

**GLASGOW AND THE CLYDE VALLEY STRUCTURE PLAN JOINT COMMITTEE
2005 STRUCTURE PLAN ALTERATION**

THE FUTURE FOR GLASGOW AND THE CLYDE VALLEY 2025

DRAFT FINALISED SUPPLEMENTARY WRITTEN STATEMENT

CONSULTATION DOCUMENT

OCTOBER 2005

CONTENTS

INTRODUCTION

SECTION 1 - CONTEXT FOR THE STRUCTURE PLAN ALTERATION

Metropolitan Development Strategy

The momentum for Change

Delivering Sustained Growth – The Action Plan

SECTION 2 - IMPLICATIONS FOR THE METROPOLITAN DEVELOPMENT STRATEGY

Strategic Development Priorities – Strategic Policy 1

Hierarchy of Town Centres

Urban Renewal and Regeneration Priorities

Urban Expansion Areas

Green Infrastructure

Transport Infrastructure

Other Infrastructure

SECTION 3 - IMPLICATIONS FOR THE DEVELOPMENT FRAMEWORKS OF THE PLAN

Economic Competitiveness

Quality of Life and Health of Communities

Retailing Development Opportunities

Health priorities

Wider Environmental Framework – Context

Management of Development

ANNEX A - CHANGES TO THE POLICIES AND SCHEDULES IN THE 2000 PLAN

TR A/05 Housing Land Supply and Demand Comparison

TR B/05 Assessment of Potential Areas for Urban Expansion

TR C/05 Convenience and Comparison Shopping Capacity Assessments at 2011

INTRODUCTION

The approved Glasgow and Clyde Valley Joint Structure Plan 2000 (2000 Plan) sets out the long term development strategy for Glasgow and the Clyde Valley. To date much has been achieved in terms of delivering this Strategy.

This Supplementary Written Statement (2005 Plan) sets out the reasoned justification for alterations that are required to update the development proposals in the 2000 Plan based on significant economic growth in Glasgow and the Clyde Valley, which is referred to in this report as the **Agenda for Sustained Growth**. Annex A, which is attached to this document, sets out the proposed alterations to the policies and schedules of the 2000 Plan.

The proposed changes take into account the Government's desire to achieve a more sustainable pattern of development throughout the United Kingdom and to contribute to the renaissance of Scotland.

This Alteration to the 2000 Plan has been prepared after extensive consultation with key public and private agencies, local community interests and with the adjoining Councils and other city regions of Scotland, in particular, Edinburgh.

Success in achieving growth will depend upon the implementation of the Action Plan which is being prepared to accompany the 2005 Plan. This will link the policies and programmes of the Plan with those of key partners and with the Strategic Investment Plan of Scottish Enterprise.

This Alteration will form part of the City Vision for the Clyde Valley Community Planning Partnership and should guide in the application of European Structural Funds.

Following the consultation on this report the Joint Committee will consider whether any changes are required to it before submitting it to Scottish Ministers for approval. This will be accompanied by any amendments to the 2000 Plan Written Statement which are consequential on the changes to policies set out in the 2005 Supplementary Written Statement or are required to update the text in the light of new government policy and guidance or base line data.

SECTION 1

CONTEXT FOR THE STRUCTURE PLAN ALTERATION

METROPOLITAN DEVELOPMENT STRATEGY

1.1 The Glasgow and the Clyde Valley Joint Structure Plan 2000 has four key inter-related Aims:

- economic growth;
- social cohesion;
- environmental sustainability; and,
- integrated land use and transportation.

The development priorities within the 2000 Plan were based on a set of 'Guiding Principles for Sustainable Development'. These principles have been reinforced recently by European and National guidance on Strategic Environmental Assessment. These 'Aims' and 'Guiding Principles' will continue to underpin the Structure Plan.

Strategic Vision

1.2 The 2000 Plan sets out a 'Strategic Vision' for Glasgow and the Clyde Valley to become amongst the most attractive business and residential locations in Europe because of the improved quality of the transport system, the labour force and the physical environment. This 'Vision' requires a long term Metropolitan Development Strategy for the area based on the following key themes:

- (i) *Strengthening Communities* in the area by meeting their diverse social needs and improving health;
- (ii) *A Corridor of Growth* through the heart of the area stimulating economic growth with a strong and vibrant City Centre as the heart of the metropolitan conurbation; and,
- (iii) *A Green Network* creating a quality environment.

This 'Vision' is even more relevant in the light of the Scottish Executive's agenda for growth. These three key themes will therefore continue to underpin the Structure Plan.

THE MOMENTUM FOR CHANGE

- 1.3 The development priorities for the Structure Plan have been reaffirmed in the Scottish Executive's National Planning Framework (April 2004) which identifies:
- the Clyde Corridor and Lanarkshire as key economic development zones for Scotland;
 - the Clyde Waterfront, Clyde Gateway and Ravenscraig Flagship Initiatives, together with Gartcosh and Eurocentral, as regeneration and renewal priorities;
 - improving the quality of the core of the Metropolitan Area as part of the national Strategy; and,
 - Gartcosh and Bishopton as two of the preferred locations for long term expansion within the Glasgow and Clyde Valley Area.
- 1.4 The Scottish Executive has identified raising the long term sustainable growth rate of the Scottish economy as its top priority. The National Planning Framework recognises the potential European and global importance of Central Scotland as a destination for business investment, living and tourism. Glasgow and the Clyde Valley has a significant role in achieving this potential. Reversing the decline of population and increasing the availability and skills of the workforce are national priorities with particular relevance to the Structure Plan area. There is also a European agenda for growth, set out in the Lisbon Strategy that is intended to make the EU economy dynamic, competitive, sustainable and knowledge based. This is reflected in Scottish Enterprise's priorities, as outlined in 'Smart Successful Scotland'.
- 1.5 There is now a more positive environment for investment in the Structure Plan area. The Structure Plan therefore sets out an **Agenda for Sustained Growth**, which aims to achieve a major shift in the economic competitive position of the Structure Plan area. This agenda is based on a faster rate of development than assumed in the 2000 Plan and is based on sustaining the rate of improvement of the economy which has been experienced in recent years.
- 1.6 The **Agenda for Sustained Growth** in the 2005 Plan creates a fresh context for the 2000 Plan's Vision of transforming the Glasgow and Clyde Valley area as a place in which to invest, work and live. In the short term to 2011, the Plan provides for 53,000 additional households and 30,000 extra jobs in the area and to 2018, a further 56,000 and 40,000 respectively.

Table 1 Scale and Phasing of Sustained Growth

	2004	2011	2018
Jobs	850,000	880,000	920,000
Households	777,000	830,000	886,000

DELIVERING SUSTAINED GROWTH – THE ACTION PLAN

- 1.7 As a consequence of the revised growth assumptions, the Shared Targets of the Plan are adjusted as follows. These updated targets also take account of progress in their delivery highlighted in monitoring of the Plan.

Shared Targets for Increasing Economic Growth

- economic performance closer to the national average by 2010, with the area no longer experiencing population loss through net out migration; and,
- a further 200 ha of land will be provided in brownfield locations in existing employment areas to reduce the need for expanding firms to relocate away from their existing locality and to improve access to jobs from the Priority Areas.

Shared Targets for Promoting Social Inclusion

- improving the range of local employment opportunities as set out in Schedule 6(a);
- improving urban brownfield housing opportunities, particularly in the Priority Areas as set out in Table 2 of the 2000 Plan; and,
- Providing improved access to the peripheral strategic industrial and business locations in Strategic Policy 5 (b).

Shared Targets for the Natural and Built Environment

- a 33% increase in the rate at which urban brownfield land is developed and/or treated and if necessary, decontaminated to 400ha/year; and
- the restoration of 3,000 ha of degraded or poorly managed urban fringe land to positive countryside uses by 2025 to assist the creation of a Green Network.

Shared Targets for Integrating Land Use and Transportation

- maintaining and, if possible, increasing the existing levels of public transport use.
- double the proportion of the population with access to dedicated/prioritised public transport routes

- 1.8 The Aims, Vision and Shared Targets of the Structure Plan are supported through a wide range of Government initiatives, including the 'Cities Fund', the 'Joint Transport Strategy' (JTS) and the Government's commitment to the 'Woodlands In and Around Towns Initiative' (WIAT). In addition, there is a growing co-operation between Glasgow and Edinburgh in promoting central Scotland as a destination for business investment. The Joint Committee is also committed to the preparation of Action Plans with the key implementation agencies.

Flagship Initiatives and National Priorities

1.9 Key to the Action Plans are the priorities set out in Strategic Joint Policy Commitment 1. These need to be updated in the light of progress in the implementation of Metropolitan Development Strategy since 2000. It is now more appropriate to recognise two forms of commitment:

(a) Strategic Commitment 1 A: Metropolitan Flagship Initiatives

The need for continuing commitment to the three Metropolitan Flagship Initiatives to be the focus of major joint action. These are central to the restructuring of the Metropolitan Area and to the competitiveness of Scotland. They also continue to offer opportunities to accommodate major investment, for example associated with the bid for the Commonwealth Games 2014. The National Planning Framework recognises the Clyde Waterfront, Clyde Gateway and Ravenscraig as national priorities for regeneration and renewal.

The potential capacity and strategic planning requirements for the development of these areas will be set out in the finalised Alteration.

(b) Strategic Commitment 1 B: Related Priorities

There are a number of strategic priorities which complement the 'Flagship Initiatives' in promoting the regeneration of the Metropolitan Area. Some of those previously recognised in the 2000 Plan are now effectively established and are integrated with the strengthened policy for the delivery of the Green Network. These include the Millennium Link, Loch Lomond and the Trossachs National Park and the Central Scotland Forest.

In addition, the critical role of Glasgow City Centre and the Kelvin International Educational and Cultural Quarter, centred on the complex of national assets in the West End of Glasgow City, needs to be recognised, including their potential to link to the Clyde Waterfront and Gateway Initiatives.

The strategic priorities which complement the Flagship Initiatives on which Joint Commitment is sought have been updated therefore as follows

- a) Glasgow City Centre, including the educational campuses;
- b) Glasgow International Airport;
- c) The New Neighbourhood Initiatives;
- d) The Kelvin International Educational and Cultural Quarter; and,
- e) The Green Network, particularly the Clyde Gateway National Urban Park.

1.10 These strategic commitments are supported by:

- (i) the joint priorities established through the Joint Transport Strategy which are set out in Strategic Policy Commitment 3; and,
- (ii) the Inter-city collaboration in enhancing connectivity and cooperation being supported through the Clyde Valley Community Planning Partnership.

SECTION 2

IMPLICATIONS FOR THE METROPOLITAN DEVELOPMENT STRATEGY

STRATEGIC DEVELOPMENT PRIORITIES – STRATEGIC POLICY 1

- 2.1 Sustained economic growth is anticipated to create around 70,000 more jobs in the area by 2018. Although this growth is capable of being met within the current and planned supply of industrial and business land, it needs to be upgraded particularly within locations that will meet the demands of indigenous firms for expansion in the Core Economic Development Areas of the Plan. In addition, since future sustained growth will also depend increasingly on the service and knowledge sectors of the economy, it is anticipated that much of the demand will be accommodated in non-industrial locations, especially in the regional centre and the sub-regional town centres. Explicit recognition therefore is given in Strategic Policy 1(a) to the role of these centres, particularly Glasgow City Centre, as a key driver of the metropolitan economy. Strategic Policy 5 also promotes the role of the universities.
- 2.2 Economic growth would support a further 109,000 households by 2018. This does not take account of housing requirements arising from the need to restructure the social rented housing stock, and the continuing shift to owner occupation. It is estimated that a further 123,200 new private houses require to be planned for. This compares with an identified land supply for 103,500 houses, comprising the established land supply and new urban renewal opportunities. In addition, there will be demands for new social rented housing, related to the re-provisioning of the existing stock. It is important therefore to continue to maximise the process of urban renewal through Strategic Policy 1(b). In addition, there will be a need for new housing opportunities through the identification of new areas of further urban growth known as 'Community Growth Areas' in Strategic Policy 1(c).
- 2.3 In order to deliver the **Agenda for Sustained Growth**, it is sufficient not only to provide an adequate quantity of land, but it is also essential to improve the quality of life of communities. This will require major improvements in the environment and in levels of accessibility. The strategic development priorities for the Green Network have been updated therefore in Strategic Policy 1(d). In addition, a new policy has been added, Strategic Policy 1(f), to highlight the core priorities for transport investment required to support **Agenda for Sustained Growth**. The Structure Plan priorities need to be complemented through effective local planning and greater emphasis on the quality of urban design. These needs should be taken into account in any master planning of the Community Growth Areas required in the revised criteria of Schedule 9.

HIERARCHY OF TOWN CENTRES

- 2.4 In accordance with the requirements of Scottish Ministers following their approval of the 2000 Plan, the policy for town centres has been reviewed to provide a longer term context for planning. The review has confirmed the importance of sustaining the network of town centres and therefore it continues to be required through Strategic Policy 1(a). The policy is supported by giving more explicit recognition to the economic, administrative, educational and cultural role of the main town centres. Strategic Policy 1 and Schedule 1(a) in the 2000 Plan are modified therefore to identify those sub-regional centres which serve a wider area than their local communities. Strategic Policy 6(c) is also modified to clarify the relationship between this network of town centres and other shopping and leisure centres (refer paragraph 3.20). Schedule 1(a) has also added Clydebank, Cumbernauld, Barrhead and Greenock to the list of town centre renewal priorities because of their linkage to major regeneration priorities or need for restructuring.
- 2.5 The aim of the Structure Plan is to direct town centre uses to existing and planned town centres. Strategic Policy 1(a) therefore sets out the differing role of town centres (refer Diagram C) as follows:
- (i) **Regional Centre:** Glasgow City Centre (refer Table 1) is a growth centre of importance to the Scottish economy. It is the focus of core metropolitan higher educational and cultural functions and benefits the whole Structure Plan area and Scotland by offering a range of goods and services which can only effectively be provided at a metropolitan scale. It is also of growing importance in promoting tourism in Scotland. Investment in the City Centre remains a key priority and the scope of action is set out in Table 1.
- (ii) **Sub-regional Town Centres:** The economic role and potential of eight town centres as Strategic Business Centres is reflected in Strategic Policy 5(a). These centres also provide a wide range of community, cultural, retail and administrative functions serving more than their local community. Lanark has a similar role in serving an extensive rural hinterland. The nine centres listed below are therefore recognised as Sub-regional Centres, reflecting their wider role in supporting a range of communities and their strategic role as centres to be safeguarded and enhanced. The case for recognising Easterhouse as a sub-regional centre is also being considered in the context of its developing role, linked to its retail function, national regeneration priority, the proposed Community Growth Area of Easterhouse-Gartloch and the potential for renewal and integration of the original town centre :
- Clydebank
 - Cumbernauld
 - Dumbarton
 - East Kilbride
 - Greenock
 - Hamilton
 - Lanark
 - Motherwell-Ravenscraig
 - Paisley

- (iii) **Town Centres:** Other Town Centres in Schedule 1(a), which now includes Gourock, will continue to be protected and supported in the Structure Plan.

Each level of the hierarchy is vital to support the network of service provision which is important to the quality of life throughout the Metropolitan area. The implications of this policy change for retail development are set out in paragraphs 3. 17 -18

Table 1 Glasgow City Centre

To maintain the vitality and attractiveness of Glasgow City Centre as the strategic focus for the Metropolitan Area in terms of transportation, economic activity, social facilities, education, tourism and environmental quality by:

- capitalising on its primary economic function as one of Scotland's premier business, retail and tourist destinations;
- promoting the City Centre as the primary location for high quality office and property infrastructure;
- improving transportation links to enhance accessibility including Crossrail (linking the north and south electric rail networks), M74 Completion;
- supporting the existing educational network centred on Strathclyde and Caledonian Universities, Further Education Colleges and their linkages to academic research locations e.g. City Science Park;
- improving public realm and 'City Gateway' enhancements;
- linkages to the Green Network;
- physical linkages to the Clyde Waterfront and Clyde Gateway Initiatives; and,
- maintaining and enhancing the Outstanding Conservation Area as a internationally important heritage resource.

URBAN RENEWAL AND REGENERATION PRIORITIES

Updated Capacity Assessment

- 2.6 Despite significant reuse of urban brownfield land for development over the last decade, there were still 3,724 hectares of urban vacant and derelict land (2004 Survey). This is due to the fact that despite the substantial amounts of vacant and derelict land that has been developed there has been continuing fall out of land from active use, which is expected to continue. The major source of future development land will continue therefore to be brownfield urban land. It is important to maximise the contribution from this source in meeting future development needs and to maintain the presumption in favour of the use of brownfield urban land.

Vacant and Derelict Land Action Programmes

- 2.7 The need for dedicated programmes of action to tackle the scale of inherited and persistent vacant and derelict land in the Structure Plan area has been recognised by the Scottish Executive. The 'Cities' Review' and its related programme of action for 2004-6 made £16m available for land remediation in Glasgow and North Lanarkshire. The experience of this short-term programme has confirmed that a longer term programme of action for the whole Structure Plan area is needed. This will be reflected in the Action Plan accompanying the 2005 Alteration.

Regeneration

- 2.8 The physical regeneration of the urban area is central to the sustainable delivery of the Metropolitan Development Strategy. Two additions are proposed to Schedule 1 (b) Urban Renewal Areas, Barrhead (incorporating town centre renewal) and Springburn, to reflect the need for action to tackle long standing social, health and economic issues.

URBAN EXPANSION AREAS

2.9 The 2000 Plan identified 14 established areas of urban expansion. The development potential of these areas has been recognised now within the 2004 established housing and marketable industrial and business land supplies. The established urban expansion areas have outstanding strategic planning requirements as supported in paragraphs 7.13 and 10.11 of the 2000 Plan which still remain to be fulfilled. With the exception of Inchinnan these locations are fully safeguarded in local policy. However, additional land capacity is required to meet the scale of development that will arise from the **Agenda for Sustained Growth**. This requires new additional urban expansion areas, designated as Community Growth Areas, to reflect the requirement in the Plan for the needs of these areas to be master planned. Schedule 1(c) has therefore been replaced to include only the new requirements for urban expansion.

Community Growth Areas

2.10 It is estimated that capacity for an approximate additional 20,000 houses needs to be identified for the period up to 2018. On past experience, brownfield opportunities will emerge which will meet in part this demand. However, it is considered prudent to make provision for new areas of urban expansion. Urban expansion requires appropriate services and infrastructure. This can be best achieved through a focus on larger longer term development areas which support the Metropolitan Development Strategy and are subject to master planning. Urban brownfield land should be maximised in the short term in accord with the national planning priority for urban renewal. The new areas are listed in Schedule 1(c). These are expected to make a significant contribution to meeting any shortfall in housing land up to 2018.

2.11 The Community Growth Areas relate to key transport corridors:

- (i) Clyde Valley North (Glasgow to Carluke) Corridor;
- (ii) Clyde Valley South (Glasgow to Larkhall) Corridor;
- (iii) North East (Glasgow-Cumbernauld) Corridor;
- (iv) Western (Glasgow-Greenock) Corridor; and,
- (v) Other transport related locations;
 - Broomhouse/Baillieston
 - East Kilbride
 - Johnstone South

In view of the scale and choice of opportunities and the local component of the housing shortfall in the Motherwell and Airdrie Coatbridge housing sub-market areas, it is more appropriate for the selection of locations to meet the housing allocations in Schedule 6(b)(ii) to the local planning process. This should reflect, however, the assessment that has guided this allocation (refer TR B/05) relating to Motherwell Eastern Villages and Airdrie/Coatbridge submarket housing area.

2.12 The new locations take account of the range of factors set out in the 2000 Plan (paragraph 11.31) and amplified in BR 7/05. This evaluation has had particular regard to the following considerations:

- Urban Renewal and Regeneration: the need to complement the urban renewal and regeneration priorities that underpin the Strategy;
- Relationship to Existing Communities: the need to strengthen existing communities;
- Environmental Factors: the need to safeguard and enhance the environment;
- Transport Linkages: the need to promote sustainable transport policies;
- The scope for promoting significant locations to allow a master-planned approach to the provision of physical, community and green infrastructure and
- Housing market area considerations.

2.13 Requirements for supporting infrastructure and services shall be established through the preparation of master plans approved by the relevant local planning authority and where necessary through legally binding agreements. These requirements include:

- linkage to the existing and recognised extensions to the fixed public transport network or Park & Ride facilities;
- contributions to the establishment of the Green Network;
- treatment of any associated derelict or contaminated land;
- associated infrastructure improvements;
- integration with existing communities and wider regeneration initiatives;
- 'green transport' linkages to employment areas and town centres;
- a range of uses and tenures;
- delivering high quality design standards in architecture and urban form;
- the long-term quality and stability of any new urban boundary, and, access to adequate social and community facilities, including educational, religious and cultural, and, if necessary a neighbourhood centre..

Where there is a demonstrable social housing need through the Local Housing Strategies these areas may also make provision for social rented housing. The scale of development should be within the indicative capacity set out in Schedule 1(c) and assessed through Local and Master Plans

Longer Term Urban Expansion

- 2.14 Strategic Policy 2 in the 2000 Plan required Bishopton and Gartloch-Gartcosh to be assessed in terms of their potential for strategic environmental renewal and the development of housing, business and industrial development post 2006. This potential has been assessed and reflected in their deletion from Strategic Policy 2 and designation in Schedule 1(c) together with eleven other locations as Community Growth Areas. The nature and scale of development in these areas within the potential capacities set out in Schedule 1(c) will be defined through local planning and master planning. They have been assessed in terms of the capacity identified by local Councils. In the case of Bishopton, East Kilbride, Gartcosh-Glenboig and Hamilton West, this capacity would allow for significant further development beyond 2018. This should be confirmed and phased in the master plan for each of these areas and approved by the local planning authority. The release of land identified in these locations for development will be controlled through Strategic Policy 9(a)(ii).
- 2.15 In addition, there is a need to assess the development implications for Inverclyde becoming better integrated into the conurbation labour and housing markets. Its location and accessibility suggest that the area has 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 and which would be assisted by a Special Delivery Vehicle such as an Urban Regeneration Company or similar. Any development needs should be met through urban renewal opportunities in the short to medium term but the longer term potential for additional urban expansion should be assessed through Strategic Policy 2.
- 2.16 The Newhouse- Bargeddie Corridor has become the focus of extensive industrial and business space and has potential for further development. The area also includes the nationally safeguarded SUHAs 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, however, to the Scottish motorway and trunk road network and the effectiveness of the nationally important Eurocentral rail freight terminal. It is also poorly served by public transport. The traffic problems of the area are of national concern, and studies are underway through the Central Scotland Transport Corridor Studies (CSTCS) to identify appropriate solutions which manage competing long distance and local traffic demands. The Green Belt in this area includes the North Calder Valley which is part of the Green Network. There are continuing development pressures along this corridor for housing and industry, including the proposal at Douglas Support Estate. These development pressures need to be considered 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. Given the scale of the development potential and the related transport and environmental issues including the need to improve public transport access to existing and future development, a strategic planning study is required, to be coordinated with the programme for the CSCS. The Newhouse – Bargeddie Corridor has therefore been added to Strategic Policy 2.

GREEN INFRASTRUCTURE

The Green Network

2.17 A key theme of the Metropolitan Development Strategy is the creation of a 'Green Network', to enhance the 'liveability' of communities. This theme is of increasing importance for the renewal of the metropolitan area. An updated assessment of the Green Network has been undertaken. This has confirmed that there are potential major new greening projects which will support the Metropolitan Flagship Initiatives and planned areas of urban expansion.

These include the following projects:

Bishopton Community Forest Park;
Campsies Regional Park;
Clyde Gateway National Urban Park;
Clyde Valley Community Forest;
Clyde Waterfront Green Place;
Dams to Darnley Countryside Project;
Easterhouse/Gartloch Community Woodland;
Gartcosh/Glenboig Community Woodland;
Ravenscraig Green Link; and,
Robroyston Project.

These projects will complement the local greenspace initiatives and the Government's action programmes for tackling urban dereliction, the promotion of Woodlands in and around Towns Programme (WIAT) and the Central Scotland Forest. Schedule 1(e) has been modified to incorporate these priorities and proposals. For each distinct section of the Green Network a series of actions has been identified that will be required to ensure its implementation. These actions are highlighted in Technical Report TR 5/05.

The Green Belt and Wider Countryside

2.18 The key objectives of the Green Belt set out in the 2000 Plan remain valid. These have been restated, in order to provide a more positive and focussed expression of Green Belt policies and their role in the management of the City Regions of Scotland that is being sought in national planning policy. They are;

- to direct planned growth to the most appropriate locations and support regeneration;
- to protect and enhance the character, landscape setting and identity of towns and cities; and,
- to protect and give access to open space within and around towns and cities, as part of the wider structure of greenspace.

2.19 The existing areas designated as Green Belt will be retained therefore, except where they need to be adjusted in Community Growth areas (refer Schedule 1(c)). Greater weight will be given, however, to its positive management as indicated in the Green Network priorities and Glasgow and Clyde Valley Forestry & Woodland Framework Woodland Strategy framework (refer paragraph 3.28 below). There will be continued recognition also given to the sensitivities of areas identified in Inset Diagram A in the review of Local Plans which will set out the appropriate frameworks for the enhancement and protection of the Green Belt and wider countryside. These Local Plan reviews shall have regard to the scope of action set out in Green Network and the Forestry & Woodland Framework .

TRANSPORT INFRASTRUCTURE

Network Priorities

2.20 Strategic Policies 3 and 4 of the 2000 Plan set out a range of transport management policies and network development proposals which continue to be required and supported by the Structure Plan. Existing joint transport commitments have resulted in the completion of the Glasgow Southern Orbital, M77 Extension and Milngavie-Larkhall rail line, and the commitment to the completion of the M74. The CSTCS has also confirmed that the proposals for the upgrading of the M8/A8 and M80/A80 are national priorities. In addition to these commitments, there is a need to improve external linkages and internal mobility within the plan area through the projects identified in the Joint Transport Strategy (JTS). The addition of Strategic Policy 1(f) recognises the existing and new transport joint priorities which are required to help the delivery of the ***Agenda for Sustained Growth***.

External Transport Linkages

2.21 A number of gaps in external transport links have been identified by both the UK Government and the Scottish Executive. These include links to the City Centre, Glasgow International Airport, the ports at Hunterston and on the River Clyde, and to the key rail interchange at Eurocentral in North Lanarkshire. The freight issues are dealt with in an update of Strategic Policy 5. The Revised SPP 17 also allows support for the Motorway Service Station at Newton Mearns, which is added to Strategic Policy 4(vi).

2.22 The following joint transport priorities are now recognised in Schedule 1(f):

- Glasgow City Centre Hub: the linking of rail systems by Crossrail and a new City Centre tunnel, the M74 and M8 (east) completion, and higher speed rail links to Edinburgh; and,
- Glasgow International Airport Access: rail link and M8 upgrade (Junctions 26-29 in particular). At this stage any commitment to the widening of the M8 will depend on the outcome of further studies.

Internal Transport Linkages

2.23 Public transport needs to provide high quality accessibility across the whole Metropolitan area in terms of flexibility, frequency, long-term quality and image, and with the ability to interchange with other transport modes, particularly in areas of high car-ownership. There remains an issue related to providing access to the strategic development locations which cannot be served easily by the fixed rail network, particularly the Waterfront Metropolitan Flagship Initiative areas and the employment centres along the A8/M8 corridor. Whilst most are well served by road access there is a need to improve the motorway junctions on the M8 on the approaches to the airport, and on the M77 serving Pollok-Ryat (refer paragraph 3.3). There is also concern about the growing scale of circumferential movements around the conurbation. This issue is being studied by WESTRAN and future agreed strategic planning requirements will be supported by the Structure Plan.

2.24 The JTS gives priority to two new initiatives relating to the promotion of a mass transit network and the management of congestion

- (i) Mass Transit (including light rapid transit or equivalent system): the 2000 Plan identified the 'Accessibility Gap' in terms of public transport provision. This will be reduced by the development of a new mass transit network across the conurbation which is to be assessed by SPT and the future regional transport partnership. A joint study on a pre-LRT public transport link is already in hand on the north bank of the Clyde with the aim of implementation in 2007.
- (ii) Management of Congestion: a joint parking strategy should provide the necessary management of demand to the major centres of traffic generation. This would need to take account of the requirements of SPP17 requiring maximum standards to be agreed across the Structure Plan area. This parking strategy will be developed by the future regional transport partnership.

It is recognised, however, that both these initiatives are at a formative stage and will require further work before their full development implications can be identified. This also applies to the need to consider options for the management of the circumferential trips that are highlighted in paragraph 2.23, in Strategic Policy 3 and in Schedule 3(b)(iii). In addition, there is potential for transport on the River Clyde to contribute to the transport network of the west side of the Conurbation. The National Planning Framework (paragraph 157), the studies for 'Clyde Waterfront' and 'Inverclyde ReBuilt' have outlined the scope to introduce commuter ferry services along the river Clyde to assist connectivity for the new, growing riverside communities. At this stage therefore, these requirements are recognised in the Plan through Joint Policy Commitment 3. Collectively, they will contribute significantly to the target of doubling the proportion of households in the area who have good access to dedicated public transport system which is reflected in the revised Shared Target for the Structure Plan.

OTHER INFRASTRUCTURE

Water Service Infrastructure

2.25 The removal of constraints on the existing water service infrastructure is a critical component in the delivery of the **Agenda for Sustained Growth**. The Structure Plan provides the framework of development needs and priorities that Scottish Water seeks for guiding its future investment programme. As part of the Quality and Standards III (Q&SIII) (2006 -2014) Investment Programme, Scottish Water therefore should seek through joint working to prioritise the funding of its water and wastewater network improvements to support the delivery of the strategic development locations identified in the 2005 Plan. As many of the 2005 Plan's priorities are likely to be developed in the longer term (beyond the period of Q&SIII investment) joint working with Scottish Water will be important in informing the priorities of the Q&SIV investment programme. In this regard, the Joint Committee will seek to develop an agreed long-term approach with Scottish Water as part of the Action Plan in order to secure the required investment to deliver the **Agenda for Sustained Growth**. This will relate to establishing an agreed approach for priorities for investment, a methodology for drainage assessments and integrated approaches to surface water management. This should build on the experience of the Glasgow Strategic Drainage Plan.

Flood Management

2.26 Since the preparation of the 2000 Plan, the Scottish Executive has issued new planning policy guidance for flooding and water management in SPP 7 and PAN 69 as well as guidance on Sustainable Urban Drainage. The Water Environment and Water Services Act 2003 has given effect to the EU Directive on River Basin Management Planning. Understanding of the issues of flooding and surface water drainage has advanced significantly since the 2000 Plan. Most flooding issues in existing urban areas within natural flood plains will be matters to be addressed in Local Plans as development proposals are brought forward. However the assessment of flood risk will be reinforced in Strategic Policy 9 by:

- including in Schedule 9(B)(viii) a reference to the functional flood plain;
- clarifying the need to safeguard flood storage capacity in the requirements of Schedule 9(C) relating to SUDS; and,
- incorporating into in the finalised 2005 Alteration any more detailed flood mapping issued by SEPA.

Telecommunications

2.27 The creation of high capacity IT links is seen as a critical component in the delivery of the **Agenda for Sustained Growth**. As promoted through the National Planning Framework, it is considered important to support the provision and connections to the IT network development especially along the Waterfront and in the Gateway, and in the major expansion areas. The 2000 Plan has been altered to:

- (i) place a general requirement on developers through Schedule 9(c) to consider IT infrastructure in new significant developments; and,
- (ii) require developers of new community growth areas and the Metropolitan Flagship Initiatives to make provision for access to the national IT network.

Waste Management

- 2.28 The policy approach in the 2000 Plan is still appropriate in principle but has been clarified in terms of responsibilities to deliver the Area Waste Plan which has been subsequently published. Paragraphs 12.14-17 in the 2000 Plan have therefore been altered to reflect this. Schedules 9(A) and (B) have also been altered to recognise the Area Waste Plan.

SECTION 3

IMPLICATIONS FOR THE DEVELOPMENT FRAMEWORKS OF THE PLAN

ECONOMIC COMPETITIVENESS

- 3.1 Strategic Policy 5 and its related Schedules (a-g) set out the development opportunities which will promote the economic competitiveness of the area. These have been kept under review. As a result, priorities set out in this policy have been refined as outlined in the following paragraphs. In addition, the reference in Strategic Policy 5 to the need to maintain a minimum ten year potentially marketable and serviceable land supply has been clarified to avoid any implication that this is meant to apply to all or solely the locations in Strategic Policy 5.
- 3.2 **Strategic Industrial and Business Locations** (Schedule 5(b)): there is significant capacity for new industrial and business development built into local plan proposals. Since 1999, new opportunities for development have been identified at Newhouse, Inchinnan, Larkhall and northwest Glasgow in accordance with the 2000 Plan. Significant strategic opportunities have also emerged in the Clyde Gateway (Glasgow and Shawfield/Farme Cross) and Ravenscraig Flagship Initiatives and additionally as part of the Barrhead Regeneration Framework. These locations have been added to Strategic Policy 5(b) therefore, in addition to those raised in paragraph 3.3.
- 3.3 **Safeguarded High Amenity Locations** (Schedule 5(d)): the 2000 Plan safeguarded ten proven locations suitable for accommodating major inward investment and five additional potential locations. In accordance with SPP2 and a more up-to-date evaluation, the distinction between proven and potential sites is removed. All of the potential locations in Schedule 5(d) are deleted with the exception of a 5 ha. reservation at Darnley Mains in order to retain a balance of opportunities across the Metropolitan Area and in view of its strategic location in relation both to the transport network and the social inclusion partnership area. Darnley Mains, Gartcosh and Ravenscraig are identified as regionally important high amenity locations. The M77, Junction 4 upgrade has also been added to Schedule 4(iv) as a requirement for the development of Pollok Ryat. Erskine will be included in Schedule 5(d)(i) whilst Faulds Park and Newhouse West will be included in Schedule 5(b) as Strategic Industrial and Business Locations.
- 3.4 **International Transport Facilities** (Schedule 5(f)): so as to accommodate the potential growth in international trade that may arise from the sustained growth of the Scottish economy, there is a need to give greater priority to freight movement. The facilities for rail freight from Lanarkshire should be improved by the rationalisation of locations within North Lanarkshire at Gartsherrie and Kilgarth. Similarly, connections could be improved to the Inverclyde ports at Ocean Terminal (Greenock). The potential of Great Harbour/Inchgreen (Greenock) also needs to be protected and therefore it is now included in the list of identified transport facilities.
- 3.5 **University Campuses** (Schedule 5(g)): Strathclyde, Caledonian and Paisley Universities are important in the regeneration of Glasgow City Centre and Paisley Town Centres respectively, both of which are recognised as renewal priorities in Strategic Policy 1(a). Glasgow University is also recognised as part of Joint Policy Commitment 1 'Kelvin International Educational and Cultural Quarter'. The higher rates of economic development associated with the Agenda for Sustained Growth are expected to be driven in particular by the service sector, and science and technology associated with the knowledge economy. The role of the four universities therefore needs to be given greater recognition in the economic development priorities of the Plan and in a new category of location – 'University Campuses'

QUALITY OF LIFE AND HEALTH OF COMMUNITIES

- 3.6 Strategic Policy 6 and its related Schedules 6(a-f) in the 2000 Plan seeks to strengthen communities and enhance the quality of life and health of their residents. This policy remains valid and does not require to be altered but the related Schedules have been updated, as indicated below.

Local Employment Opportunities

- 3.7 The local planning requirements set out in Schedule 6(a) have been updated to clarify current and outstanding local planning requirements. The employment opportunities associated with the Community Growth Areas should be part of the master plan for those areas.

Housing Opportunities 2004-2018

- 3.8 The 2000 Plan's housing demand forecasts have been reviewed in accordance with the requirements of SPP3 and PAN38 for the period up to 2018. The key assumption in the updated calculations is that net out-migration will be reversed earlier than the 2000 Plan had anticipated, as a result of more rapid economic growth. Provision therefore will be made for an additional 123,200 private homes by 2018 (Table 2). This would involve a significant increase in house building rates over the medium term. It is important to ensure that new housing investment continues to support the identified urban renewal priorities.
- 3.9 It is inappropriate to extrapolate the housing demand forecasts beyond 2018 because of the considerable uncertainty that arises over such an extended time period. However, the long term Metropolitan Development Strategy has a substantial scale of housing commitment built into its urban renewal initiatives and anticipated by the urban capacity assessment. In addition, the revised Schedule 1(c) – Community Growth Areas - makes provision for a longer term planned approach to be taken to them.
- 3.10 The Housing Market Area (HMA) framework in the 2000 Plan has been reviewed and is confirmed as still being appropriate for the assessment of private housing demand and supply. However, Housing Market Areas can change in response to various factors including improved transport infrastructure or the impact of new investment. The Inverclyde and Dumbarton HMAs are currently self contained. However, it is desirable that they become more integrated into the wider housing and labour markets of the Metropolitan area over time. This will enable these areas to contribute to and share in the sustained growth of the area in line with the National Planning Framework, by recognising that their established development opportunities provide additional flexibility and the land supply of both HMAs can contribute to meeting the wider Conurbation market area demand. In the case of Inverclyde, there is also a requirement in Strategic Policy 2 for the Local Plan to undertake a study of the longer term potential to bring forward development opportunities in Greenock and Port Glasgow which are well related to the rail system.

Private Housing Requirements (Table 2)

- 3.11 Between the years 2004-2011, it is estimated that private housing demand (owner occupied and private rented) will require 63,900 units. The effective land supply between 2004-2011 will provide for about 59,300 units. Therefore, the 2004 Effective Land Supply needs to be supplemented over the period to 2011 by another 4,600 units to be identified through local planning.

- 3.12 Between the years 2011-2018, it is estimated that the scale of demand for private housing could be 59,300 units. This depends on the rate of shift from social rented housing to owner occupation. This level of demand assumes a need for further demolitions of surplus social rented stock. It is estimated that 44,200 will be able to be accommodated on the established land supply and from new sites becoming available from the turnover of urban land identified in the urban capacity study. On this basis therefore there is a need to identify locations with a capacity for 15,100 extra units during the period 2011-18.
- 3.13 Schedule 6(b)(ii) in the 2000 Plan has therefore been updated to reflect these new requirements for additional housing land to 2018. The allocation to Sub-market Areas (SMAs) has taken account of the factors identified in the 2000 Plan that should guide the release of land from the Green Belt. In addition consideration has been given to:
- (a) local shortfalls in individual SMA's;
 - (b) the need to meet mobile demand in the relevant wider market areas;
 - (c) the potential of the locations identified in the revised Schedule 1(c) of Urban Expansion Areas in Strategic Policy 1.

TABLE 2

	2002-2011	2011-2018	2002-2018
Total Housing Requirement	63,900	59,300	123,200
Total Identified Available Capacity	59,300	44,200	103,500
Additional required capacity in Conurbation HMA	4,600	15,100	19,700

Affordable and Social Rented Housing

- 3.14 The approach in the Structure Plan to affordable housing provision has taken account of the Local Housing Strategies for the Structure Plan area, in line with the recommendations of PAN74. This has been supported by an evaluation of house sales from the Register of Sasines. These two sources confirm that there is no general shortage of affordable housing across the Structure Plan area and therefore there is no requirement for a Structure Plan-wide affordable housing policy.
- 3.15 However, Local Housing Strategies, confirm the position set out in the 2000 Plan that there are affordable housing issues within some suburban and commuter-based communities. These are now recognised in Strategic Policy 6 Schedule 6(b)(iii) which lists those areas where Local Plans should bring forward proposals to improve the range and choice of affordable housing.
- 3.16 Local Housing Strategies also highlight the need for the restructuring of the social rented stock to address the emerging mismatch between stock types and household requirements and to redress the poor quality of some of the older rented stock.. These are central to the transformation of the quality of life in the metropolitan area. The need for 'reprovisioning' the stock to offer a better housing choice is greatest within the Glasgow City Council area; this is recognised by its inclusion in Schedule 6(b)(iii).

RETAILING DEVELOPMENT OPPORTUNITIES

Town Centre Locations

- 3.17 Support for the network of Town Centres is central to the Metropolitan Development Strategy. This is achieved through Schedules 6(c)(i) and (ii) in the 2000 Plan which require new retail proposals to be assessed in terms of their impacts on town centres and demonstrate that the sequential approach to identifying locations has been followed.. In view of the dynamic nature of the retail industry, it is important that retail policies are capable of responding to changing circumstances. This is demonstrated by the changes occurring in the centres within the core of the metropolitan area at Pollok and Easterhouse, which are both significant in their retail provision and linkages to regeneration priorities. There is therefore a need for a plan-led approach to major changes in the pattern of retail provision in order to safeguard the role all centres. There is concern that the role of one or more town centre(s) could be undermined by large scale 'ad hoc' proposals 'linked' to another town centre, in addition to out of centre developments. In this context, it is important to recognise that local town centres should not be undermined by the concentration of retail investment solely in the higher order centres.
- 3.18 In the light of these considerations, the introduction of the Town Centre hierarchy into the Schedule 1(a) does not alter the appropriateness of the retail policies approved in the 2000 Plan for assessing new retail proposals. However, it is important for any proposed fundamental change to a town centre's role in the hierarchy to be explicitly addressed through modified Schedule 6(c)(i), and confirmed through an Alteration to the Structure Plan, rather than being brought forward through the planning application process..

Other Retail Locations

- 3.19 Neighbourhood Centres and local shops which are important to local communities are not listed as part of the strategic network of Town Centres (Schedule 1(a)). Local Plans will identify and protect these, however, and give consideration to the need for new Neighbourhood Centres to be planned as part of the master planning of the Community Growth Areas (Schedule 1(c)) at Bishopton, Robroyston and Gartcosh/Glenboig.
- 3.20 There is also a need to clarify policy in relation to established out-of-centre locations which, whilst not having a Town Centre status, have a specific role in terms of retailing and leisure. Two Shopping/Leisure centres are recognised in Schedule 6(c)(iii). Braehead has a wide retail and leisure catchment area drawing on the western part of the conurbation, while Lomond Shores is a key retail and leisure destination within the Loch Lomond and Trossachs National Park. Without prejudice to the priority that needs to be given to supporting town centres as the preferred location for new retail development as set out in Schedules 6c(i), these Shopping/Leisure Centres should be taken into account in the assessment of out of centre proposals and adverse impact on them avoided. Consideration is still being given to whether it is appropriate to take a sequential approach to these two centres in assessing retail proposals through Schedule 6(c)(ii). The issues concerned include the area over which such an approach would apply given the extensive area of draw of Braehead, and the tourism nature of Lomond Shores within the National Park. This will be the subject of further consultation prior to the finalisation of the Alteration.

- 3.21 There are also fifteen Retail Warehouse Parks which have been established to meet the need for bulky goods retail outlets which have not been able to be accommodated in town centres. Some of these have been developed with an attached superstore. Without prejudice to the priority that needs to be given to supporting town centres as the preferred location for new retail development, the Structure Plan recognises the role of these Retail Warehouse Parks by having regard to the appropriateness of locating new bulky goods retailing in the Retail Warehouse Locations listed in Schedule 6c(iii). The role of the out-of-centre retail locations listed in Schedule 6(c)(iii) is identified through an additional criteria in Schedule 6(c)(i). The decision about the appropriateness of any significant retail development proposal will be guided by the overall requirements of Schedule 6(c)(i) and (ii), and in particular its suitability in terms of access by means other than by car, and its linkage to the renewal priorities in the Plan.

Retail Capacity and Quality Assessment

- 3.22 The 2000 Plan identified requirements to 2006 for new retail floorspace in Schedules 6(c)(iii) and (iv). This assessment has been updated using the 2003 Household Shopping Survey and a new horizon of 2011 set. The assessment incorporates substantial recent developments and unimplemented consents. Requirements arising from the assessment are identified in Schedule 6(c)(iv).
- 3.23 The need for new floorspace based on qualitative deficiencies is a matter to be determined in the main through local planning. The Structure Plan identifies Town Centres where new floorspace may be appropriate to address potential qualitative shortfalls, as part of the centre's renewal. These include Clydebank Cumbernauld and Greenock as well as the list of Town Centre renewal priorities in Schedule 1(a) of the approved Structure Plan. Those centres where additional retail floorspace will be supported as part of the improvement of the centres are also shown on Schedule 6(c)(iv). These floorspace additions must have particular regard to their impact on Glasgow City Centre. The appropriateness of setting a scale of development for the Schedule 6(c)(iv) locations will be considered through the ongoing consultative process.

HEALTH PRIORITIES

- 3.24 The 2000 Plan recognised the key role that urban planning can play in delivering the health agenda for Scotland as outlined in '*Towards a Healthier Scotland*'. This White Paper established a national strategy for improving Scotland's health that emphasised the need to address a wide range of health determinants, including both lifestyle factors and life circumstances. This strategy is reinforced by the agenda of the World Health Organisation's (WHO) 'European Healthy Cities Network. There is a close relationship between most of the areas of greatest health deprivation and established planning policies for improving employment, environment and regeneration. At the same time, these are key determinants of peoples' health, well-being and quality of life.
- 3.25 Joint work with the Glasgow Centre for Population Health has identified some of the communities where there is the greatest need and potential for creating a healthier environment by identifying action to improve the housing and physical conditions of these areas. The need for health-related regeneration initiatives in Springburn needs to be recognised by an addition to Schedule 1(b). Another example is the potential benefit of environmental improvements in Larkhall which should be recognised by their addition to Schedule 6(d).

WIDER ENVIRONMENTAL FRAMEWORK - CONTEXT

3.26 In line with the commitment in the 2000 Plan, the policies for wind farms and forestry development have been reviewed in accordance with the updated national policy context. These together with the existing policies for environmental resources, countryside recreation, minerals and agricultural land provide a strategic framework for the sustainable use of natural resources.

Forestry

3.27 A review of the Indicative Forestry Strategy (IFS) in the 2000 Plan has been undertaken in accordance with the requirements of SDD Circular 9/99 (refer TR 10/05). This confirms that the classification of areas on Inset Diagram F in terms of their sensitivity and potential for forestry remain valid.

3.28 The IFS is part of the Glasgow and Clyde Valley Forestry & Woodland Framework' to promote the management and extension of woodland cover set out in Key Diagram Inset F. The Forestry & Woodland Framework forms part of the Metropolitan Strategy for delivering the **Agenda for Sustained Growth** through the creation of a more attractive environment for investment by the delivery of the Green Network. The Action Framework is linked to the support regimes that are managed by Forestry Commission and Scottish Natural Heritage. The Plan supports the creation of a Clyde Valley Community Forest and the Central Scotland Forest, as well as the promotion of biodiversity and farm diversification.

Renewable Energy - Wind

3.29 The Preferred Areas identified for wind farm development in the 2000 Plan (Key Diagram Inset G) have been reviewed. This reflects changing technology and national energy policy. This Alteration has identified :

- the continuing importance of protecting existing areas of sensitivity including environmental resources of international and national importance, Regional Parks and the immediate environment of communities where major changes would arise from the introduction of large scale wind farm developments;
- that there are areas capable of accommodating windfarms outwith these areas of sensitivity, subject to further evaluation and detailing through the local planning process. These potential areas of search should be the focus for investment in significant wind farm developments;
- That it would be now more appropriate for the areas of search to be identified as Potential rather than Preferred areas, as was shown in the 2000 Plan. This reflects the changed context for wind energy and the need for a plan-led approach to development proposals by the full evaluation of potential areas through the local planning process (e.g. in terms of their scale, cumulative impact and SEA requirements);
- outwith these potential areas of search, major wind farm developments could raise strategic planning issues and in such instances priority should be given to the protection of the strategic environmental resources and the amenity of local communities;
- smaller scale windfarms should be determined through local planning in accord with Strategic Policies 9 and 10; and,
- a scale of 'significance' set in Schedule 9 (D).

3.30 Key Diagram Inset G is adjusted deleting the 'Preferred Areas' and replacing them with a wider range of locations known as 'Potential Areas'.

Energy Conservation

3.31 The UK Sustainable Development Strategy highlights the problem of climate change associated particularly with patterns of energy use. The Structure Plan currently promotes a variety of policies that will have positive impact on the causes of climate change by;

- promoting development in existing centres and urban area;
- encouraging public transport and discouraging use of private car;
- locating housing and employment on key transport corridors;
- the identification of search areas for windfarms;
- the development of a Green Network and promotion of forestry and woodland development; and,
- policies to protect flood plains.

3.32 It is recognised that such matters as building design, settlement form and energy efficiency are also key to reducing the levels of energy usage and wastage in the area. Although this is a matter primarily for implementation through local planning and building standards there is scope for the Plan to support energy efficiency programmes by requiring the master planning of the new housing areas to be developed in an energy efficient manner. Therefore an additional criterion has been added, Strategic Policy 9C(ix).

MANAGEMENT OF DEVELOPMENT

- 3.33 The range of criteria set out in Strategic Policies 9 and 10 accords with Government policy and remains valid in view of Government policy. Experience has shown that these policies are effective in the development control process but the format has been revised in order to highlight the strategic dimension to the policies and reflect the new focus on management of development in national policy.
- 3.34. Additional criteria have been added to these policies to reflect emerging planning requirements. These include the need for new development to give greater weight to:
- a) timing and phasing of development (Schedule 9A(ii));
 - b) quality of urban design in master plans (Schedule 9C(viii));
 - c) energy efficiency of construction as required through master plans (Schedule 9C(ix);
 - d) impact on air quality (Schedule 9B(ix));
 - e) provision of linkages to the wider ICT/Broadband network (Schedule 9C(v));
 - f) protection of functional flood plains and safeguarding of their storage capacity (Schedule 9B(viii));
 - g) reducing the risk of flooding by the provision of sustainable urban drainage systems in accord with relevant drainage strategies or assessments agreed with local councils (Schedule 9C(iv)), and,
 - h) the need to give consideration to landscape character and quality (Schedule 9B(iv)).