (EC)	1000
Carnbroe Mains	Coatbridge	A&C (EC)	1000
Cumbernauld (South)	Cumbernauld	CUMB (CC)	2000
Glenmavis	Airdrie	A&C (EC)	2000
Motherwell Eastern Villages: Hartwood	Shotts/Harthill	MWELL (EC)	500
Motherwell Eastern Villages: Shotts	Shotts/Harthill	MWELL (EC)	3000
Motherwell Eastern Villages: Harthill	Shotts/Harthill	MWELL (EC)	500
Motherwell Eastern Villages: Cleland/Bellside	Shotts/Harthill	MWELL (EC)	3000
Motherwell Eastern Villages: Newmains/Morningside	Wishaw/Newmains	MWELL (EC)	2000
South Wishaw: Gowthrapple	Wishaw/Newmains	MWELL (EC)	1500
Glenboig (Banks)	Coatbridge	A&C (EC)	1400
Gartcosh (Bett Homes)	Moodiesburn	CUMB (CC)	2500
Chryston (Taylor Woodrow)	Moodiesburn	CUMB (CC)	300
North Stepps (Cala)	Moodiesburn	CUMB (CC)	1500
Stoneylets Hospital, Moodiesburn (NHS)	Moodiesburn	CUMB (CC)	1000
West of Bellshill (Mr. A. Tinto)	Bellshill	MWELL (EC)	1500
Gartsherrie (Banks Development)	Coatbridge	A&C (EC)	1800

Cardowan Colliery	Moodiesburn	CUMB (CC)	375
Upperton (Woodburn Properties)	Airdrie	A&C (EC)	100
Kilsyth East (Bellisle)	Kilsyth/Villages	CUMB (CC)	500
<b>RENFREWSHIRE</b>			
Bishopton	Erskine/Bishopton	RF (CC)	2500
Johnstone Southwest	Johnstone	RF (CC)	500
Linburn/Southbar, Erskine (Cala)	Erskine/Bishopton	RF (CC)	1500
Bog Park, Kilbarchan (Mr. A. Stakis)	Johnstone	RF (CC)	300
Langbank (Miller Homes)	Gryffe	RF(CC)	675
Johnstone South (Elderslie Estates)	Jonhstone	RF (CC)	40
Arkleston (J&H Ritchie Ltd)	Renfrew	RF (CC)	2000
<b>SOUTH LANARKSHIRE</b>			
Carluke	Carluke	CDALE (EC)	500
Cambuslang (George Wimpey)	Cambuslang	GGG (CC)	60
Kirkhill, Greenless Road	Cambuslang	GGG (CC)	300
East Kilbride (George Wimpey)	East Kilbride	EK (CC)	600
East Kilbride	East Kilbride	EK (CC)	2500
Hamilton West	Hamilton	HAM (EC)	2000
Ferniegair (Persimmon)	Larkhall	HAM (EC)	500
Larkhall/Ferniegair	Larkhall	HAM (EC)	2000
Cornsilloch Rows, Larkhall (Mr I. Henderson)	Larkhall	HAM (EC)	132
Newhousemill Road, Hamilton (Miller Homes)	Hamilton	HAM (EC)	600
Haughead, Uddingston (Cala)	Bothwell/Uddingston	HAM (EC)	600
East Kilbride (Lynch Developments)	East Kilbride	EK (CC)	2000
Craigpark, Thorntonhall (Zoom Developments)	East Kilbride	EK (CC)	100
Newton (Taylor Woodrow Developments Ltd)	Cambuslang	GGG (CC)	1500
Total			104350
Footnote : Capacities are indicative of potential and based upon information provided by planning studies and from responses to consultation or otherwise an assumed density assumption of 25 housing units to one hectare has been adopted.			

**APPENDIX D**

**Schedule of Representations Received Raising Issues Concerning Further  
Urban Expansion**

The following lists the main responses that have been received which raise issues concerning the possibility of further urban expansion, which are in addition to those responses relating to Bishopton Community Growth Area, which are addressed in the Report on Consultation and Publicity. The notes below are synoptic, and it should be noted that the full text of all representations have been made available to the Committee.

- Uddingston Community Council – concerned that the Alteration will deviate from the principles of the Plan concerning retention of green belt and flood risk, and other objectives,
- G. Watson; concerned about further urban expansion in Barrhead and Newton Mearns; Inverclyde preferred for development.
- Clydebelt – Kilpatricks; concerned that these are protected through the Plan.
- Jackton and Thorntonhall Community Council – concerned about protecting the Green Belt and about the housing calculations for the area
- Chryston Community Council – concerned about development at Gartcosh/Gartloch; increase in traffic levels and associated noise and overstretching of local infrastructure e.g. schools and health provision.
- Ashley Bell – concerned that larger sites should not be given preference in the assessment of new urban expansion locations at the local plan stage.
- Hillhouse Community Council – general concern about the need to safeguard the Green Belt.
- Mearns Community Council – concern about further development at Newton Mearns and coalescence with Glasgow
- Milngavie Community Council – general concern the provision of housing and the possible conflict of greenspace provision and greenbelt encroachment.
- Scottish Executive – concern about impact of urban expansion and effect on road transport infrastructure especially on already severely congested A8/M8 corridor but also M80, M74 & A74(T) corridors.
- Haughead Action Group – Haughead; concerned preserving the sensitive greenbelt and floodplain to the west of Uddingston and highlights Secretary of State decision in 1998 that area should not be considered for housing development.
- Scottish Natural Heritage – concerned about the following environmental factors: the landscape carrying capacity at Broomhouse/Baillieston/Carmyle; impact of urbanisation of Bishop Loch SSSI catchment and impact on landscape character at Easterhouse/Gartloch; urbanisation of Millerston wetlands catchment and impact on landscape character at Robroyston/Millerston; populations of legally protected species present within and reliant upon the Bishopton site; landscape character at East Kilbride; landscape impact of proposed development at Hamilton West; relationship between Larkhall/Ferniegair expansion area and the strategic environmental resources at Chatelherault; landscape character at Carluke; landscape character at Newton; strategic and local environmental resources at Cumbernauld South; relationship between South Wishaw and Clyde Valley Area of Great Landscape Value.

