

GLASGOW AND THE CLYDE VALLEY STRUCTURE PLAN JOINT COMMITTEE

# GLASGOW AND THE CLYDE VALLEY JOINT STRUCTURE PLAN 2006

THE TWENTY YEAR DEVELOPMENT VISION

WRITTEN STATEMENT

Operative from 29 April 2008





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Diagram 1 Local Authorities of Glasgow and the Clyde Valley



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## Foreword

This Structure Plan sets out an Agenda for Sustained Growth as the basis for a twenty-year planning and development strategy for Glasgow and the Clyde Valley. It is based upon a Vision which will contribute to the renaissance of Scotland by providing a framework for growth and regeneration based upon care for the environment.

The Structure Plan has been prepared by the Joint Committee on behalf of the eight Councils of East Dunbartonshire, East Renfrewshire, Glasgow City, Inverclyde, North Lanarkshire, Renfrewshire, South Lanarkshire and West Dunbartonshire. It maintains a long tradition in the west of Scotland which recognises that communities of the conurbation are interdependent and that a shared vision is required to tackle the major economic, social and environmental challenges we all face. In meeting these challenges the Plan takes account of the diversity of the area reflected in the variety of towns and villages and their diverse roles.

The Vision and Shared Targets in this Structure Plan are supported through a wide range of initiatives, including the Joint Transport Strategy, the commitment to the Greenspace Agenda and the growing co-operation between Glasgow and Edinburgh in promoting central Scotland as a destination for business investment. Joint Action Programmes will be prepared with Scottish Enterprise, the Health Boards and Scottish Water.

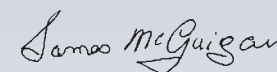
The Joint Committee is grateful for the help and advice it has received from other public agencies, the private sector, voluntary groups and local people. It is hoped that all will be able to commit themselves to the implementation of the policies and proposals in the Structure Plan.

## The Glasgow and the Clyde Valley Joint Structure Plan Committee 2006

**Councillor Hanzala Malik**  
Glasgow City Council  
Convener of the Joint Committee



**Councillor James McGuigan**  
North Lanarkshire Council  
Vice Convener of the Joint Committee



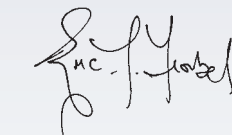
**Councillor Gordon MacDonald**  
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**Councillor Alan Lafferty**  
East Renfrewshire Council




**Councillor Eric Forbes**  
Inverclyde Council



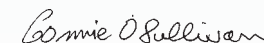
**Councillor John Green**  
Renfrewshire Council



**Councillor Graham Scott**  
South Lanarkshire Council



**Councillor Connie O'Sullivan**  
West Dunbartonshire Council





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# Section A

## Context

1	Glasgow and the Clyde Valley - The Metropolitan Area
2	Scottish Planning Policy Context
3	European Planning Policy Context

## 1 Glasgow and the Clyde Valley - The Metropolitan Area

1.1 Glasgow and the Clyde Valley has a population of 1.75 million and covers 3,376 km<sup>2</sup>, encompassing the whole of the River Clyde catchment (Diagram 1). 48% of Scotland's exports are produced within the area, making it critically important to the national economy. The area also has key external links to adjoining regions and these are growing in importance, particularly the links to Edinburgh and the Lothians, Stirlingshire, Argyll, Ayrshire and the Borders.

1.2 The area is continuing to experience social and economic change. There is now a more positive environment for investment in the Structure Plan area. This is reflected in improved economic performance over the last few years. Employment rates have increased, although they are still low in UK terms. Unemployment rates have reduced and out-migration is slowing down even faster than had been previously anticipated. The **2006 Structure Plan** therefore builds upon these successes and maintains the momentum for growth of the west of Scotland.

1.3 The Structure Plan therefore sets out an **Agenda for Sustained Growth** which will enable a major shift in the economic competitive position of the area. This agenda is based on sustaining the rate of improvement of the economy which has been experienced in recent years. This is represented by the following planning assumptions (over and above natural change):

- **Short term** (to 2011) the recent reducing rate of out-migration would be sustained to reach a position where there will be negligible out-migration, though not yet offsetting natural decline;
- **Medium term** (2011 - 2018) the rate of improvement would increase, resulting in population growth from 2013; and
- **Longer term** (2018 - 2025) the rate of improvement would increase, with in-migration resulting in population growth by 2025.

1.4 The Agenda for Sustained Growth identifies a range of opportunities for delivering the Plan's Vision of transforming Glasgow and the Clyde Valley 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 homes and 40,000 jobs (refer Table 1). The scale of new development beyond 2018 will be subject to monitoring through the strategic development plan process. If these levels of growth were to be achieved, they would contribute about 40% towards the levels of growth being sought by the Government in Scotland by 2017.

Table 1  
Scale and Phasing of Sustained Growth

	2002	2011	2018
Jobs	850,000	880,000	920,000
Households	777,000	830,000	886,000

## 2 Scottish Planning Policy Context

2.1 The overall goal of the Structure Plan is to promote the balanced and sustainable development of the area by:

- setting the land use framework for sustainable development;
- encouraging economic, social and environmental regeneration; and
- maintaining and enhancing the quality of the natural heritage and built environment.

2.2 Scottish Planning Policies set out a framework of action for the Structure Plan in meeting this goal (refer [Appendix 1](#)), promoting sustainable development within a settlement strategy which has a twenty-year horizon whilst protecting and enhancing environmental resources. These national requirements underpin the Structure Plan policies and proposals.

2.3 The Scottish Government 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 key 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. This is reflected in the priorities of Scottish Enterprise in **A Smart, Successful Scotland** (2001) and the Joint Action Programme under development with Scottish Enterprise.

2.4 The development priorities for the Structure Plan have been reaffirmed in the Scottish Government's **National Planning Framework** (2004) and **Regeneration Policy Statement** (2006) which identify:

- the Clyde Corridor and Lanarkshire as key economic development zones for Scotland;
- the Clyde Waterfront, Clyde Gateway and Lanarkshire Regeneration (including Ravenscraig) as regeneration and renewal priorities;
- improving the quality of the core of the metropolitan area as part of the national framework; and
- Gartcosh and Bishopton as preferred locations for long-term expansion within the Glasgow and Clyde Valley Area.

2.5 In linking up the Structure Plan, the National Planning Framework and the Regeneration Policy Statement, the Scottish Government has endorsed the regeneration priorities of the Glasgow and Clyde Valley area. The Regeneration Statement further seeks to align the future **National Transport Framework for Scotland** and Scottish Water's **Strategic Investment Programme (Q&SIII)** to deliver these key spatial regeneration priorities.

### 3 European Planning Policy Context

3.1 The future of Glasgow and the Clyde Valley will also depend upon the development of wider international links. The **European Spatial Development Perspective** (1999) promotes a consistent approach to land use development in the European Union. This has particular relevance to the Structure Plan area since it seeks to promote:

- the development of more balanced metropolitan areas based upon **polycentric regions**; formed by a strong network of urban centres and the close integration of town and country;
- improved transport links and parity of access to knowledge and opportunities; and
- the wise management of natural and cultural heritage, and water resources.

3.2 This European context is reinforced by the European Lisbon Agenda and related initiatives to promote a more competitive and sustainable pattern of development. The Structure Plan therefore provides the framework for these wider European initiatives by seeking to strengthen the economy of the area and enable each of the communities and the major centres of activity within it, especially town centres, to contribute to sustainable growth.

3.3 In addition, the framework for European Union (EU) action provides an important context for the development of the area:

#### (a) Economic and Social Change

The European Union designated Western Scotland as an Objective 2 Region under the EU *Structural Funds Regulations*. Although this will change post-2006, the principles which underlay the related programmes are still valid.

#### (b) Environmental Resources

The protection of the environment is an explicit requirement of European Directives and is reinforced through regulations requiring Strategic Environmental Assessments (SEAs). This includes the Habitats Directive which identifies protected habitats and species, which are embodied in UK legislation and safeguarded by the policies of the Structure Plan; and

#### (c) Transport Networks

Better access is important in achieving social and economic cohesion both within the Structure Plan area and beyond. The development of transport links as part of the European transport network is therefore a key element of the Structure Plan.

3.4 The Structure Plan Joint Committee has therefore worked closely with the Strathclyde European Partnership to ensure that the Structure Plan can provide the strategic spatial policy context for future European funding programmes.

## Section B

# Framing the Strategy

Strategic Vision, Aims and Shared Targets of the Plan

Guiding Principles for Sustainable Development

Strategic Themes

Metropolitan Initiatives

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**4 Strategic Vision, Aims and Shared Targets of the Plan**

4.1 The Structure Plan seeks to enhance the well-being and quality of life of the people who live in, work in or visit Glasgow and the Clyde Valley. This requires greater emphasis to be placed upon urban renewal and regeneration and the enhancement of the environment of the Metropolitan area.

4.2 The Structure Plan therefore has four interrelated Aims and related Shared Targets.

**The Strategic Vision for the Glasgow and Clyde Valley Area**

The area will be amongst the most attractive business locations in Europe because of the improved quality of the transport system, the labour force and the physical environment;

The quality of life in all settlements will be valued because of the improved access to jobs, town centre facilities and residential environment, reinforced by a well defined high quality Green Belt;

The image of the area as a place to live, work and visit will be transformed by the greening of urban and rural areas; and

Public transport, walking and cycling will be as attractive modes of travel as the car for most trips, because of their improved quality and integration.

4.3 **Aim 1: to increase economic competitiveness** by identifying a framework of development opportunities which will meet the needs of new and expanding businesses, to develop an inclusive economy and to improve the attractiveness of the area for investment. The Structure Plan is based upon the expectation of sustained economic growth during the period of the Plan, particularly through the expansion of existing firms and the creation of new indigenous firms.

4.4 The following **Shared Targets for Increasing Economic Competitiveness**, developed in partnership with the Scottish Enterprise Network, are therefore identified in the Plan:

- economic performance closer to the national average by 2011, with the area no longer experiencing population loss through net out-migration; and
- a further 200ha 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 (refer Table 2).

**Table 2  
Priority Areas**

Authority	Area
East Dunbartonshire	Central Kirkintilloch
East Renfrewshire	Levern Valley
Glasgow City	Drumchapel
	Castlemilk Partnership Area
	East End
	Glasgow North (including Milton and Springburn)
	Gorbals
	Govan
	Greater Easterhouse
	Greater Pollok
	North Toryglen
	Penilee
	Yoker
Inverclyde	Greenock / Port Glasgow
North Lanarkshire	North Lanarkshire ROA Areas
Renfrewshire	Johnstone / Paisley / Renfrew ROA Areas
South Lanarkshire	Cambuslang
	North Hamilton / Blantyre
	Douglas Valley
West Dunbartonshire	Clydebank, Dumbarton and Vale of Leven

4.5 **Aim 2: to promote greater social inclusion and integration** by improving the quality of life and identity of all local communities in terms of jobs, housing, services and environmental conditions, particularly for the most disadvantaged.

4.6 The Plan supports all communities, in particular the Priority Areas (Table 2), set out in local authority Community Planning Partnership Regeneration Outcome Agreement Areas (ROAs) by focusing strategic action towards improving living standards in terms of housing, access to facilities, environment and health. It is important to improve access to employment opportunities, particularly for those resident in the Priority Areas, and to reduce the tendency for families to move away from inner urban areas.

4.7 The following **Shared Targets for Promoting Greater Social Inclusion and Integration** are the level of change which the Plan will seek to achieve:

- 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; and)
- improving access to the peripheral strategic industrial and business locations in Strategic Policy 5(b).

**4.8 Aim 3: to sustain and enhance the natural and built environment**, particularly by the re-use of existing urban land and buildings by major improvements in the quality of the natural and built environments and by the sustainable use of natural resources.

**4.9** The re-use of urban brownfield land is pivotal to urban regeneration and a sustainable settlement strategy. Despite the increased scale of urban renewal over the last 15 years, 2,700ha of urban land (an area the size of East Kilbride new town) has been vacant or derelict for more than 10 years. In addition, it has been estimated that there is over 3,000ha of degraded land on the urban fringe which blights local communities and detracts from the competitive image of the area. The Structure Plan target relates to the elimination of long-term vacant and derelict land over the next twenty years.

**4.10** The following **Shared Targets for Sustaining and Enhancing the Natural and Built Environmental** will seek to achieve:

- a 33% increase in the rate at which urban brownfield land is developed and / or treated, from 300ha / year to 400ha / year; and
- the restoration of 3,000ha of degraded or poorly managed urban fringe land to positive countryside uses to assist the creation of a Green Network.

All three above Aims require to be underpinned by:

**4.11 Aim 4: to increase the integration of land use and transportation** by promoting improved access to and between work, home, leisure and shops, in particular by public transport, and promoting an increase in the proportion of goods moved by rail.

**4.12** Car ownership in the Structure Plan area is growing faster than elsewhere in Scotland, but it is still significantly lower than the rest of the country. The use of alternative modes of transport (cycling and walking) is relatively low. Traffic reduction targets need to be developed to meet the national goal of sustainable transport and to address the requirements of the *Road Traffic Reduction Act (1997)*. New road investment must therefore be related to the development priorities identified in the Plan and not based upon providing for an inexorable growth in car usage, in particular for journeys to work.

**4.13** The Plan's policies will assist in reducing the need to travel and increase the choice in the means of travel. The Plan will safeguard opportunities for the development of public transport and other non-car modes of travel, and create the conditions for increasing the proportion of travel on foot, bicycle, public transport and goods sent by rail. In particular, it is important to sustain and seek to improve the current levels of public transport provision and patronage.

**4.14** The Structure Plan therefore supports the access and transport strategies, targets and programmes being promoted jointly or separately by the constituent councils of the Joint Committee and its partners through their Local Transport Strategies, Access Strategies and Core Path Plans. In addition the following overarching **Shared Targets for Increasing the Integration of Land Use and Transportation** will seek to achieve:

- the maintenance and, if possible, increase in the existing levels of public transport use; and
- a doubling of the proportion of the population with access to dedicated / prioritised public transport routes.

These targets are the Joint Committee's interpretation of the implications of the Joint Transport Strategy and will be further developed in consultation with SPT and the Regional Transport Partnership.

## 5 Guiding Principles for Sustainable Development

5.1 The implementation of the Strategy will be delivered within the Guiding Principles for Sustainable Development designed to ensure that all development decisions reflect a commitment to sustainable development and tackling climate change.

5.2 The concept of Sustainable Development as embodied in International Agreements, European Policy and Scottish Planning Policy reflects the requirement to provide for the needs of future generations by safeguarding and enhancing the economic, community and environmental resources of the area. The Structure Plan sets out in [Table 3](#) the Guiding Principles for Sustainable Development which are reflected in [Strategic Policy 9](#). The need to tackle climate change is central to the Sustainable Development Strategy for Scotland. The principles set out below will help address this problem. The Joint Committee is however undertaking further work on developing these policies. In the meantime, opportunities should be taken through new development proposals, to minimise energy use and waste and to reduce the direct and indirect pressures on natural resources.

5.3 The Guiding Principles for Sustainable Development are based upon the following considerations:

### Economic Resources

Key economic locations and infrastructure cannot easily be replaced and need to be safeguarded for appropriate development in order to maintain and improve the competitive position of the area. This has particular significance for the control of competing land uses. It is necessary to ensure that development proposals do not divert or displace investment from the preferred locations for development identified in the Plan. This applies particularly to retail and office developments, since most demand for new investment is internally generated within the Structure Plan area and the potential risk of diversion or displacement is therefore high. Of special concern is the potential impact on the vitality and viability of town centres.

### Social and Community Resources

In order to support the well-being of communities, there is a need to safeguard and reinforce the services, amenities and physical character upon which they depend. New developments should therefore be encouraged to locate where they will reinforce and support existing communities. A sustainable approach to development also requires that there is an equitable balance between the costs and benefits of any development. Development proposals should therefore take account of the ability of settlements to accommodate additional development without unacceptable adverse impacts upon their physical identity or the quality of life within them.

### Environmental Resources

The Structure Plan area contains a wide range of natural and historic environmental resources. Development proposals should be assessed against their impacts on these resources, including landscape and the carrying capacity of biological systems. This is consistent with and supportive of the objectives of the SEA regulations.

### Development Choices

The following principles should be applied in the assessment of development proposals:

- a presumption in favour of development proposals identified in the Plan, and the need to demonstrate that other proposals are appropriate in terms of other material considerations, in particular, that they meet a clear shortfall in the effective or marketable land supply;
- where a need for a development has been identified, it should be met in a sustainable location and achieve an improvement in environmental quality; and
- proposals should incorporate measures required to ameliorate any negative impacts on the environmental, social or infrastructure capacity of the area in order to ensure that the costs and benefits are shared equitably.

**Table 3**  
**The Guiding Principles for Sustainable Development**

The following Guiding Principles for Sustainable Development will be applied to safeguard and enhance the resources of Glasgow and the Clyde Valley:

**Economic Resources**

- existing and planned economic development locations in the Plan should be safeguarded and enhanced;
- new investment should maximise the use of existing infrastructure, including transport and water services;
- an effective supply of industrial and business opportunities across the Structure Plan area should be maintained;
- a range of opportunities should be maintained to meet special needs, e.g. for large-scale inward investment; and
- preference should be given to the selection of locations which support the movement of freight by rail or water rather than by road, and minimise the length of journeys to work, particularly by private car

**Social and Community Resources**

- optimum use should be made of existing community facilities and infrastructure by recycling urban land and safeguarding town centres;
- community facilities should be in locations which are accessible to all sections of the community by walking, cycling, or public transport;
- development proposals should relate to the ability of existing communities to accommodate further development without significant adverse impact;
- the range and distribution of community facilities within town centre catchments should be improved; ; and
- an adequate housing land supply should be maintained within each housing market area.

**Environmental Resources**

- the quality and extent of environmental resources should be safeguarded, especially internationally and nationally designated resources;
- priority should be given to the reuse of vacant urban land and buildings;
- priority should be given to the decontamination of derelict urban land;
- new development should seek to reduce energy consumption and in particular, the length and number of trips by private cars and energy use in buildings; and
- the risk of blight or loss of environmental resources caused by the excessive allocation of land for development should be minimised.

**Development Choices**

The following principles should be applied to planning decisions on development proposals:

- a presumption in favour of meeting demonstrable needs for development within the planning horizons of the Plan and a requirement to demonstrate the benefits of development proposals against the objectives of the Plan;
- the application of a sequential approach in order to ensure that the most beneficial location has been selected in terms of its economic, social, environmental and transport implications, and that resources are safeguarded from potential irreversible damage or strain on their carrying capacity; and
- costs arising from a development should be borne by those who benefit from the proposals and not by other communities or future generations. The extent to which such costs are being borne by the developer will be material to the acceptability of a proposal.

**6 Strategic Themes**

6.1 The Strategic Vision is based on the fact that the management of social, economic and environmental change should be complementary, ensuring that:

- the long-term viability and vitality of existing settlements is supported and not undermined by new developments;
- areas of new economic development are accessible to Priority Areas of need for employment and, where possible, result in the restoration of vacant and derelict land; and
- the enhancement of the environment is promoted not only for its own sake but also in support of economic growth and community regeneration.

6.2 This Vision will be achieved by developing three strategic themes within the Structure Plan:

A **Corridor of Growth** for further economic development promoting new economic development in locations which are well linked to areas of social need and better related to the transport network.

**Strengthening Communities** by focusing new development at appropriate locations within existing urban and rural settlements, sustaining and enhancing town centres and focusing required urban expansion on Community Growth Areas. This will not only improve the quality of settlements as places to live but also allow the development of a more inclusive society, maximise the use of existing services and infrastructure, and reduce the pressure for urban expansion.

A **Green Network** which enhances not only the amenity and quality of life within and around towns and villages but also strengthens the attractiveness of the area for economic investment. This Network, as well as encouraging the recycling of urban brownfield land, will thereby promote the creation of a high quality environment as an integral part of urban renewal, urban expansion and rural development.

**Corridor of Growth**

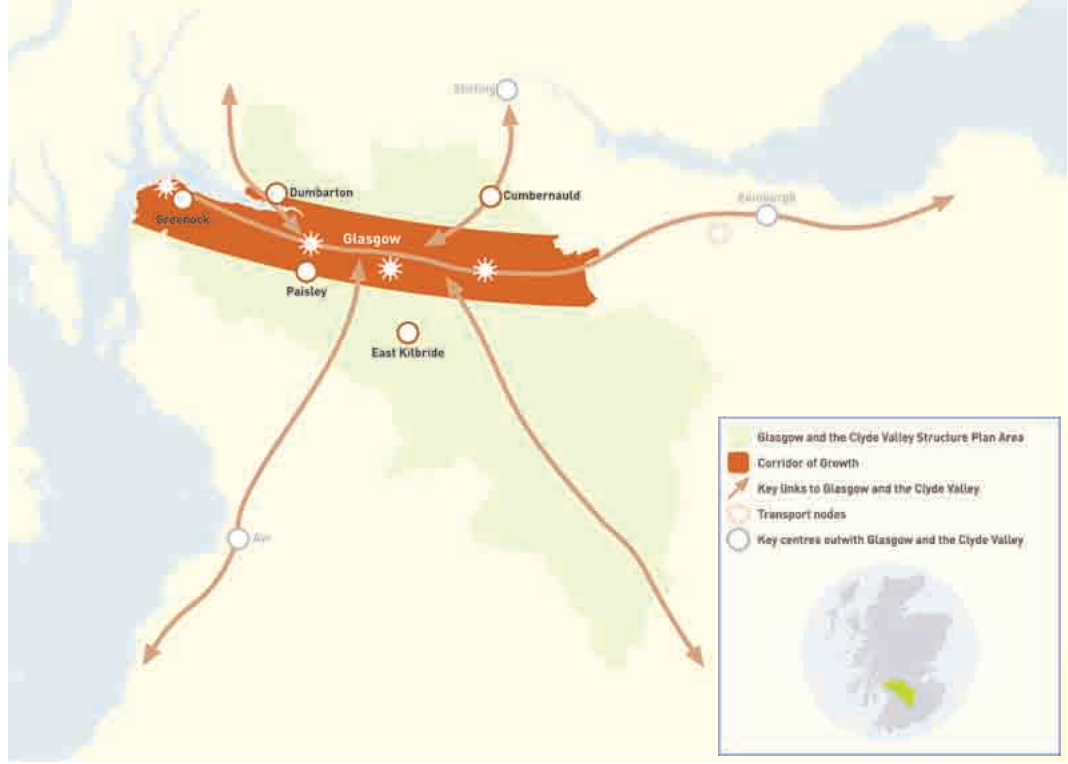
6.3 The Structure Plan promotes a Corridor of Growth which will link the major centres of employment and services to all communities, in particular the Priority Areas (Table 2) by the:

- promotion of key renewal opportunities within or related to the Corridor;
- enhancement of the key centres of business, education and commerce within the Corridor;
- improvement of public transport access along, across and into the Corridor;
- completion of the road and rail network serving the Corridor;

- safeguarding and expansion of the international transport terminals within the Corridor;
- safeguarding and enhancement of the environmental resources along the Corridor, particularly by the creation of the Green Network and protection of the Green Belt; and
- use and enhancement of the established infrastructure, particularly water services, to serve development needs within the Corridor.

The priorities for such action are set out in the Structure Plan in **Strategic Policies 1, 3, 4 and 5**. **Strategic Policies 9 and 10** also ensure that these strategic opportunities are safeguarded.

**Diagram 2 Corridor of Growth**



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## Strengthening Communities

6.4 The Structure Plan seeks to strengthen communities by:

- promoting a range of locally accessible business development opportunities;
- improving the quality of and providing an adequate range of housing, community facilities, transport and green spaces;
- reinforcing town centres as the preferred locations for retail, leisure, community, business and other appropriate functions;
- supporting town centres, particularly Glasgow City Centre, which serve all communities by providing specialist or higher order facilities;
- creating a new Town Centre at Ravenscraig;
- focusing required urban expansion on longer term Community Growth Areas, consolidating existing communities and enabling effective master planning to help secure the timely provision of infrastructure, the green network and community facilities;
- maintaining the viability of rural services;
- relating the scale of development to the capacity of settlements to absorb change without loss of their amenities, character and identity;
- reinforcing the landscape character and setting of towns and villages by designating and safeguarding a long-term Green Belt; and
- protecting the built heritage of the area.

The priorities for such action are set out in the Structure Plan in [Strategic Policies 1, 3\(c\)](#) and [6](#).

[Strategic Policies 9](#) and [10](#) also require that the potential impact on communities should be a consideration for all development proposals.

## Green Network

6.5 The Structure Plan promotes the creation of a Green Network, as encouraged by the Planning Advice Notes (PAN), [PAN 60 Planning For Natural Heritage](#) and [PAN 65 Planning for Open Space](#), to enhance the quality of urban areas, the urban fringe and rural areas, and to help integrate town and country and reinforce the positive role of the Green Belt. This should be done by promoting the following:

- a high quality landscape structure which enhances the health of communities and the identity and character of settlements, and ensures a balance between development and undeveloped urban land;
- a high quality environment for planned development areas to attract new investment;
- the maintenance and improvement of biodiversity through the protection and development of a network of linked habitats;
- developing and reinforcing the natural heritage potential of undeveloped urban land;
- a network of strategic longer distance routes for walking, cycling and horse riding;
- local opportunities for sport and recreation that reduce the need to travel;
- opportunities for the sustainable use of natural resources, particularly for tourism, recreation, woodland and forestry development, and water resource management, including flooding; and
- links to the wider countryside, in particular Loch Lomond, the Campsie Fells, Clyde Muirshiel Regional Park, the Clyde Valley and the Central Scotland Plateau.

The priorities for such action are set out in the Structure Plan in [Strategic Policies 1, 5\(e\), 6\(d\), 6\(e\)](#) and [7](#). These priorities will be promoted through a wide range of initiatives including open space strategies, local and strategic greenspace partnerships and government supported programmes, e.g. Woodlands in and Around Towns, Cities Growth Fund and Vacant and Derelict Land Programme.

[Strategic Policies 9](#) and [10](#) ensure that the potential for the creation and protection of the Green Network are taken into consideration in all development proposals.

## 7 Metropolitan Initiatives

7.1 Key to the delivery of the Vision and Targets of the Structure Plan are the priorities set out in **Joint Policy Commitments 1A** and **1B**. These have been updated in light of progress in the implementation of the **Metropolitan Development Strategy** since 2000. It is now more appropriate to recognise two forms of commitment.

7.2 There are three areas recognised as Metropolitan Flagship Initiatives (**Diagram 3**) because of their importance and the scale of joint action required:

- Clyde Waterfront;
- Clyde Gateway;
- Ravenscraig / Motherwell / Wishaw.

These areas have particular significance for the implementation of the Metropolitan Development Strategy, being the main foci for the longer term development of the Structure Plan area. **Joint Policy Commitment 1A**, sets out the Joint Committee's position on the need to promote these priorities.

7.3 These three broad areas contain a range of potential projects that should be promoted as Metropolitan Flagship Initiatives and reflected in Local Plans. The **National Planning Framework** recognises those three broad areas as national spatial priorities. Additionally, the Scottish Government's **Regeneration Policy Statement** identifies the Clyde Corridor, incorporating the Clyde Gateway and Clyde Waterfront, as a national regeneration priority. The Regeneration Policy Statement also recognises Inverclyde as a major regeneration initiative with regional impact and the continued commitment to the redevelopment of Ravenscraig. 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 successful bid for the Commonwealth Games 2014. The potential capacity and strategic planning requirements for the development of these areas are set out in **Table 4**.

7.4 These areas exhibit the following characteristics:

- potential for a series of major development projects of strategic significance, **Table 4**;
- cross boundary co-operation and multi-agency long-term commitments;
- impetus for a wider range of action; and
- reinforcement of the Corridor of Growth and the Green Network.

**Table 4**  
Indicative Development Potential of the Metropolitan Flagship Initiatives

<b>Clyde Waterfront</b>	
Industry	235 hectares
Housing	up to 10,000 units
Environmental Action	270 hectares
<b>Clyde Gateway</b>	
Industry	70 hectares
Housing	up to 10,000 units
Environmental Action	140 hectares
<b>Ravenscraig / Motherwell / Wishaw</b>	
Industry	75 hectares
Housing - Ravenscraig	up to 3,500 units
Environmental Action	255 hectares

**Joint Policy Commitment 1A  
Metropolitan Flagship Initiatives**

The Metropolitan Development Strategy requires priority to be given to the joint promotion of the regeneration of the following areas, which are recommended as nationally important Metropolitan Flagship Initiatives:

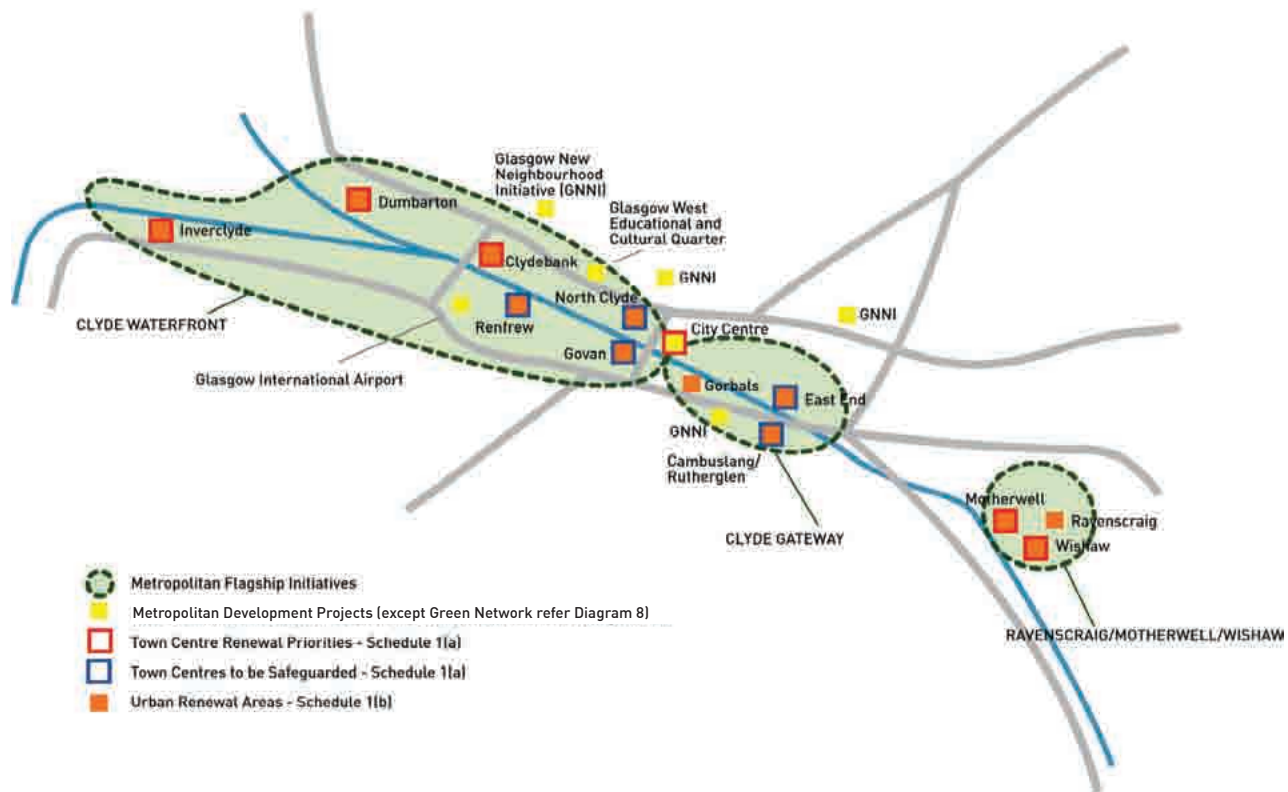
- (a) Clyde Waterfront
- (b) Clyde Gateway
- (c) Ravenscraig / Motherwell / Wishaw

**Joint Policy Commitment 1B  
Other Metropolitan Initiatives**

The Metropolitan Development Strategy supports the following Metropolitan Development Programmes and Priorities:

- (a) Glasgow City Centre, including the university campuses
- (b) Glasgow International Airport
- (c) Glasgow New Neighbourhood Initiatives
- (d) Glasgow West Educational and Cultural Quarter
- (e) Green Network, particularly the Clyde Gateway Urban Park

**Diagram 3 Metropolitan flagship Initiatives**



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**A Clyde Waterfront Initiative** - to reclaim the Clyde Waterfront for communities and to restore the reputation of the Clyde as a centre of economic activity and high quality productivity by:

- capitalising on existing economic clustering, particularly in terms of electronics, multimedia, tourism and education, through the creation of high quality development opportunities providing approximately 30,000 jobs from new industrial and business development;
- developing mixed-use developments, including up to 10,000 additional homes to “reclaim the waterfront” for local communities, in particular at Greenock, Port Glasgow, Renfrew, Govan, Partick, Clydebank and Dumbarton;
- promoting the Inverclyde Waterfront as part of the wider regeneration of Greenock / Port Glasgow;
- building upon the catalytic role of Braehead regional leisure and shopping centre in the regeneration of Renfrew Riverside;
- developing the Green Network through the heart of the metropolitan area;
- capitalising upon the rail, ferry and cycleway network that serves the river frontage;
- improving transport links to “open up” the waterfront (e.g. Yoker, Finnieston and Renfrew) and ferry services across the river and to Argyll and Bute;
- accommodating major visitor and recreational attractions; and capitalising on the industrial heritage associated with the river; and
- maintaining and enhancing existing natural heritage resources.

**B Clyde Gateway Initiative** - to restructure the urban areas and create a new focus of economic development based upon the key position of the Clyde Gateway in the existing and proposed transport network by:

- capitalising on the major opportunity to support the creation of approximately 22,000 jobs through new development linked to areas of employment need;
- contributing to the development of the existing industrial base for the area;
- creating up to 10,000 new homes, including the further expansion of the Newton area;
- the completion of the M74 as a key Gateway to the conurbation;
- capitalising on the existing rail network;
- tackling the high concentration of urban vacant and derelict land;
- developing green transport plans for local communities and town centres;
- capitalising on the potential of the Clyde and its tributaries as environmental corridors, as a contribution to the development of the Green Network; and
- maintaining and enhancing existing natural heritage resources.

**C Ravenscraig / Motherwell / Wishaw Initiative** - to use the development opportunity at Ravenscraig to create a more coherent urban structure, sense of place, improve quality of life within Lanarkshire and deliver major land renewal by:

- creating a core economic development area including a major industrial and business park and accommodating major industrial users with the potential to support approximately 8,000 jobs;
- exploring the potential for capitalising on the rail links to the area;
- providing new residential neighbourhoods with up to 3,500 new homes, which will improve the range and quality of housing and incorporate sustainable development design;
- improving transport links to open up the area which will benefit a wider area;
- creating major green spaces linking the South Calder river to the Green Network;
- providing a major sports and recreational facility;
- creating a new town centre for the area linked to the restructuring of Motherwell and Wishaw; and
- maintaining and enhancing existing natural heritage resources.

### Joint Policy Commitment 1B

7.5 There are a number of strategic priorities which complement the **Flagship Initiatives** in promoting the regeneration of the metropolitan area. Some strengthen the 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 role of the university campuses, particularly the Glasgow West Educational and Cultural Quarter, centred on the complex of national assets in the West End of Glasgow needs to be recognised, including their potential to link to the Clyde Waterfront and Gateway Initiatives.

7.6 The following projects are recognised as priorities in **Joint Policy Commitment 1B**:

- (a) the range of action relating to **Glasgow City Centre**, including the university campuses set out in **Table 5**;
- (b) **Glasgow International Airport**: involving the safeguarding and expansion of the Airport's capacity to handle the potential growth of traffic to 2030 and beyond;
- (c) **Glasgow New Neighbourhood Initiatives (Phase 1)**: including the redevelopment of Ruchill / Keppoch, Garthamlock, Oatlands and Drumchapel to create an additional 3,000 plus family houses as part of the Community Planning Strategy;
- (d) the development of the **Glasgow West Educational and Cultural Quarter**; and
- (e) the development of the **Green Network**, including Loch Lomond and the Trossachs National Park, the Central Scotland Forest, the Forth and Clyde Canal Millennium Link, and the Rural Investment Areas, in particular, the Clyde Gateway Urban Park.

7.7 These strategic commitments are supported by:

- (i) the priorities established through the Joint Transport Strategy which are set out in **Joint Policy Commitment 2**; and
- (ii) the inter-city collaboration between Glasgow and Edinburgh in enhancing connectivity and co-operation which is being supported through the Clyde Valley Community Planning Partnership.

### Joint Policy Commitment 2 Support for Joint Transport Strategy

The constituent Councils within the Structure Plan area are committed to supporting the development of the Joint Transport Strategy through the Regional Transport Partnership:

- in the promotion of the travel demand management measures through the introduction of a strategic parking control programme in Joint Transport Strategy / Local Transport Strategy policy development
- in the promotion of closer inter-city integration by supporting feasibility studies for a cross Glasgow City Centre rail tunnel and faster Glasgow-Edinburgh transport links
- in the promotion of a more efficient labour market through the development of a mass transit network to complement the existing electric rail network
- the promotion of more sustainable transport options for the west side of the Conurbation by supporting feasibility studies for the introduction of water-based commuter ferry services to assist connectivity along the River Clyde for the new and growing riverside communities

### Table 5 Glasgow City Centre

To maintain the vitality and attractiveness of Glasgow City Centre as the strategic focus for the metropolitan area 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 space;
- improving transport links to enhance accessibility across Scotland, including Glasgow Crossrail (linking the north and south electric rail networks) and the M74 Extension;
- supporting the educational network centred on Strathclyde and Caledonian Universities, further education colleges and their links to academic research locations, e.g. the City Science Park;
- improving the public realm and the City Gateway;
- improving links to the Green Network;
- developing physical links to the Clyde Waterfront and Clyde Gateway areas; and
- maintaining and enhancing the internationally important Outstanding Conservation Area.



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# Section C

## Metropolitan Development Strategy

8	Strategic Development Priorities
9	Integrated Land Use and Transportation Framework
10	Other Infrastructure Requirements

## 8 Strategic Development Priorities

8.1 Strategic Policy 1 sets out the development framework in terms of:

- Strategic Development Locations for future investment in urban and rural areas;
- Joint Transport Priorities; and
- the Green Belt and wider countryside.

The Strategic Development Locations [Strategic Policy 1 and Diagram 4] are areas where major physical change will occur and are complemented by a Green Belt, Diagram 9, which will safeguard the countryside around towns and villages and help to ensure that investment is not diverted from the Strategic Development Locations.

8.2 The infrastructure needed to serve these Strategic Development Locations is set out in Sections 8 and 9. The Metropolitan Development Strategy consists of the policies and proposals embodied in Strategic Policies 1, 3 and 4, and the related Flagship Initiatives.

### Strategic Policy 1 Strategic Development Locations

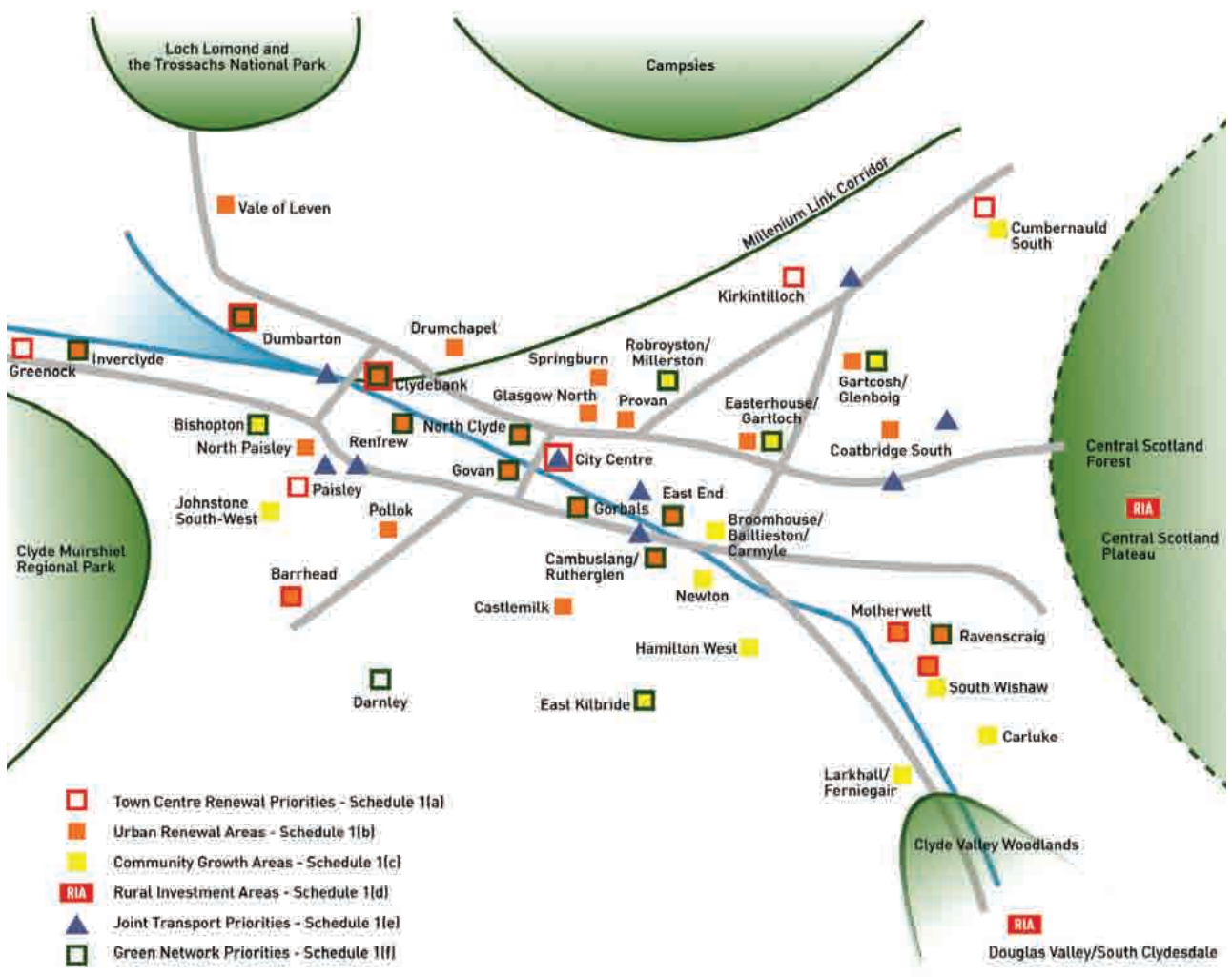
Priority shall be given to investment in the following Locations, as identified on the Key Diagram and Diagram 4, in order to maximise the scale of urban renewal in particular to support the Metropolitan Flagship Initiatives identified in Joint Policy Commitment 1 and to sustain rural communities:

- |                                |               |
|--------------------------------|---------------|
| (a) Town Centres               | Schedule 1(a) |
| (b) Urban Renewal Areas        | Schedule 1(b) |
| (c) Community Growth Areas     | Schedule 1(c) |
| (d) Rural Investment Areas     | Schedule 1(d) |
| (e) Joint Transport Priorities | Schedule 1(e) |
| (f) Green Network Priorities   | Schedule 1(f) |

#### Glasgow and the Clyde Valley Green Belt

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 the encroachment of development into the countryside. Local Plans shall define the detailed boundaries and policies to safeguard the Green Belt (as identified on Diagram 9 to take account of the requirements of SPP 21 Green Belts).

Diagram 4 Strategic Development Locations



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**Schedule 1(a)  
Town Centres - Renewal and Safeguarding Priorities**

**Town Centre Renewal Priorities**

Glasgow City Centre	Clydebank	Cumbernauld
Dumbarton	Greenock	Motherwell
Paisley	Wishaw	Barrhead
Kirkintilloch		

**Town Centres to be Safeguarded**

Airdrie	Alexandria	Anniesland
Baillieston	Barrhead	Bearsden
Bellshill	Biggar	Bishopbriggs
Blantyre	Byres Road	Cambuslang
Carlisle	Castlemilk	Clarkston
Clydebank	Coatbridge	Cumbernauld
Drumchapel	Duke Street	Dumbarton
East Kilbride	Easterhouse	Erskine
Giffnock	Glasgow City Centre	Gourock
Govan	Greenock	Hamilton
Johnstone	Kilsyth	Kirkintilloch
Lanark	Larkhall	Maryhill
Milngavie	Motherwell	Newton Mearns
Paisley	Paisley Road West	Parkhead
Partick	Pollok	Port Glasgow
Possil	Ravenscraig	Renfrew
Rutherglen	Shawlands	Shettleston
Springburn	Strathaven	Victoria Road
Wishaw		

**Schedule 1(b)  
Urban Renewal Areas**

**Clyde Waterfront**

Clydebank Riverside	Dumbarton Central	Govan
Inverclyde (Urban)	North Clyde	Renfrew

**Clyde Gateway**

Cambuslang / Rutherglen	East End	Gorbals
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**Ravenscraig-related**

Motherwell	Ravenscraig	Wishaw
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**Other Priority Areas**

Barrhead	Castlemilk	Coatbridge South
Drumchapel	Easterhouse	Glasgow North
North Paisley	Pollok	Springburn
Vale of Leven		

**Major Renewal Sites**

Gartcosh	Provan	
----------	--------	--

**Schedule 1(c)  
Community Growth Areas \***

Community Growth Areas	Housing Sub-market Areas	Indicative Capacity to be assessed through Local and Master Plans*
Bishopton	Renfrewshire	2,500
Broomhouse / Baillieston / Carmyle	Glasgow East	1,500
Carlisle	Clydesdale	500
Cumbernauld South	Cumbernauld	2,000
Easterhouse / Gartloch	Glasgow East	1,300
East Kilbride	East Kilbride	2,500
Gartcosh / Glenboig	Cumbernauld / Airdrie and Coatbridge	3,000
Hamilton West	Hamilton	2,000
Johnstone South-West	Renfrewshire	500
Larkhall / Ferniegair	Hamilton	2,000
Newton	Greater Glasgow South	1,500
Robroyston / Millerston	Springburn / Strathkelvin	1,400
South Wishaw	Motherwell	1,500

\* The scale of output will be in accord with Schedule 6(b)(ii) and subject to meeting the requirements set out in paragraph 8.14 and in local plans

**Schedule 1(d)  
Rural Investment Areas**

**Douglas Valley / South Clydesdale embracing the settlements of**

Crawford	Abington	Leadhills
Crawfordjohn	Coalburn	Douglas
Douglas Water	Rigsides	Glespin

**Central Scotland Plateau embracing the settlements of**

Allanton	Auchengray	Braehead
Caldercruix	Climpy	Eastfield
Forth	Greengairs	Harthill
Hartwood	Forrestfield	Longriggend
Plains	Salsburgh	Shotts
Stane	Tarbrax	Wattston
Wilsontown	Woolfords	Shottsburn

**Schedule 1(e)  
Joint Transport Priorities**

**Commitments**

Airdrie - Bathgate Rail Line	East End Regeneration Route
Glasgow International Airport Rail Link	M74 (completion)
M8 East Upgrade	M80 Stepps - Haggs

**To be safeguarded and investigated**

Central and Orbital Mass Transit Systems	Crossrail
M8 West Upgrade	River Clyde Transport

**Schedule 1(f)  
Green Network - Priorities for Promotion and Management**

**Existing**

Central Scotland Forest	Clyde Muirshiel Regional Park
Clyde Valley Woodlands	Greenspace for Communities Initiatives
Loch Lomond and The Trossachs National Park	Millennium Link Corridor

**Proposed**

Bishopton	Campsies
Clyde Gateway	Clyde Waterfront
Dams to Darnley	Easterhouse / Gartloch
East Kilbride	Gartcosh / Glenboig
Ravenscraig	Robroyston / Millerston

## Town Centres

**8.3 The Network of Town Centres:** Town centres provide the focal points of community life. Glasgow City Centre provides an economic and social focus for the whole Structure Plan area. The Metropolitan Development Strategy therefore requires a presumption in favour of safeguarding the network of town centres in [Strategic Policy 1\(a\)](#). Town centres are the preferred locations for business developments, e.g. major offices, which generate a high number of personal trips and involve limited freight movement, or for developments which serve the wider community. The renewal of town centres will also depend upon policies which promote the better management of traffic. These more specific objectives are also dealt with in [Sections 8, 10](#) and [11](#).

**8.4** Neighbourhood centres and small groups of shops which are important to local communities are not listed as part of the network of town centres in [Schedule 1\(a\)](#). Local plans will identify and protect them and give consideration to the need for new or enhanced neighbourhood centres to be planned as part of the master planning of the Community Growth Areas [Schedule 1\(c\)](#).

**8.5** The network of town centres provides a diverse range of opportunities serving local needs and higher order functions, services and facilities which meet the needs of all communities. Glasgow City Centre is a growth centre of importance to the Scottish economy. Investment in the City Centre is a key priority and the scope of action is set out in [Table 5](#) and reflected in [Joint Policy Commitment 1B](#). The need to promote the economic role and potential of eight of the larger town centres as Strategic Business Centres is set out in [Strategic Policy 5\(a\)](#). In addition, they provide a wider range of functions for more than just their local community. Lanark has a similar role in serving an extensive rural hinterland and Kirkintilloch is an administrative centre. Within Glasgow, Parkhead, Easterhouse and Pollok are established or developing as major centres for retail and employment, which is reflected in the Glasgow City Plan. Local plans should therefore have particular regard to the varying roles of the town centres in [Schedule 1\(a\)](#).

**8.6 Town Centre Renewal Priorities:** The general need to give priority to the renewal of town centres is recognised in [Schedule 1\(a\)](#). This is particularly important where renewal is linked to other priorities, e.g. the Forth and Clyde Canal Millennium Link in Kirkintilloch. The scale of renewal required in some of the larger centres is a strategic priority. The maintenance of the vitality and viability of Glasgow City Centre is important to the whole of the metropolitan area. Glasgow City Centre has considerable remaining capacity in terms of vacant land and buildings. Although it has been successful in attracting new investment, there is still a substantial need for further renewal. Several other town centres in the Structure Plan area need support in adapting to changing circumstances and these are also identified as renewal priorities in [Schedule 1\(a\)](#).

**8.7** The renewal of town centres will also depend upon policies which promote the better management of traffic and support them as the preferred locations for business developments which generate a high number of personal trips, e.g. major offices, or developments which serve the wider community.

**8.8** Consideration has been given to a proposal for a new town centre in North Lanarkshire as a component of the regeneration proposals for the former Ravenscraig steelworks site (refer [Diagram 5](#)). A proposal, therefore, for the development of a new town centre and related facilities at Ravenscraig, including additional retail floorspace, will help meet identified deficiencies in the existing retail provision as well as helping the renewal of the Ravenscraig site and regeneration of this part of North Lanarkshire. Any proposal for a new town centre would need to be linked, as necessary, to a planned restructuring of the existing centres of Wishaw and Motherwell.

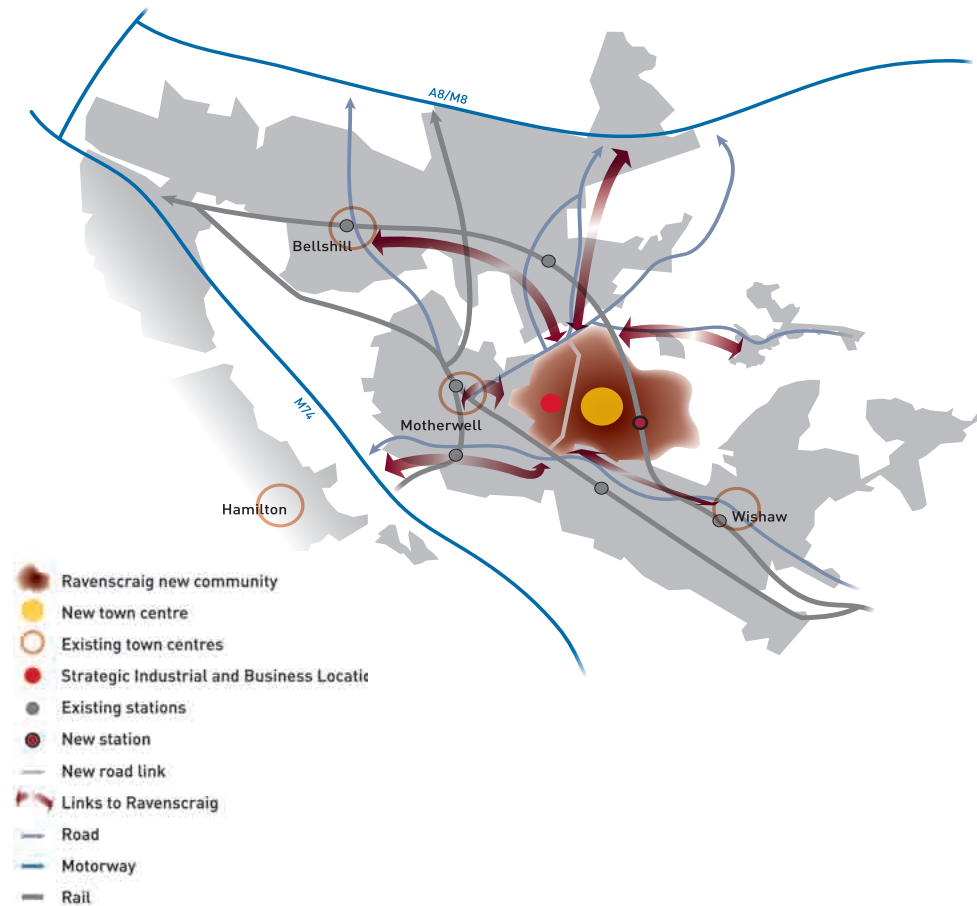
## Urban Renewal Areas

8.9 Despite significant reuse of urban brownfield land for development over the last decade, there were 3,272 hectares of urban vacant and derelict land in 2007. This is due to the fact that there has been continuing fall out of land from active use and this is expected to continue. The major source of future development land will therefore continue to be brownfield urban land. The Metropolitan Development Strategy requires a continuing presumption in favour of the redevelopment of urban land and property. The Priority Areas requiring urban renewal are identified in **Schedule 1(b)**. These areas relate to the need for the long-term renewal of the Clyde Waterfront, the east end of Glasgow and the related parts of South Lanarkshire (referred to as Clyde Gateway), the Ravenscraig / Motherwell / Wishaw areas, each of which are supported as nationally significant in the Scottish Government's National Planning Framework and Regeneration Policy Statement. Two further major areas of metropolitan significance, Gartcosh and Provan, are also identified.

8.10 Some of these urban renewal priorities are linked to the need to restructure the inherited stock of social rented housing, given the current level of voids and projected demolitions. This particularly applies to the regeneration Partnership Areas in Glasgow and Inverclyde. The Glasgow Community Planning Partnership is addressing these issues, for example through the New Neighbourhood Initiative. There is a comparable strategy underway in Inverclyde in Port Glasgow (East) and Greenock (East and South West) through the New Housing Neighbourhoods initiative. Because much of the rejected housing stock in Inverclyde is in peripheral urban locations, an element of Green Belt adjustment might be appropriate to improve the configuration of the urban area and help to integrate it into the Central Conurbation Housing Market. These matters should be confirmed through local plans in accordance with [Strategic Policy 2](#).

8.11 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 Government. The Cities Review and its related programme of action for 2006 - 2008 made £20m available for land remediation in Glasgow, North Lanarkshire and South Lanarkshire. The experience of this programme has confirmed that a longer term programme of action for the whole Structure Plan area is desirable. This is reflected in the Action Programme currently under development.

Diagram 5 Ravenscraig - Strategic Context



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## Community Growth Areas

8.12 Without prejudice to the priority that needs to be given to urban renewal it is considered that the development demands arising from the Agenda for Sustained Growth will not be met alone through the reuse of brownfield land. It is estimated that capacity for approximately 19,000 additional houses needs to be identified for the period to 2018 (refer [Technical Report TR 6/06](#)). In addition, there will be demands for new social rented housing related to the re-provisioning of the existing stock. Although on past experience new brownfield opportunities will emerge to meet part of this demand, it is considered necessary to make provision for new areas of urban expansion listed in [Schedule 1\(c\)](#), referred to as **Community Growth Areas**.

8.13 The major Community Growth Areas relate to four key transport corridors:

- (i) North East (Glasgow to Cumbernauld);
- (ii) Western (Glasgow to Greenock);
- (iii) Clyde Valley North (Glasgow to Carluke); and
- (iv) Clyde Valley South (Glasgow to Larkhall).

Additional areas have been identified at the following transport-related locations:

- East Kilbride;
- Broomhouse / Baillieston / Carmyle; and
- Johnstone South-West.

8.14 The locations identified in [Schedule 1\(c\)](#) shall be developed in accordance with master plans approved by the relevant planning authority. Requirements, including those for supporting infrastructure and services shall be established through these master plans and, where necessary, through legally binding agreements. These requirements include:

- linkage to the existing and planned extensions to the fixed public transport network or Park and Ride facilities;
- contributions to the establishment of the Green Network;
- creation and management of interconnected greenspaces and where necessary the enhancement of the adjacent Green Belt;
- satisfactory treatment of any associated derelict or contaminated land;
- associated infrastructure improvements and flood management requirements;
- integration with existing communities and wider regeneration initiatives and support for approved access strategies;
- 'green transport' links (including walking, cycling and public transport) to employment areas and town centres;
- a range of appropriate mixed uses and of housing types and choice;
- delivering high design standards in the built environment and urban form;
- the long-term quality and stability of any new urban Green Belt boundary;
- access to adequate social and community facilities, including educational, religious and cultural, and, if necessary a neighbourhood centre;
- provision for affordable (including social rented) housing, where there is a demonstrable need identified in Local Housing Strategies; and
- landscape character assessment.

The scale of development should accord with the indicative capacity set out in [Schedule 1\(c\)](#) and assessed through local planning and approved master plans. These requirements are additional to any other requirements, for example the assessment and safeguarding of existing environmental resources. In addition, liaison with the Scottish Government will be required on trunk road issues and where necessary prior agreement reached.

8.15 Areas for future urban expansion for housing and industrial development arising from previous Structure Plan reviews are already identified in Local Plans. These are committed areas for new investment. There are outstanding Strategic Planning requirements which need to be met if development in the Community Growth Areas is to be acceptable. For example, there is a general planning need to improve access to these areas by public transport and to create a Green Belt edge which is clear, high quality and defensible in the longer term. Development at a number of locations is dependent on improvements to road and rail infrastructure. These include the construction of a modified section of the Bishopbriggs Relief Road and land for a Light Rapid Transport Link at Bishopbriggs; financial assistance with the construction of the Kirkintilloch Link Road, and provision for a new station at Woodilee. If these requirements cannot be delivered, the planning status of these development proposals will need to be reassessed. These considerations will be taken into account in the implementation of [Strategic Policy 9C](#). In the case of Bishopton, while the principle of a new motorway junction has been accepted, the development of a Community Growth Area will also depend on capacity problems on the M8 to the east of Bishopton being satisfactorily addressed and on improvements to rail capacity. [Strategic Policy 4](#) specifically makes provision for these enhancements.

## Strategic Policy 2

## Longer Term Potential for Development

Planning Authorities 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.

## Schedule 2

## Strategic Policy 2 Areas

- (a) Greenock / Port Glasgow in terms of its potential to become more integrated into the Central Conurbation Housing Market Area
- (b) A8 / M8 Corridor (Newhouse - Bargeddie) in terms of its critical position in the national trunk road network and the need to provide access to good quality public transport

## Longer Term Potential

8.16 The development assumptions that have been used in the Structure Plan build in a level of flexibility. Overall assumptions used in the Plan are based on higher levels of economic growth. This has been reflected in all the estimates of demand for industry, business, housing and retail expenditure. Land requirements assume that all development will be constructed at current densities, and do not take account of the proportion that occurs within the curtilage of existing properties, or in smaller scale developments.

8.17 The Metropolitan Flagship Initiatives, recognised in Joint Policy Commitment 1A, in particular have capacity for development both in the medium to longer term post-2018. In addition to this capacity the Community Growth Areas identified in Schedule 1(c) could allow for development beyond 2018. This would have to be confirmed and phased as part of the master planning required in paragraph 8.14 for each of these areas and approved by the planning authority. The release of land identified in these locations for development will be controlled through Strategic Policy 9A(ii) and any updated assessments agreed by the Joint Committee of the supply and demand estimates used in the Plan. The scale of new housing development required from 2018 to 2025, will be identified by monitoring the outcome of the Structure Plan's short and medium term assumptions, Community Growth Area capacity and with reference to further study in the locations identified in Strategic Policy 2.

8.18 Without prejudice to the general need to give priority to urban renewal and to focus further urban expansion required on the locations identified in Schedule 1(c), further study is required on the locations identified in Strategic Policy 2, Greenock - Port Glasgow and the Newhouse - Bargeddie Corridor.

- (a) **Greenock / Port Glasgow:** The location and accessibility of Inverclyde suggests that the area has potential to make a much more significant contribution to development needs than it currently does. This, however, is dependent on repositioning the area in the housing market which is currently underway through the Riverside Inverclyde initiative. Any related development needs should be met within urban renewal areas in the short to medium term, but the longer term potential for additional urban expansion should be assessed through Strategic Policy 2.
- (b) The **A8 / M8 Corridor (Newhouse - Bargeddie)** is the focus of pressure for the creation of additional industrial and business space and has potential for 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 up to 75ha of land for business and industry. The corridor is critical to the Scottish motorway and trunk road network and the effectiveness of the nationally important Eurocentral rail freight terminal, and is 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 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.

**Rural Investment Areas**

8.19 In addition to the identified priorities for urban development, it is appropriate to recognise the special needs of rural communities which are less accessible to employment and other opportunities within the conurbation. Traditional rural industries have declined in these areas and there are pockets of high unemployment, where the situation is made more difficult by their relative remoteness.

8.20 In particular areas there are major environmental problems which are compounded by social and economic conditions. In Douglas Valley / South Clydesdale there is a particular need to support the provision of local facilities and to address local housing and employment needs. In addition, the national importance of environmental action in the Central Scotland Plateau has been recognised through the commitment to the Central Scotland Forest. The Metropolitan Development Strategy therefore recognises these two areas in **Schedule 1(d)** as Rural Investment Areas where co-ordinated action is required to enhance the environment diversify the economy and promote access and recreational activity (**Table 6**), including considering the appropriateness of promoting green opportunity areas in line with **Scottish Planning Policy (SPP) 15 Planning for Rural Development**. Such an approach relates to the emerging European policy for the promotion of integrated Rural Investment Areas, as a consequence of the review of the Common Agricultural Policy.

**Table 6**  
Range of Action required to support Rural Investment Areas

**Economic Regeneration**

- Creation of local jobs
- Support for agriculture and farm diversification
- Identify Preferred Areas for Forestry and Renewable Energy
- Identify sites for downstream forestry industries
- Promote Tourism Development Areas and outdoor recreational opportunities

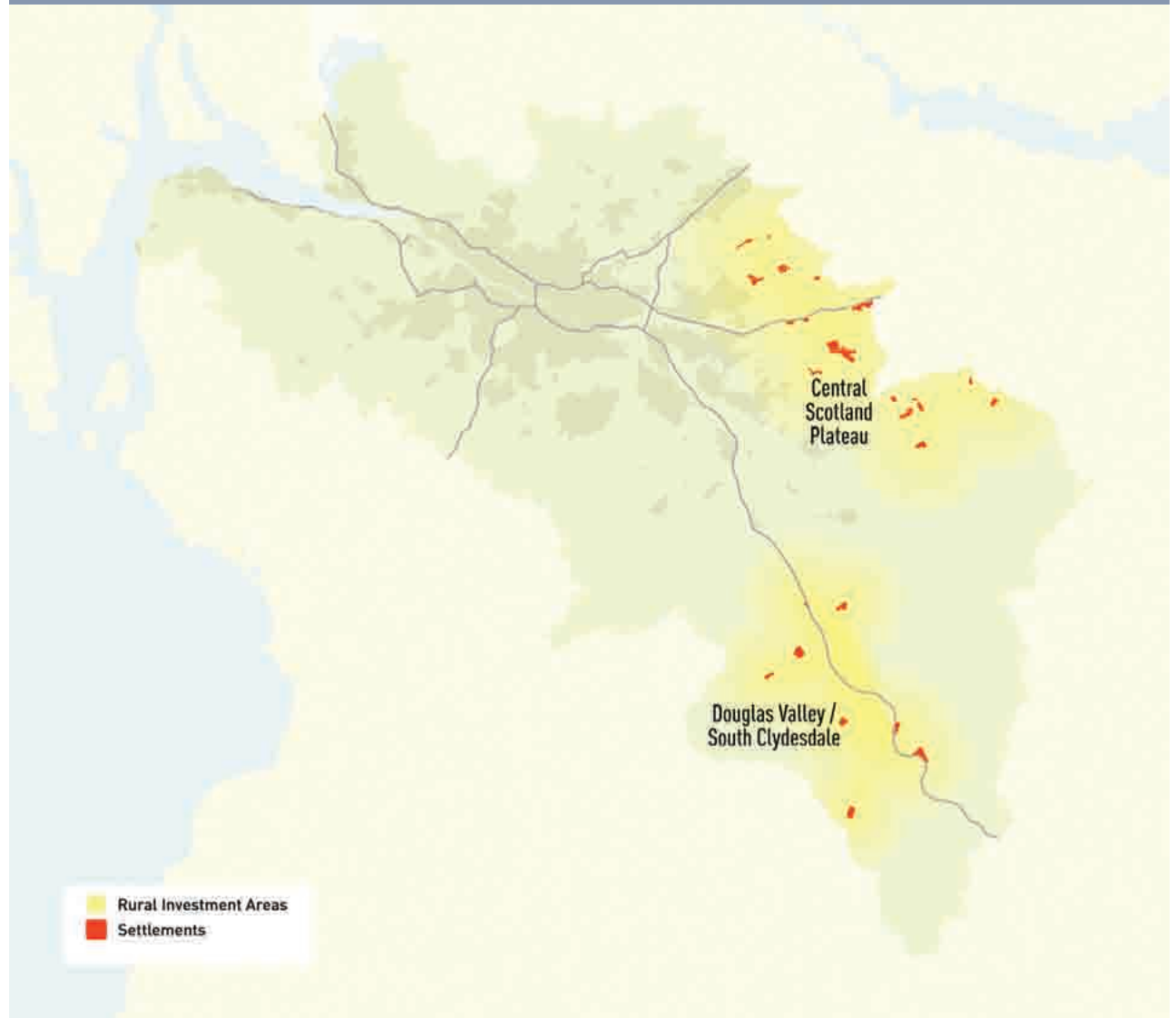
**Social Inclusion**

- Support for local services especially public transport
- Enhance housing quality
- More relaxed policies on use of the car

**Environmental Quality**

- Landscape renewal linked to derelict land restoration, mineral extraction and woodland development programmes
- Landscape strategies for management of Clyde Valley Woodlands and the restructuring of existing forests to enhance their landscape, biodiversity community and recreational value

**Diagram 6 Rural Investment Areas**



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## Joint Transport Priorities

8.21 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)**. Strategic transport requirements are listed in **Strategic Policies 3** and **4**. 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 **Central Scotland Transport Corridor Study** has confirmed the proposals for the upgrading of the M8 - A8 and M80 - A80, and associated network improvements, as national priorities. **Strategic Policy 1(e)** identifies the outstanding joint transport priorities which are required to help the delivery of the Agenda for Sustained Growth. It should be noted that this does not imply commitment of resources by the Scottish Government.

### External Transport Linkages

8.22 A number of gaps in external transport links are identified in **Schedule 1(e)**:

- **Glasgow City Centre Hub:** the linking of rail systems by Crossrail and potentially by a new City Centre tunnel, the M74 and M8 (East) completion, rail links to West Lothian and higher speed rail links to Edinburgh; and
- **Glasgow International Airport Access:** rail link committed. At this stage any commitment to the upgrading of the M8 between Junctions 26 and 29 will depend on the outcome of further studies.

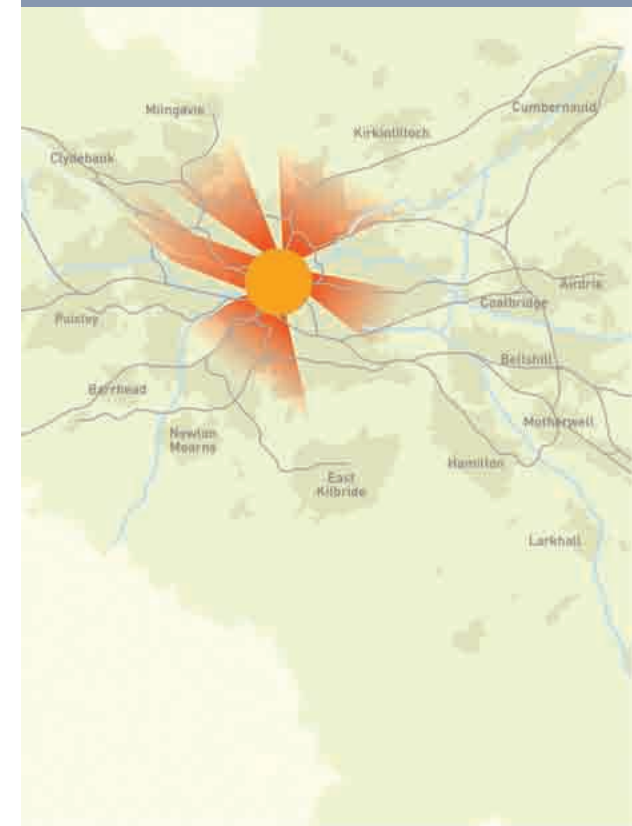
### Internal Transport Linkages

8.23 Public transport needs to offer high quality accessibility in terms of flexibility, frequency, long-term quality and image, and interchange facilities across the whole Metropolitan area, particularly in areas of high car-ownership. Providing access to strategic development locations which cannot be served easily by the fixed rail network remains an issue, particularly the Waterfront Metropolitan Flagship Initiative areas, and the employment centres along the corridors of the A8 / M8 and the M74 / East End Regeneration Route. The growing scale of circumferential movements around the conurbation also needs to be addressed.

8.24 **Schedule 1(e)** therefore also identifies the need to promote a mass transit network (including light rapid transit or equivalent system) in order to reduce the Accessibility Gap, refer **paragraph 9.4** and **Diagram 7**, and to the potential for commuter ferry services on the River Clyde to serve the new, growing riverside communities. Collectively, they will contribute significantly to the target of doubling the proportion of the population in the area who have good access to a dedicated public transport system. These projects will be taken forward in partnership with SPT, the regional transport partnership.

8.25 The schemes identified in **Schedule 1(e)** need to be supported by policies to manage congestion. A joint parking strategy should provide the necessary management of demand. This will need to take account of **SPP 17 Planning for Transport**, requiring maximum standards to be agreed across the Structure Plan area. The parking strategy will be developed by the regional transport partnership, SPT. At this stage the requirement is recognised in **Joint Policy Commitment 2**.

Diagram 7 Mass Transport Corridors



## Green Network Priorities

8.26 The Metropolitan Development Strategy requires that a Green Network ([Diagram 8](#)) is created extending from the heart of Glasgow and other town centres through to the remoter communities. This network should be detailed in local plans and implemented through joint action programmes with key public sector agencies, particularly Scottish Natural Heritage, the Forestry Commission (Scotland), Local Enterprise Companies and the Strathclyde European Partnership. There will be a need for joint working between neighbouring authorities in areas such as the Loch Lomond and the Trossachs National Park, the Central Scotland Forest, the Clyde Muirshiel Regional Park and the Campsie Fells.

8.27 There is already a commitment to some key components of the Green Network identified in [Schedule 1\(f\)](#). There are, however, gaps in terms of its potential for recreation, amenity and nature conservation, particularly in the Flagship Initiative areas, where it could make an important contribution to urban regeneration. These include Ravenscraig, Cambuslang, Rutherglen, East End and the Gorbals in the Clyde Gateway, and Govan, Renfrew, Inverclyde, Dumbarton, Clydebank and Partick on the Clyde Waterfront. The promotion and management of the Green Network is important to the improvement of the external image of the area. The extension of the Green Network will also help to create a quality environment for the Community Growth Areas in [Schedule 1\(c\)](#) and to create a new long-term Green Belt boundary. Priorities for investment in sustaining or augmenting the Green Network are identified in [Schedule 1\(f\)](#) and indicated on the [Key Diagram](#).

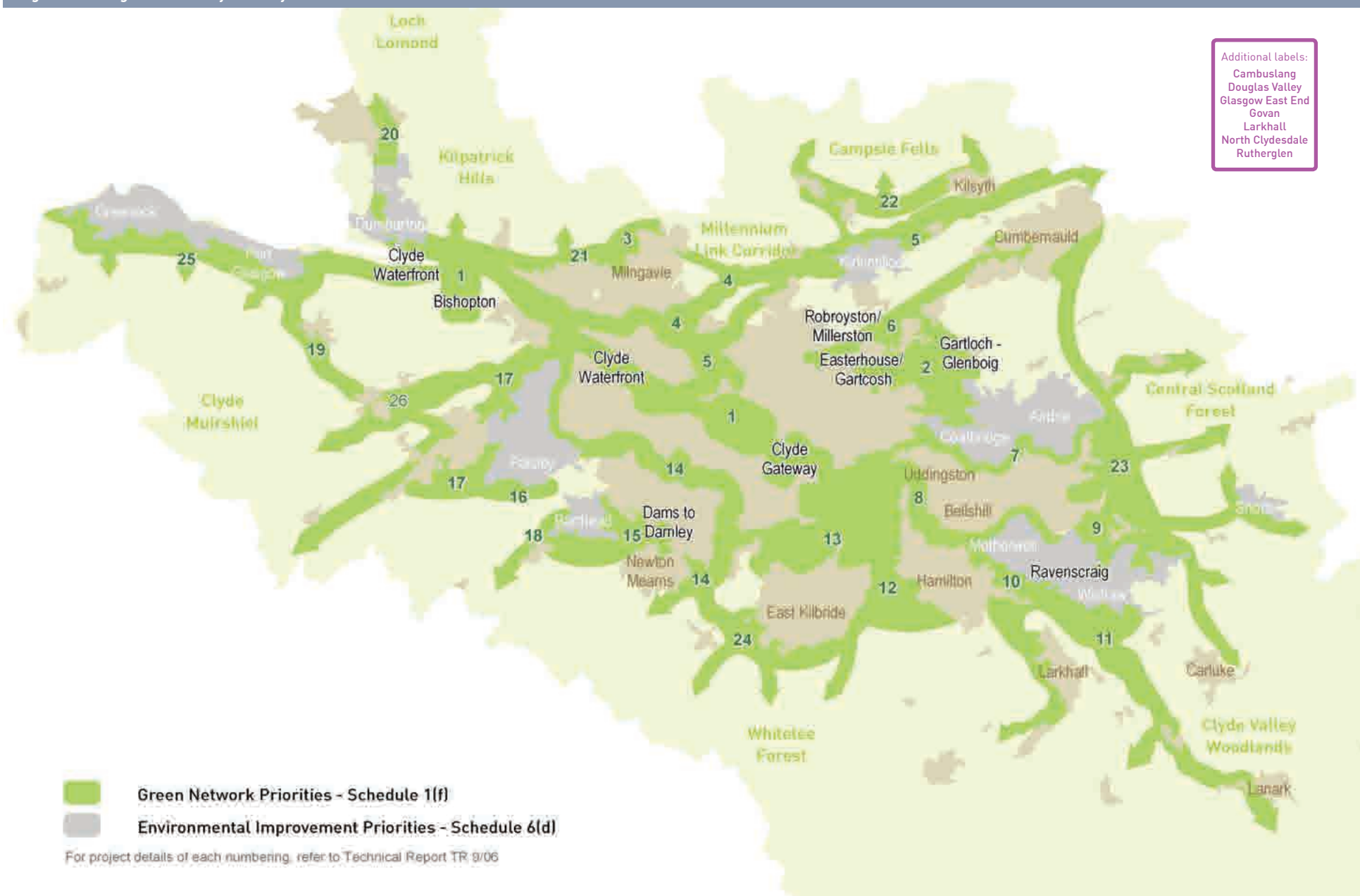
8.28 Joint working on the Strategic Green Network Partnership for Glasgow and the Clyde Valley has confirmed that there are potential major new greening projects which will support the Metropolitan Flagship Initiatives and planned Community Growth Areas, including the [Schedule 1\(c\)](#) locations.

These include the following potential projects:

- Bishopton Community Forest Park;
- Campsies Regional Park;
- Clyde Gateway with potential for creating a National Urban Park;
- Clyde Waterfront Green Place;
- Dams to Darnley Countryside Project;
- East Kilbride;
- 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 the **Woodlands in and Around Towns Programme** (WIAT) and the Central Scotland Forest.

Diagram 8 Glasgow and the Clyde Valley Green Network



Additional labels:  
 Cambuslang  
 Douglas Valley  
 Glasgow East End  
 Govan  
 Larkhall  
 North Clydesdale  
 Rutherglen

**Green Network Priorities - Schedule 1(f)**  
**Environmental Improvement Priorities - Schedule 6(d)**

For project details of each numbering, refer to Technical Report TR 9/06

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**Glasgow and Clyde Valley Green Belt and Wider Countryside**

8.29 The Glasgow and Clyde Valley Green Belt helps achieve the following interrelated objectives:

- controls the growth of built up areas and supports the process of urban renewal;
- prevents neighbouring towns from merging and controls sporadic and isolated development;
- preserves the special character of towns, including their landscape setting;
- protects agricultural land from inappropriate development and creates the necessary stability for its productive use for appropriate countryside uses such as forestry;
- protects and, where appropriate, enhances landscape character and biodiversity;
- provides for the enjoyment and recreational use of the countryside; and
- supports the development of the Green Network.

The continued designation and protection of the Glasgow and Clyde Valley Green Belt is therefore required through [Strategic Policy 1](#).

8.30 In view of the inherited and potential capacity of urban brownfield land and Community Growth Areas, no strategic adjustments are required to the general extent of the current Green Belt, except where necessary to meet other Structure Plan requirements emerging from [Strategic Policies 1, 3, 5 and 6](#). There may, however, be locations where the release of urban-edge greenfield land linked to the restoration of an equivalent area of urban-edge brownfield land for Green Belt purposes can contribute to the realisation of the Metropolitan Development Strategy. Any such opportunities will depend on new development being well located in relation to the transport network and should be identified by planning authorities through the local plan process.

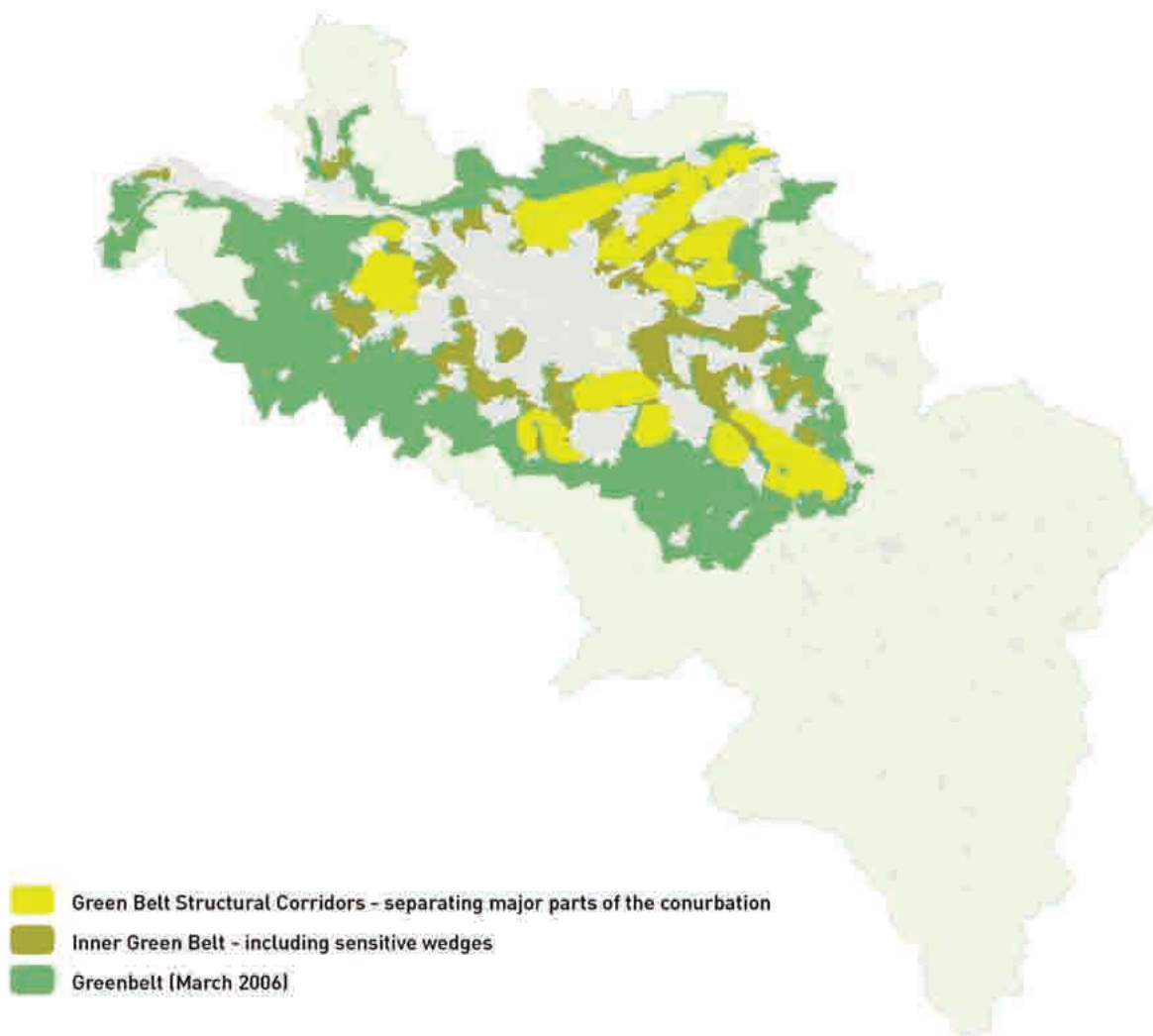
8.31 The outer Green Belt boundary has, in the main, been reviewed through local plans, particularly in Inverclyde where the Green Belt designation has been removed from much of the Clyde Muirshiel Regional Park to avoid overlap with the landscape designation. No further strategic adjustments are required. Local plans will continue to review the Green Belt boundary within the framework of the Structure Plan.

**Development in the Green Belt and Wider Countryside**

8.32 Most development needs will be met within the built-up area. Where urban expansion is justified, there needs to be control over its scale and form. The selection of such areas will be based upon the Guiding Principles of Sustainable Development and criteria in [Strategic Policy 9](#). In particular, any future strategic urban expansion will require to be linked to the existing or potential core public transport network, travel demand management and the promotion of non-road freight options. This will enable better access to be provided to employment and other opportunities. It is also important that any such decisions are integrated, where possible, with regeneration initiatives and have regard to the impact on the Green Belt. The broad framework of Green Belt resources is set out in [Diagram 9](#). In line with the settlement strategy and its component community growth areas set out in the Plan, local plans should consider the necessity of reviews to green belts which also take account of the requirements of SPP 21.

8.33 The re-use of previously developed land and the development of low-density, low-impact housing ([SPP 15](#)), within the Green Belt and wider countryside would undermine the objectives of promoting urban regeneration and controlling sporadic development if it were not controlled by the development plan. There is therefore a general presumption against isolated and sporadic development, (including low-density, low-impact housing), in the Green Belt and wider countryside.

8.34 Notwithstanding this, specific consideration can be given to the appropriateness of provision of low-density, low-impact housing in parts of the two Rural Investment Areas, [Schedule 1\(d\)](#), outwith the Green Belt, where it can be demonstrated that it forms an integral part of a comprehensive rural regeneration strategy. Any such development would have to be associated with the environmental restoration or enhancement of damaged or degraded landscapes within the context of an overall plan for securing the improvement of an area considerably larger than that being developed. Where this is acceptable in terms of the development plan, it will be essential to ensure that it results in environmental enhancement, e.g. through measures such as advance tree planting, improved public access and other benefits, secured by Section 75 Agreements. Until suitable areas are identified in an adopted Local Plan, existing development plan policies relating to the control of residential development in the countryside will continue to apply.



9.1 Ease of movement for people and goods across the Structure Plan area is essential to the implementation of the Metropolitan Development Strategy for the following reasons:

**Economic Competitiveness:** the provision of an integrated transport infrastructure is an essential element in enabling the economy of the west of Scotland to be successful in producing goods and services competitive in wider markets;

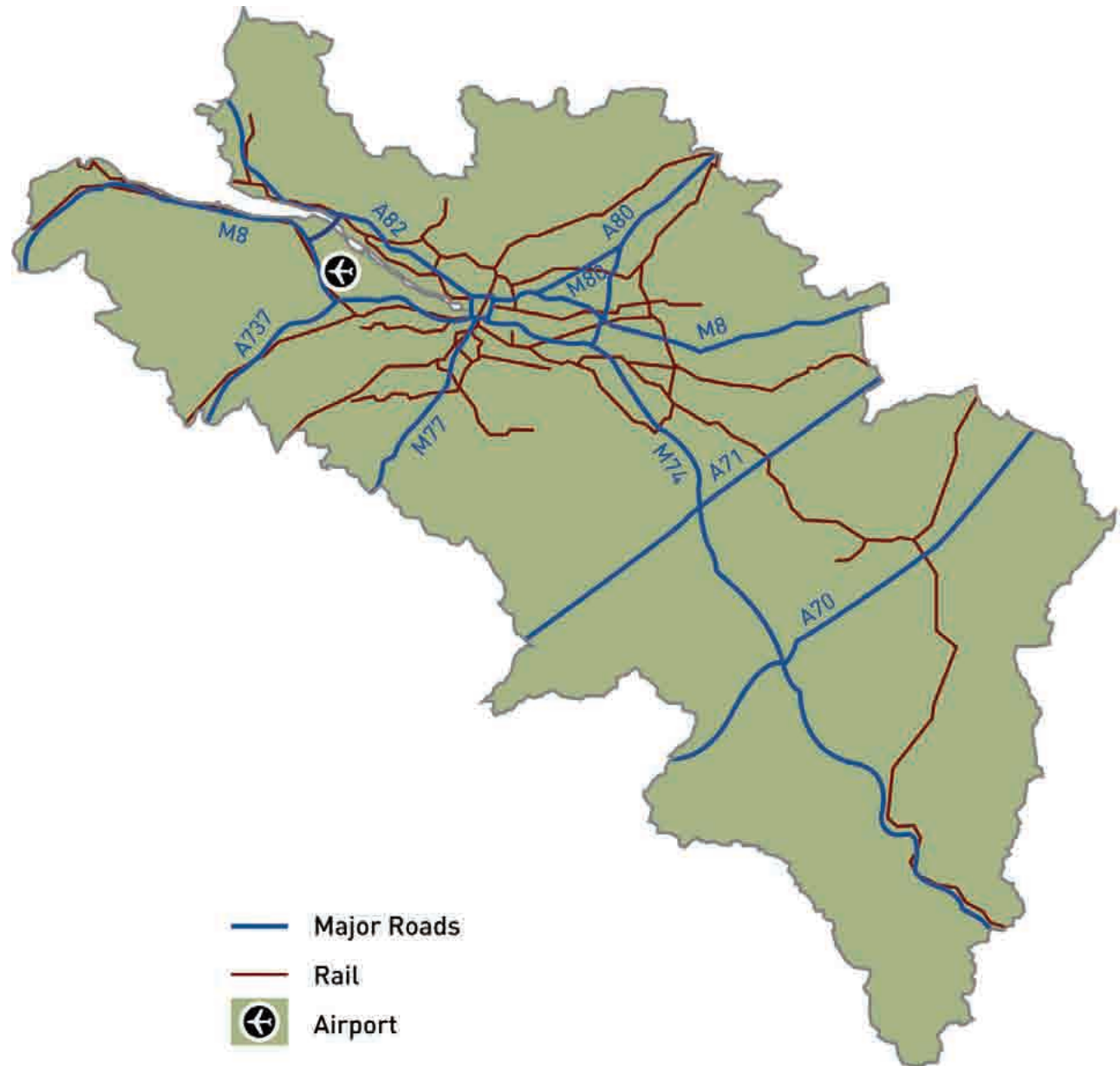
**Social Inclusion:** a significant proportion of the residents and households within the Structure Plan area are without access to a private car. Lack of choice in terms of safe access by walking, cycling and good quality public transport services excludes these people from opportunities enjoyed by others in society; and

**Environmental Quality:** the protection of the environment from the effects of climate change and the improvement of local air quality requires an integrated approach to the reduction in traffic levels throughout the Structure Plan area and beyond.

9.2 Current transport trends, particularly the increase in car usage, are in conflict with the above aspirations. In addition, past land use changes have contributed to a greater separation between the home, workplace and shops.

9.3 The Metropolitan Development Strategy seeks to promote:

- the Strategic Management of Travel Demands, including decisions on land use and development proposals; and
- investment in the Strategic Transport Network, [Diagram 10](#).



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## Strategic Management of Travel Demands

9.4 There is a major difference between public transport and car journey times. This can be described as the **Accessibility Gap** for those dependent upon public transport. This Accessibility Gap is even greater for shorter trips within any particular part of the Conurbation. This is particularly significant since most work place trips do not involve cross-conurbation movements. Trips along the central corridor and to Glasgow City Centre are, however, capable of management, reinforcing the importance of capitalising upon this corridor of movement and sustaining the City Centre.

9.5 A significant range of measures can be adopted in order to achieve this and these will be developed through Regional and Local Transport Strategies. They are listed in [Table 7](#). The Structure Plan policies will also contribute towards the strategic management of travel demands by promoting better use of the existing transport network, as set out in [Strategic Policy 3](#). These policies are based upon:

- locating new development where it can most effectively use the transport network and not exacerbate road traffic congestion;
- preparing town centre management action plans, given that town centres remain the main focus of trips both locally and strategically;
- managing movement along the strategic transport corridors; and
- controlling the use of the car through parking policies.

9.6 It is important to ensure that such measures are integrated with any necessary improvement to public transport facilities which are required to accommodate the diverted travel demands. [Strategic Policy 4](#) sets out the investment that is required to enhance the capacity of the public transport network. Many car trips, however, cannot be easily substituted by public transport systems, (e.g. those involving multiple destinations and those acting as feeder links to the public transport network) and should be provided for.

**Strategic Policy 3  
Strategic Management Of Travel Demands**

The sustainable development of the Glasgow and Clyde Valley metropolitan area requires that the following range of measures be included in Local Plans and Local Transport Strategies:

- (a) the selection of Sustainable Locations for development which reflect their function and relative transport accessibility  
**Schedule 3(a)**
- (b) Management Plans for Strategic Transportation Corridors  
**Schedule 3(b)** and **Diagram 11**
- (c) Town Centre Transport Action Plans  
**Schedule 3(c)**
- (d) Parking Policies setting appropriate maximum standards of provision across the Structure Plan Area, developing Park and Ride facilities and parking control zones

These considerations will be taken into account in the assessment of development proposals required under **Strategic Policy 9C(iii)**.

**Schedule 3(a)(i)  
Hierarchy of Accessibility - in order of preference**

For individual travel, the general hierarchy should be:

- Walking
- Cycling
- Public transport
- Private cars

For bulk goods and freight movement the general hierarchy should be:

- Directly from railhead or port
- Short road haul to railhead or port
- Trunk Road Network

**Schedule 3(a)(iii)  
Locational Preferences to be applied in the assessment of development proposals**

Locations which are highly accessible should be developed for uses with predominantly people-based movements, at higher densities whilst ensuring that there is no loss of amenity or urban character, and by setting appropriate lower maximum standards for provision of car parking

New development should be linked to the existing or potential walking and cycling networks

Shopping, Leisure, Office and Other Town Centre Uses should be sited where there is a choice of transport and should not be dependent on access predominantly by car

Developments which attract a large number of people from a wide catchment area should be located so that they are well served by public transport (e.g. retail and commercial leisure)

Business and industry should be in locations which reduce the need to travel, particularly by car, and be in proximity to other uses such as commerce, retail and leisure

Sites for distribution and warehousing should be readily accessible not only to the trunk road network, but also to suitable rail facilities, or suitable wharves and harbours

Sites with potential to use rail sidings and facilities, wharves and harbours should be safeguarded for manufacturing, processing or distribution and warehousing developments

New mineral extraction and waste management facilities should consider where possible dedicated haul roads, provided by the developer, or use of rail transport

**Schedule 3(b)  
Priority Corridors for Management**

Priority should be given in Transport Strategies to the management of travel demands, including measures identified in **Table 7**, in the following Strategic Transportation Corridors:

- (i) **Central Corridor**
  - Airport - Tunnel - Glasgow City Centre
  - Clydebank - Glasgow
  - Cross River Clyde Links
  - East End - Cambuslang
  - Easterhouse - City Centre
  - Greenock and Port Glasgow
  - Newhouse - Baillieston
- (ii) **Links to Central Corridor**
  - Milngavie / Bearsden - Glasgow
  - Bishopbriggs - Glasgow
  - Cumbernauld - Glasgow
  - East Kilbride - Glasgow
  - Giffnock / Newton Mearns - Glasgow
  - Hamilton / Larkhall - Glasgow
  - Kirkintilloch - Glasgow
  - Motherwell - Ravenscraig - Wishaw - Glasgow
  - Paisley - Glasgow
  - Southside - Glasgow
- (iii) **Circumferential Corridors**
  - Cumbernauld - Airdrie - Ravenscraig - M74
  - Coatbridge - Bellshill - Hamilton - East Kilbride
  - East Kilbride - Clarkston / Giffnock - Paisley
  - Paisley - Erskine Bridge - Dumbarton - Clydebank
- (iv) **External Links**
  - Glasgow - Edinburgh Rail Links
  - Links to Argyll and Bute (including A82 and ferries)
  - South Clydesdale - Lothians
  - North Lanarkshire - Lothians
  - East Renfrewshire, Lanarkshire, Inverclyde and Renfrewshire - Ayrshire



**Selection of Sustainable Locations for Development**

9.7 Development choices can help to minimise road traffic levels generally, and lorry traffic on non-trunk roads. For example, major travel generators, such as retailing, industry, offices and leisure, should be in places, especially town centres, well served by public transport, and with restricted associated car parking. Development proposals therefore need to be assessed within the context of a **Hierarchy of Accessibility** and the Locational Preferences set out in **Schedules 3(a)(i)** and **(ii)**.

9.8 **Strategic Policy 9C(ii)** requires development proposals to be assessed in terms of their provision for appropriate measures for the minimisation and management of additional traffic generation. This will include the following action:

- the use of **Transport Assessments** covering access by all modes including walking and cycling;
- the use of **Travel Plans** and planning agreements to promote sustainable transport solutions;
- a more pro-active approach to the implementation of policies through planning agreements with developers in accord with **SODD Circular 12/1996**.

9.9 There should also be a re-assessment of those development sites in unsustainable locations for which planning permission has not been granted, and those with time expired permissions, e.g. out-of-centre retail proposals. Where sites cannot be developed in a way that is consistent with the principles of sustainable transport they should be considered for alternative forms of development.

**Table 7  
Strategic Transportation Management Measures**

To improve accessibility and reduce the Accessibility Gap, particularly to employment opportunities and town centres, by:

- prioritising the use of road space on the basis of the 'Hierarchy of Accessibility' for example, by the use of lanes dedicated for cycling, buses or freight
- developing new priority public transport routes
- protecting rail solums for future development of the transport network and providing additional stations
- enhancing ferry facilities on the Clyde
- Travel Plans
- providing Park and Ride facilities
- establishing parking policies targeted towards centres with severe congestion problems

## Management Plans for Strategic Transportation Corridors

9.10 The maintenance of high levels of accessibility throughout the area is central to the Metropolitan Development Strategy. This requires measures to reduce conflicts between local and longer distance travel demands. Most trips are local and short, however; many local trips make use of the strategic transport network and this can have adverse impacts on the longer distance movement of goods.

9.11 Policies and priorities for action need to be related to the strategic transport corridors. [Schedule 3\(b\)](#) and [Diagram 11](#) identify existing and proposed Corridors for Management, to be promoted within the constituent authorities' local plans and local transport strategies, in terms of:

- the **Central Corridor**, upon which accessibility throughout the whole metropolitan area depends, both in terms of short local trips and longer distance movements;
- **Links to the Central Corridor**, which are well suited to the development of Corridor Action Plans (CAPs) and Quality Bus Corridors. Some are already recognised as priorities for Corridor Action Plans to manage traffic demands and provide for improved accessibility by public transport;
- **Circumferential Corridors** which are not well served by public transport. Traffic growth patterns point to the need for additional CAPs on a number of circumferential routes to improve the accessibility of employment locations in Lanarkshire and Renfrewshire and to provide cross-river access, for example between Renfrewshire and Dunbartonshire; and
- **External Links** which provide better public transport connections to adjoining regions.

## Town Centre Transport Action Plan Priorities

9.12 The integration of land uses within key locations, particularly town centres, can reduce the need for multiple journeys. Improving the environment and accessibility for all town centres is therefore important in the development of sustainable transport policies. The Town Centre Renewal Priorities, [Schedule 1\(a\)](#), and the Strategic Business Centres, [Schedule 5\(a\)](#), in particular, require the development and implementation of Town Centre Transport Action Plans, as identified in [Schedule 3\(c\)](#).

## Parking Policies

9.13 Parking policies are an important means of managing car-borne travel demand. Unrestricted parking provision is inappropriate and needs to be replaced by the setting of maximum standards limiting the level of parking associated with new development. This will be supported by the introduction of cycle parking standards and consideration of the scope for on-street parking control, particularly in town centres in [Schedule 3\(c\)](#).

9.14 In addition, Park and Ride facilities near the origin of journeys can be used to encourage public transport use for the greater part of trips and reduce congestion in central areas. The provision of such facilities should be targeted at high car-using residential areas and nodal points on the network, including locations on key approaches to Glasgow and on the circumferential corridors identified in [Schedule 3\(b\)](#).

9.15 These requirements are set out in [Strategic Policy 3\(d\)](#). This approach has to be related to the ability to control any displacement to on-street parking and the policy provisions incorporated into Local Transport Strategies and Local Plans.

## Investment in the Strategic Transport Network

9.16 The existing transportation network is extensive. The priorities for investment are set out in [Strategic Policy 4](#) and [Diagram 12](#). These priorities are required to provide long-term rail and road capacity enhancements to support the Metropolitan Development Strategy and its Agenda for Sustained Growth.

### Strategic Policy 4 Strategic Transport Network

The sustainable development of the Glasgow and Clyde Valley metropolitan area will be supported through the development of the Strategic Transport Network, as identified on [Diagram 12](#) and in [Schedule 4](#).

## Schedule 4 Strategic Transport Network - Development Proposals

### (i) Strategic Walkways and Cycleways

National Cycle Network - Route 75 Glasgow to Inverclyde  
National Cycle Network - Route 74 Glasgow to Clyde Valley

### (ii) Public Transport Schemes to be investigated and confirmed through local plans

To Glasgow International Airport  
Increased rail capacity at Central Station / Cross Rail (Glasgow City Centre) and related station improvements  
Link to Renfrew / Braehead  
Link to Kirkintilloch  
Link to Newton Mearns  
Rail between North Electrics and Cumbernauld Line (Garngad Chord)  
Riverside North  
Clyde Ferry Facilities  
Barrhead to Kilmarnock Rail Link  
Rail Link to Bridge of Weir and Kilmacolm  
Carmyle Rail Line  
Airdrie - Bathgate Line  
Conurbation Mass Transit Options

### (iii) Rail Stations

**East Dunbartonshire**  
Allander, Westerhill and Woodilee  
**East Renfrewshire**  
Auchenback (Barrhead)  
**Glasgow**  
Blochairn, Drumchapel West, Ibrox, Jordanhill West, Parkhead Forge, Robroyston / Germiston / Millerston, Bogleshole (Cambuslang Investment Park), Glasgow Cross, Gorbals and West Street  
**North Lanarkshire**  
Abronhill, Mossend, Ravenscraig, Caldercruix, Plains  
**South Lanarkshire**  
Law, Symington, Abington  
**Renfrewshire**  
Ferguslie Park  
**West Dunbartonshire**  
Milton

### (iv) Road Schemes

M74 (completion)  
A8 / M8 Upgrade (East) and associated network improvements  
Glasgow Southern Orbital  
M77 Junction 4 upgrade (safeguarded potential)\*  
Improvements to the M8 between Junctions 26 and 29 (in particular), and access roads to Glasgow International Airport\*  
East End Regeneration Route  
A737 Roadhead Roundabout  
M80 Steps to Haggs

\* At present Transport Scotland is not committed to these schemes which will require appraisal to justify government support.

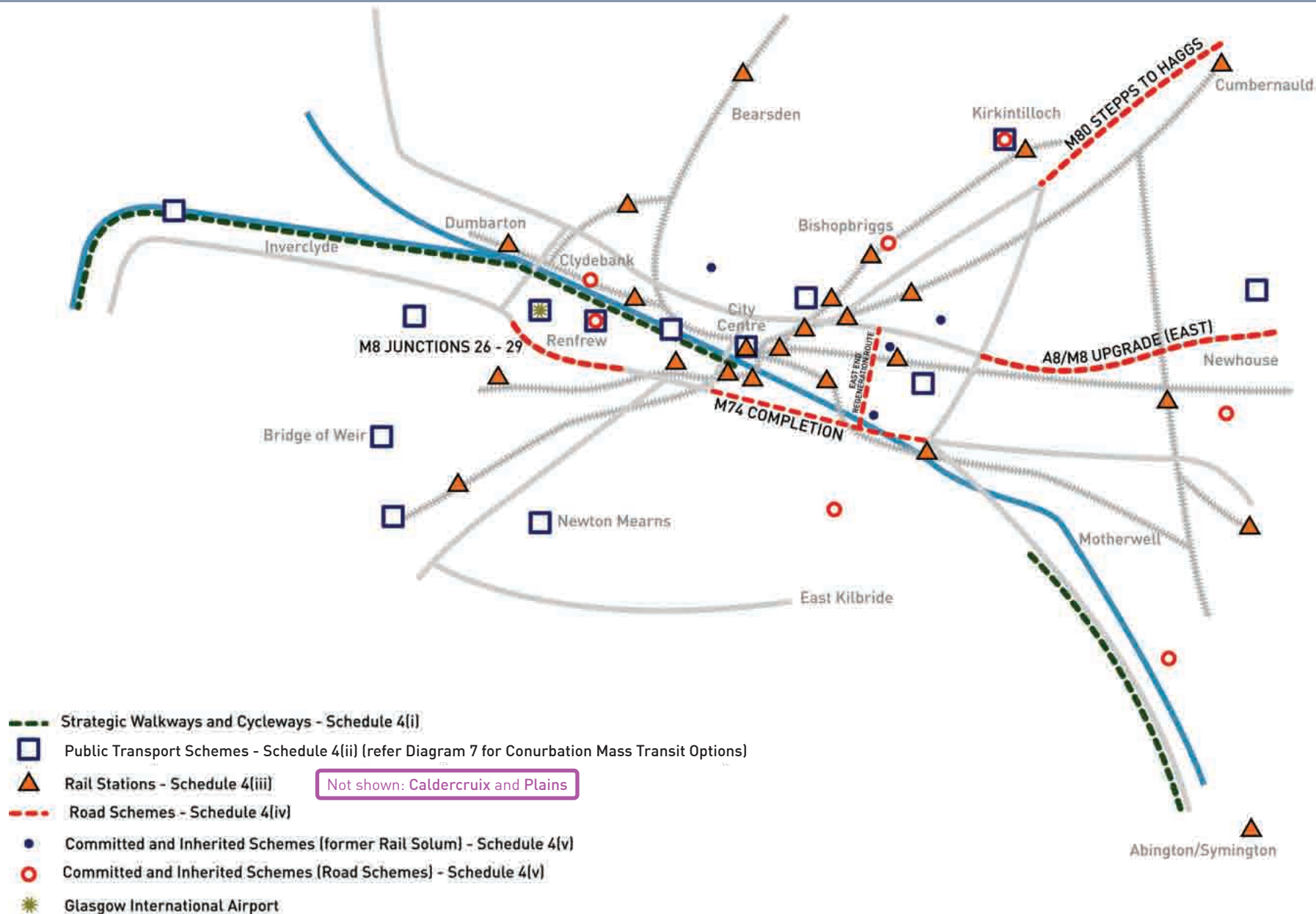
(v) Routes of Committed and Inherited Schemes to be safeguarded and confirmed through Local Plans

Former rail solum including:  
Easterhouse  
Maryhill via Kirklee  
Tollcross  
Balornock  
Road Schemes:  
Bishopbriggs Relief Road  
Carfin to Holytown Link Road Extension (A723 to A721)  
Cathkin Bypass  
Garrion Bridge  
Kirkintilloch Link Road  
Renfrew Western Development Road  
North Clydeside Development Route

### (vi) Opportunities for Motorway Service Areas

M80 (Robroyston - Stepps Corridor)  
M8 (East of Central Glasgow)  
M8 (West of Central Glasgow)  
M73 (Gartcosh)  
M74 (Lanarkshire)  
M77 (GSO Junction)

Diagram 12 Strategic Transport Network Development Proposals



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**Central Transport Corridor Schemes**

**9.17 Walking and Cycling:** The development of the cycleway network should be a consideration in all Corridor Action Plans. The Green Network will provide a framework for the development of the key longer distance walkways and cycleways, (Diagram 8). The main missing links, which include **National Cycle Routes 74** and **75**, are identified in **Schedule 4(i)**. Elsewhere, the quality of the existing network is limited and should be enhanced to serve employment and business centres.

**9.18 Public Transport Schemes:** Better Public Transport links between areas of need and areas of opportunity, and other beneficial improvements to the network, are identified in **Schedule 4(ii)**. These are:

- **links to the key transport nodes on the Corridor of Growth** – including Glasgow City Centre, Glasgow Airport, Newhouse, Renfrew and the Inverclyde ports;
- **links between settlements and the core rail network** – including Kirkintilloch and Renfrew / Braehead. Local plans should take into account the need to safeguard the routes of public transport schemes identified in local transport strategies and the extant Public Transport Strategy prepared by SPT;
- **links with the Community Growth Areas** – including improved capacity and better access to the rail network;
- **new rail stations** will also increase the effectiveness of the existing network. The priorities are listed in **Schedule 4(iii)**; and
- in rural areas, community transport schemes can play an important role, filling gaps in commercial public transport provision by providing feeder services or transport for elderly and disabled people for example. Priority areas for the development of such schemes are listed in **Schedule 1(d)**.

**9.19 New Road Schemes:** The schemes identified in **Schedule 4(iv)** are needed to fill recognised gaps in the Strategic Road Network which will have a significant impact upon the competitiveness of the metropolitan area over the twenty-year period and include:

- **M74 (Completion)** - this scheme, in particular, will improve access to and from Inverclyde, West Dunbartonshire, Renfrewshire and Glasgow International Airport, through Glasgow City Centre to Lanarkshire and the national motorway network of the M74 - M6;
- **M8 Baillieston - Newhouse Upgrade** and associated network improvements would improve strategic road links to the east of Scotland in the same Corridor of Growth and on the Coatbridge - East Kilbride Circumferential Corridor;
- **M8 between Junctions 26 and 29** - improvements to the general capacity of this stretch of motorway, to the junctions that serve it, and to related access roads, are critical to ensuring improved accessibility to strategic developments in the western conurbation, such as Riverside Inverclyde, Glasgow International Airport and a Community Growth Area at Bishopton Royal Ordnance Factory. At present there is no commitment from Transport Scotland and scheme appraisal will be required to justify government support. The potential for improvements to this part of the strategic road network therefore need to be safeguarded as set out in **Schedule 1(e)**; and
- **M80 Stepps to Haggs** - construction of a new offline dual carriageway from Stepps to Mollinsburn, with the existing A80 between Mollinsburn and Haggs upgraded; all to improve accessibility, safety, economy and the environment on the strategic road network between Glasgow, Stirling and the North East.

**Table 8**  
**Uncommitted Transport Schemes Evaluation Criteria**

In addition to the provisions of **Strategic Policy 9**, uncommitted transport schemes should be assessed, by reflecting the criteria identified in the **Scottish Government Scottish Transport Appraisal Guidance (STAG)**.

- (i) **Integration**  
Particularly through the development of the Key Locations and Preferred Areas identified in the Plan.
- (ii) **Economy**  
By providing a net economic benefit.
- (iii) **Safety**  
Through reductions in accidents by reducing the need to travel.
- (iv) **Environmental Impact**  
Particularly improvements in air quality through the reduction of traffic and car borne commuting.
- (v) **Accessibility**  
Through widening the choice of mode of travel and impact on pedestrians and cyclists, communities and public transport.

## Inter-Regional Transport Network Schemes

**9.20 Walking and Cycling:** The network of longer distance walkways and cycleways has been identified by Scottish Natural Heritage as part of its **Paths for All** programme and by Sustrans as part of the **Millennium National Cycle** way project. The safeguarding of these networks is through **Strategic Policy 9B(vi)**.

**9.21 Public Transport and Freight Movements:** The promotion of non-road based movement for longer distance trips for people and goods is an established national priority to be achieved by the following action:

- **Passenger Rail and Ferry Services:** The Structure Plan will support investment which improves the effectiveness of ferry links to and on the Firth of Clyde and rail links to other major centres in the United Kingdom, including the Lothians and Edinburgh, as identified in **Schedule 3(b)(iv)**. Consideration is also being given to improving the Glasgow - Barrhead - Kilmarnock line; and
- **Freight Movements:** It is important to the area's competitive position that raw materials (e.g. timber from Argyll) and finished products, from all parts of Scotland, are able to be moved rapidly and efficiently by road and rail. The Structure Plan, through **Strategic Policy 5(f)**, therefore supports developments which are specifically linked to ports, rail freight facilities and the Airport. This includes the need to improve operating arrangements for the Gartsherrie Container Terminal and safeguarding the rail links to the Inverclyde ports.

**9.22 New Road Schemes:** There are acknowledged gaps in the Strategic Road Network within the Structure Plan area which will have a significant impact upon the competitiveness of the metropolitan area over the longer term period. Some of these have already been the subject of detailed evaluation and justification, and previous approvals by the Scottish Ministers. These schemes are identified in **Schedule 4(iv)** including the **M74 (Completion)**, **M80 Steps to Hags** and **M8 Baillieston - Newhouse Upgrade**.

Other road schemes are recognised as strategic priorities in government policy but still require detailed evaluation and assessment. These are also identified in **Schedule 4(iv)** and include the capacity of the **M8 between Junctions 26 and 29**.

## Other Transport Schemes

**9.23** There are a number of public transport and road schemes approved which are listed in **Schedule 4(v)**. These include links between residential areas, especially the Priority Areas and high car usage suburbs, to Glasgow City Centre and peripheral employment areas, through the development of dedicated public transport routes. Whilst the potential of mass transit options (refer **Joint Policy Commitment 2**) is being evaluated by the Regional Transport Partnership, these options require the continued protection of former rail solums. There are also road schemes, most of which are related to realising the potential of specific Strategic Development Locations, e.g. Renfrew North, Bishopbriggs East, Clydebank Riverside, Glasgow East End (East End Regeneration Route) and Woodilee (Lenzie).

**9.24** The existing local plan commitments to these road schemes are supported by the Structure Plan. Uncommitted schemes will need to be re-assessed in the context of the most recent national transport policy, road traffic reduction targets and the strategic planning criteria identified in **Table 8**. This will be guided in part by the Scottish Government trunk road programme and the timescale for implementation. Until this re-assessment is completed, the various options should not be jeopardised and, therefore, their route lines should be protected through Local Plans and **Strategic Policy 9**.

**9.25** Opportunities for motorway service areas exist at the locations listed in **Schedule 4(vi)**. In realising these opportunities, regard should be had to the guidance in **SPP 17 / PAN 75 Planning for Transport**, existing planning permissions, emerging road proposals, the impact of new facilities on the free and safe flow of traffic on the motorway, the need to safeguard the strategic locations identified in **Schedules 5(b)** and **(d)**, environmental considerations such as the Green Belt and the natural and built heritage.

## 10 Other Infrastructure Requirements

10.1 The focus on urban renewal allows advantage to be taken of the existing infrastructure capacity of the area. The issues relating to transport, including freight, are covered in [Section 9](#). The following additional infrastructure requirements will need to be taken into account in implementing the Metropolitan Development Strategy.

### Water and Waste Water Services

10.2 Scottish Water is creating an integrated water network linking most major communities and has plans for further major investment in water treatment facilities. The removal of constraints imposed by lack of capacity in existing water and waste water service infrastructure is a critical component in the delivery of the Agenda for Sustained Growth. The Structure Plan sets out the development needs and priorities that Scottish Water needs to guide its future investment programme. As part of the **Quality and Standards III (Q&SIII) (2006 to 2014) Investment Programme**, Scottish Water should therefore work with planning authorities, local enterprise companies and developers to prioritise the funding of its water and wastewater network improvements to support the delivery of the strategic development locations identified in the Plan, and particularly those locations set out in the National Planning Framework and the Regeneration Policy statement as national priorities or supported as projects of national significance. As many of the Structure Plan's priorities are likely to be developed in the longer term (beyond the period of Q&SIII investment), joint working with Scottish Water, as set out in **PAN 79 Water and Drainage Drainage**, particularly in relation to drainage connections for strategic development priorities ([Diagram 4](#)), will be important in informing the priorities of the Q&SIV investment programme up to 2022. In this regard, the Joint Committee is seeking to agree a long-term approach with Scottish Water as part of an Action Programme in order to secure the required investment to deliver the Agenda for Sustained Growth. This will involve establishing an agreed approach for priorities for investment, a methodology for drainage assessments, and an integrated approach to surface water management building on the experience gained in preparing the Glasgow Strategic Drainage Plan. In rural non-sewered areas, private schemes may offer advantages in allowing development to take place.

## Flood Water Management

10.3 National planning policy and advice on flooding and water management is set out in **SPP 7 / PAN 69 Planning and Flooding** with advice on Sustainable Urban Drainage Systems (SUDS) in **PAN 61**. The *Water Environment and Water Services Act 2003* has given effect to the *EU Directive on River Basin Management Planning*. Most flooding issues in existing urban areas within functional flood plains will be matters to be addressed in local plans as development proposals are brought forward. However, the assessment of flood risk is reinforced in **Strategic Policy 9B(viii)** by an explicit reference to the functional flood plain and the need to safeguard its flood storage capacity. **Strategic Policy 9C(iv)** also includes a requirement for SUDS to be related to the relevant drainage strategy or assessment. Consideration will also be had to the potential cumulative impact of development proposals on the effectiveness of the functional flood plain.

10.4 Flood risk assessment where required should comply with the guidance in **SPP 7** and from SEPA. In areas where drainage is constrained, drainage assessments should be undertaken. Special requirements for flood defences or coastal protection schemes will be identified by authorities, individually or jointly with assistance from Flood Liaison and Advice Groups. The Structure Plan supports land raising as a flood alleviation measure only where: it is consistent with the need to concentrate development in the priority development and regeneration areas encompassed by the Metropolitan Flagship Initiatives; or where compatible with the Guiding Principles of Sustainable Development and **Strategic Policy 9**. Land raising measures should also comply with all of the following criteria:

- (i) make provision for and ensure maintenance of any necessary compensatory flood storage;
- (ii) have a neutral or better effect on the probability of flooding elsewhere (**SPP 7 paragraph 19**); and
- (iii) have regard to any advice from SEPA and SNH on the proposal.

## Energy Policies

10.5 There is a need to give consideration to energy related issues as part of the strategy for the creation of a more sustainable economy and healthy communities. The main sectors of energy consumption require differing policy responses. Industrial energy efficiency schemes are being promoted by SEPA. The need to reduce fuel consumption is integral to the policies for sustainable transport being promoted in the Structure Plan and Local Transport Strategies. Domestic fuel consumption has a direct bearing on patterns of household expenditure and therefore on housing conditions. The implications of all energy issues will be the subject of continuing review, but they are anticipated by the Guiding Principles of Sustainable Development and **Strategic Policy 9**.

## Information and Communication Technology Networks

10.6 Information and Communication Technology Networks (ICT) are developing rapidly and are a critical part of the infrastructure of the area, in particular for the promotion of the knowledge economy and e-commerce. As promoted through the National Planning Framework, it is considered important to support the provision of ICT connections, especially on the Clyde Waterfront, in the Clyde Gateway, and in the areas of community growth. Although consultation has not identified any major gaps in current networks, it is recognised that this is a rapidly changing world. The Structure Plan therefore seeks to support the provision of ICT connections through the provisions of **Strategic Policy 9** which has:

- (i) a general requirement on developers in **Strategic Policy 9C(v)** to provide ICT infrastructure in new significant developments; and
- (ii) a requirement that developers of the Metropolitan Flagship Initiatives and the new Community Growth Areas make provision for access to the national ICT network.

## Waste Management

10.7 UK targets resulting from the EU *Landfill Directive* are for the amount of biodegradable municipal waste going to landfill to be reduced to 75% of 1995 levels by 2010, 50% by 2013 and 35% of 1995 levels by 2020. In preparation for the National Waste Management Plan for Scotland, the Scottish Government has set a target of recycling or composting 70% of municipal waste by 2025. The Scottish Government also considers that no more than 5% of municipal waste should be landfilled by 2025. Greater emphasis will be placed on managing commercial and industrial waste with new targets to be developed for reducing the amount sent to landfill. It is intended that no more than 25% of municipal waste should be treated in energy from waste plants by 2025. Where energy from waste plants are proposed, the Government has a strong preference, in relation to both municipal waste and commercial and industrial waste, for energy from waste plants with high levels of efficiency such as those providing combined heat and power or district heating.

10.8 Meeting the Government's waste policy targets requires the development of additional waste management facilities in the structure plan area. An assessment of the need for waste management facilities has been carried out in preparing the **Glasgow and the Clyde Valley Area Waste Plan**. The Government will consult on the future of Area Waste Plans and Area Waste Groups in the context of the preparation of the National Waste Management Plan. In addition to the requirement for facilities to divert waste from landfill, including efficient energy from waste plants, other sites will be required for transfer, recycling and composting activities. The aim is to create an integrated network of long term waste management facilities to serve Glasgow and the Clyde Valley, as recognised in **Strategic Policy 6(f)**. Technologies that may form part of the integrated network include materials recycling facilities, mixed waste processing facilities, composters, biological / mechanical treatment facilities and energy from waste plants.

10.9 The Structure Plan supports the provision of the appropriate and necessary infrastructure required to meet municipal waste management targets within the established timescales and to support national policy on commercial and industrial waste. Development proposals for waste management facilities will be supported by the Structure Plan where it can be demonstrated that they are consistent with an agreed needs assessment and can be justified in terms of Best Practicable Environmental Option (BPEO), proximity principle, local amenity and the Guiding Principles for Sustainable Development, particularly relating to transport. Currently the guidance on needs assessment and BPEO in the Area Waste Plan relates only to municipal waste. The Structure Plan Joint Committee will work with Glasgow and the Clyde Valley Waste Strategy Area Group to set targets which support the Government's policy of reducing the amount of commercial and industrial waste sent to landfill. Proposals will also need to be justified in terms of **Strategic Policies 9** and **10**.

10.10 Local plans should identify sites or provide criteria to identify suitable sites or areas of search for waste management installations to achieve the necessary increases in capacity. **SPP 10 Planning for Waste Management** provides a model policy focused on industrial land. Other potentially suitable locations include existing waste management facilities and degraded, contaminated or derelict land (where redevelopment can contribute to restoration and rehabilitation). Local plans should consider the efficiencies which can be achieved through combined heat and power or district heating schemes when identifying locations for energy from waste plants. Waste management technologies and best practice in the design of waste management facilities are constantly changing. Waste issues will be monitored regularly to ensure that the planning framework supports the need for new waste management facilities and consideration of innovative proposals.



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# Section D

## Development Frameworks

11

**Economic Competitiveness**

12

**Quality of Life and Health of Local Communities**

13

**Wider Environmental Framework**

11 Economic Competitiveness

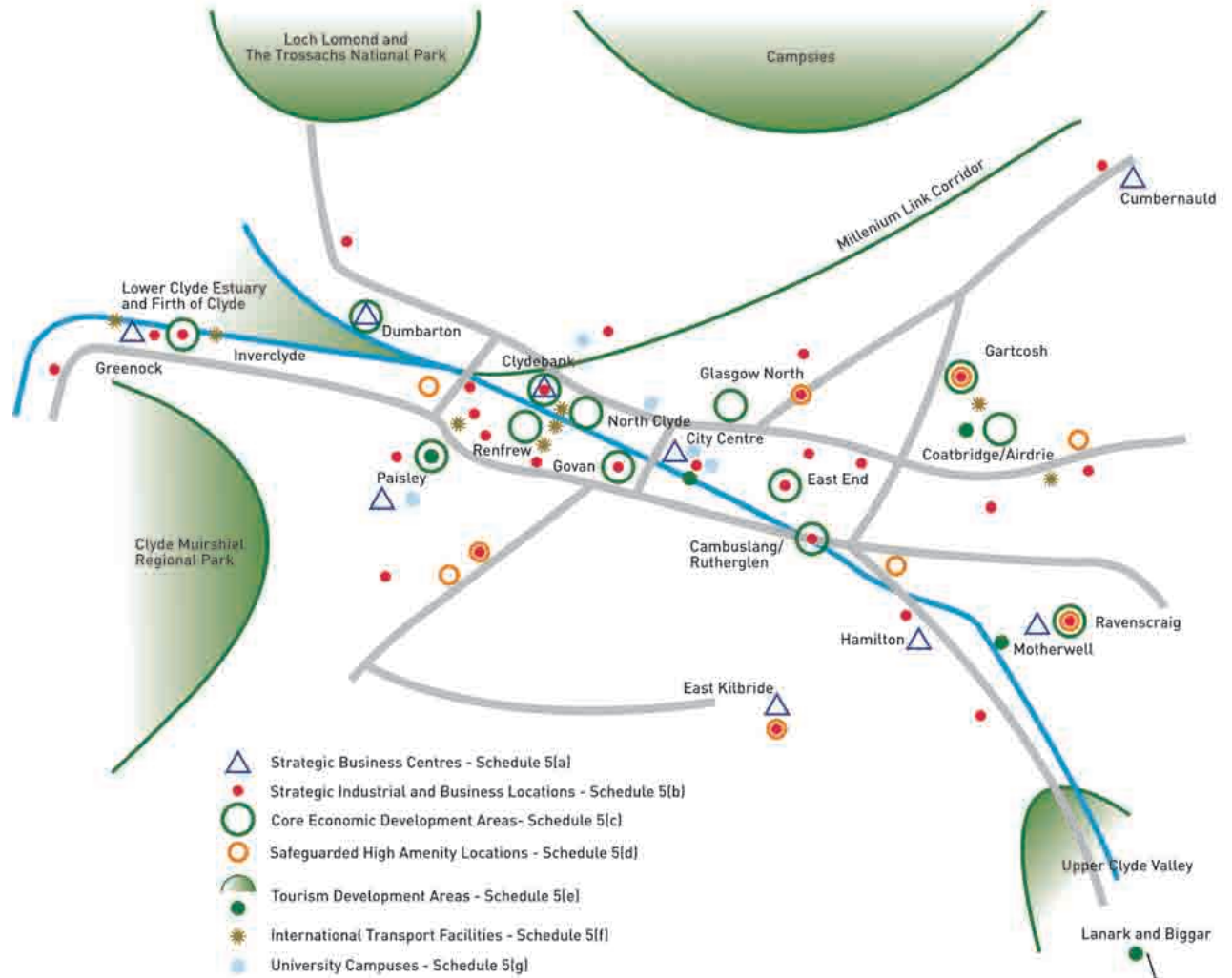
11.1 The Shared Targets for the Plan demand an increased rate of economic development over the Plan period. **Strategic Policy 5** sets out the Competitive Economic Framework of development opportunities by which this growth will be achieved, including:

- **accommodating New and Expanding Businesses** in locations which have the potential to be closely integrated into the public transport system and the network of town centres, and which are well related to areas of employment need; and
- **the Creation of a Competitive Place** by enhancing the environment and developing better international links.

11.2 The Competitive Economic Framework complements the wider initiatives being implemented by the Enterprise Network to stimulate enterprise and an **inclusive economy**. These initiatives have been identified in the forthcoming **Economic Development Action Programme** for Glasgow and the Clyde Valley. Local planning should also give consideration to the provision of small scale opportunities to meet local industry and business development needs in the main towns, sectors of Glasgow and in rural areas. Areas where additional local employment opportunities are required are identified separately in **Section 12**.

11.3 The Plan requires that there is a minimum 10-year potential bank of marketable and serviceable land for business and industry within the Structure Plan area, including a five year supply of readily available marketable sites. High Amenity Sites for significant users are identified and the Plan promotes more accessible Core Economic Development Areas where further development should be promoted through urban renewal to achieve a better distribution of economic activity. The following section outlines the means by which these targets will be achieved.

Diagram 13 Competitive Economic Framework



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**Strategic Policy 5  
Competitive Economic Framework**

The economic competitiveness of the Glasgow and Clyde Valley Metropolitan area will be supported through:

- Maintaining a minimum 10-year potentially marketable and serviceable land supply
- The development (and their safeguarding from inappropriate alternative uses) of the Strategic Economic Locations identified in Categories (a) to (d) below, as identified on **Diagram 13**
- Promoting the economic role of the other key assets identified in Categories (e) to (g) below:

- (a) **Schedule 5(a)** Strategic Business Centres
- (b) **Schedule 5(b)** Strategic Industrial and Business Locations
- (c) **Schedule 5(c)** Core Economic Development Areas
- (d) **Schedule 5(d)** Safeguarded High Amenity Locations
- (e) **Schedule 5(e)** Tourism Development Areas
- (f) **Schedule 5(f)** International Transport Facilities
- (g) **Schedule 5(g)** University Campuses

**Schedule 5(a)  
Strategic Business Centres**

Clydebank	Cumbernauld
Dumbarton	East Kilbride
Glasgow City Centre	Greenock
Hamilton	Motherwell
Paisley	

**Schedule 5(b)  
Strategic Industrial and Business Locations**

Barrhead	Blantyre / Whistleberry
Cambuslang	Cartsburn
City Science / College Business Park	Clydebank Business Park
Clydebank Riverside	Clyde Gateway
Cumbernauld North West	Darnley Mains
East Kilbride South and West	Erskine Riverfront
Faulds Park	Gartcosh
Glasgow Business Park	Greenock / Port Glasgow (Riverside)
Hillington / Cardonald	Inchinnan
Former Lanarkshire Enterprise Zone (various sites)*	
Newhouse and Newhouse West (including Eurocentral)	
Larkhall South	Linwood
Pacific Quay	Queenslie
Ravenscraig	Righead / Bellshill / Strathclyde Business Park
Robroyston	Vale of Leven Industrial Estate
Westway, Renfrew	West of Scotland Science Park
Westerhill	

\* the former LEZ sites of Airbles, Calder, Dunalistair, Excelsior Park, Mossend, Shawhead and Tannochside

**Schedule 5(c)  
Core Economic Development Areas**

<b>Clyde Waterfront</b>	
Clydebank Riverside	Dumbarton
Govan	Inverclyde Waterfront
North Clyde	Renfrew
<b>Clyde Gateway</b>	
Glasgow East End	Cambuslang / Rutherglen
<b>Ravenscraig / Motherwell / Wishaw</b>	
Ravenscraig	
<b>Other Locations</b>	
Airdrie / Coatbridge	Gartcosh
Glasgow North	Paisley North

**Schedule 5(d)  
Safeguarded High Amenity Locations**

<b>(i) Nationally Safeguarded Single User</b>	
Faskine / Woodhall	Langlands West
Pollok / Ryat	Raith Interchange
Robroyston (2 sites)	
<b>(ii) Regionally Important</b>	
Darnley Mains (5 hectares)	Erskine
Gartcosh	Ravenscraig

**Schedule 5(e)  
Tourism Development Areas**

Campsies (potential Regional Park)  
Clyde Muirshiel Regional Park  
Forth and Clyde Canal Corridor (Millennium Link)  
Glasgow City Centre and Mid-Clyde Waterfront  
Loch Lomond and the Trossachs National Park (Balloch)  
Lower Clyde Estuary and Firth of Clyde  
Paisley, Lanark and Biggar centres  
Strathclyde Park  
Summerlee, Coatbridge  
Upper Clyde Valley

**Schedule 5(f)  
International Transport Facilities**

Deanside Freight Terminal (Renfrewshire)  
Euro-freight Terminal (Mossend)  
Gartsherrie Container Terminal, including Kilgarth (Coatbridge)  
Glasgow International Airport, including safeguarding the potential for a second runway  
Great Harbour / Inchgreen (Greenock)  
King George V Dock (Glasgow)  
Ocean Terminal (Greenock)  
Rothesay Dock (Clydebank)

**Schedule 5(g)  
University Campuses**

Glasgow (Garscube and Gilmorehill)	Glasgow Caledonian
Paisley	Strathclyde

### Strategic Business Centres

11.4 The potential growth of service industries will depend upon having an effective network of Strategic Business Centres for the development of office, service, education, tourism and culture oriented economic facilities.

11.5 Glasgow City Centre is internationally important as a main driver of economic activity and important to the whole of the metropolitan area in terms of the creation of employment and economic wealth. Other large town centres also have potential for business and office development that could be promoted to complement the economic base provided by Glasgow City Centre and thereby establish the most effective framework of development opportunities. These are identified through [Schedule 5\(a\)](#) as Strategic Business Centres. Other smaller town centres (e.g. Kirkintilloch and Lanark) will have the potential for business development, to be identified through Local Plans.

Table 9  
Past and Planned Scale of Economic Development

1987 - 1997	600 hectares
1999 - 2010	695 hectares
2010 - 2020	750 hectares

Table 10  
Marketable Industrial and Business Land Supply 2005

East Dunbartonshire	36 hectares
East Renfrewshire	33 hectares
Glasgow City	205 hectares
Inverclyde	16 hectares
North Lanarkshire	242 hectares
Renfrewshire	175 hectares
South Lanarkshire	218 hectares
West Dunbartonshire	56 hectares
<b>Total</b>	<b>981 hectares</b>

### Strategic Industrial and Business Locations - Existing Strategic Opportunities

11.6 Only a limited amount of **allocated** industrial land is currently marketable and of sufficient quality to be able to meet the full range of demands from new industrial and business investment. It is therefore important to safeguard the established supply of marketable land listed in [Table 10](#).

11.7 It is important to the implementation of the Metropolitan Development Strategy to promote the most marketable industrial and business locations. The advantages of these locations make them attractive to other users but they are often difficult to replace and crucial to the competitiveness of the area. The Structure Plan therefore safeguards these areas as **Strategic Industrial and Business Locations** (SIBLs), identified in [Schedule 5\(b\)](#). They should be given priority in terms of industrial, business and infrastructural investment and ancillary service provision (see [Glossary of Terms](#)) and the maximum protection from unrelated non-industrial uses. Some of these locations are peripheral to the main centres of population and poorly served by public transport. Consideration should therefore be given to the implementation of [Travel Plans](#) in their development and promotion. In general, there will not be a need for further major expansion of these locations.

11.8 Shortages of marketable good quality industrial and business land in Glasgow, Dunbartonshire, Inverclyde and Cambuslang are of most immediate concern. Other areas e.g. Paisley, Barrhead and Coatbridge require action to upgrade the existing land supply. Some of the currently **allocated** non-marketable land is well located and has the potential to be marketable if its amenity and site condition is improved. Local Plans will identify and protect such opportunities, including the establishment of new SIBLs in the Clyde Gateway, Ravenscraig and Barrhead. In addition, in some communities there is a particular need to safeguard opportunities for industrial and business development to achieve a better balance in the distribution of local employment ([Strategic Policy 6\(a\)](#)). Local Plans will therefore include policies to enhance the land supply and, if necessary, bring forward additional better-located marketable land, and release surplus land to other uses. These policy considerations need to be reflected in development control decisions, and the application of [Strategic Policy 9](#).

### Core Economic Development Areas - New Strategic Opportunities

11.9 Expansion by existing companies within urban areas is the main source of new business development. A significant proportion of all employment in Glasgow and the Clyde Valley is concentrated along the Clyde Waterfront, Glasgow East, Cambuslang / Rutherglen, Paisley, Renfrew, Airdrie, Coatbridge and Motherwell. These areas have also experienced the greatest loss of employment and are likely to experience further fall out of property from economic use. It is therefore proposed that up to 200ha of additional industrial and business development on brownfield sites within core areas be identified and promoted in order to facilitate a higher rate of economic activity; and to provide alternative brownfield development opportunities which are better related to the workforce and public transport systems than inherited zonings; and will reduce the tendency for firms to move to more peripheral locations.

11.10 [Schedule 5\(c\)](#) identifies **Core Economic Development Areas** (CEDAs) which can respond to a range of future economic demands in view of their advantages in terms of providing:

- access to the core public transport network and good links to the Strategic Road network;
- high profile locations and a potentially high level of amenity;
- access from Priority Areas; and
- major opportunities for urban restructuring.

These are safeguarded through [Strategic Policies 5\(c\)](#) and [9B\(i\)](#).

11.11 Some of these areas overlap with existing Strategic Industrial and Business Locations, ([Schedule 5\(b\)](#)), including Clydebank Business Park, Pacific Quay, Cartsburn, Cambuslang, Clyde Gateway, Ravenscraig, Renfrew (Hillington and Westway) and Gartcosh. The potential capacity for new development in some of these locations will form part of the capacity within the Metropolitan Flagship Initiatives. The detailed potential of the Core Economic Development Areas will be defined through local plans.

## Glasgow International Airport

**11.12** By 2030 Glasgow International Airport is expected to be handling around 15 million passengers per annum, which is double the current level. This will require substantial development of terminal and airside facilities, including potentially doubling terminal capacity and improving hangar facilities to support the development of a **Centre of Excellence** for aircraft maintenance, repair and overhaul activities. There is not currently considered to be a clear case for an additional runway at Glasgow Airport before 2030. However, growth in demand for air travel may be higher than current assumptions as a result of the Agenda for Sustained Growth. It is therefore important not to prejudice the possibility of providing a parallel runway in the longer term.

**11.13** The Structure Plan supports the on-going development of the Airport and the safeguarding of land outside the airport boundary to allow full use to be made of the existing runway (refer **Diagram 14**). The Structure Plan also requires the longer term potential of the land to the north west of the Airport, which could be required for a second runway, to be taken into account in Local Plan policies and development control decisions. Renfrewshire Council, in a future review of their Local Plan, should safeguard land for the long-term development of the airport, including sufficient land for the potential operational needs of the airport to 2030 and the possible requirement for a second runway. In advance of the Local Plan update, Renfrewshire Council in the exercise of its development control powers should take account of the **Airports White Paper** and BAA's **Airport Masterplan**.

**11.14** The Structure Plan also requires the provision of an adequate supply of land for development which benefits from being located near to the Airport. The Local Plan should make provision for such developments at existing major development opportunities near the Airport, for example at Inchinnan, Linwood, Erskine, Paisley, Hillington and Renfrew / Braehead. To this end, the potential for further controlled release at Inchinnan Business Park should be examined in the Local Plan. Any release should be justified in relation to the demand for high quality sites, transportation requirements and an environmental assessment. Business development at the former Royal Ordnance Factory site in Bishopton, forming part of the Community Growth Area, may also be able to provide opportunities for airport related businesses.

**11.15** In the short to medium term, the future of the Airport depends on maintaining its ease of access by road and public transport. Therefore, tackling the growing road congestion problems on the M8 and remedying the lack of a rail link have been recognised as strategic and national priorities. In the longer term, the key challenge will be to maintain the capacity of the Airport to accommodate the potential for growth in terms of passenger numbers and related economic development. **Schedule 4** identifies links to Glasgow Airport as a public transport scheme which is being progressed and will be included in a future revision to the Local Plan, and improvements to the M8 between Junctions 26 and 29 and access roads to the airport as a priority road scheme.

**11.16** The economic importance of the Airport is recognised in **Joint Policy Commitment 1B** and **Strategic Policy 5**. The importance of transport links to the Airport is reflected in **Strategic Policy 1** and **Strategic Policy 4**. The Structure Plan requires the provision of an adequate supply of land to meet the operational needs of the airport and to provide for developments which have a specific need to be located near to it. These strategic requirements will have to have regard to the environmental impacts of any proposals, in particular on the Black Cart Special Protection Area, in accord with **Strategic Policies 9** and **10**.

## Safeguarded High Amenity Locations

**11.17 SPP 2 Economic Development** requires that specific locations are identified and safeguarded as national High Amenity Sites, and a number of regionally significant high amenity locations have been identified. The Structure Plan therefore safeguards a range of opportunities to accommodate large scale investment in the area.

**11.18** The High Amenity Sites to be safeguarded are identified in **Schedule 5(d)**. It is important to restrict the use of High Amenity Sites to users whose operations would be compatible with the sensitivities of these locations. Local planning authorities will therefore prepare guidelines for site development and for the assessment of planning applications. Additionally, if any location listed in **Schedule 5(d)**, which is currently designated as Green Belt, ceases to be required in the national interest the location will retain its Green Belt designation since there is no implication that the site is suitable for other forms of development.

**11.19** In addition, the locations at Darnley, Gartcosh and Ravenscraig previously identified as having the potential to accommodate significant users are safeguarded as Regionally Important High Amenity Locations.

### Tourism Development Areas

11.20 Tourism is an economic sector of growing importance. Its potential is primarily related to four main areas - the industrial heritage of the area, the outstanding scenery of the area, the expanding range of arts and cultural attractions, and sports and leisure facilities. Glasgow has also become one of the major cities in the United Kingdom for attracting overseas visitors. [Schedule 5\(e\)](#) therefore identifies Tourism Development Areas where tourist-related developments would be supportive of the Strategy, subject to the provisions of [Strategic Policy 9](#).

### International Transport Facilities

11.21 Economic competitiveness also depends on the effectiveness of the international transport network and docks, rail freight facilities and road links. The completion of the M74, M8 and M80 and provision of more effective public transport links to Glasgow International Airport are of particular significance in ensuring the continued competitiveness of the Structure Plan area. It is also important to maintain and improve the quality of access to the airport from the M8. These are reflected in [Strategic Policy 4](#). In addition, the international transport facilities and their potential which require to be safeguarded are identified in [Schedule 5\(f\)](#).

11.22 Maintaining good access to the Euro-freight Terminal raises particular issues. Proposals to enhance facilities and opportunities specifically related to the Euro-freight Terminal are supported by the Metropolitan Development Strategy. There is, however, a need for more direct public transport links from other parts of the conurbation to this location in view of the scale of new employment opportunities already created through the Enterprise Zone. In preparing proposals for further industrial and business development in this area, prospective developers will require to give particular consideration to opportunities for the site to be integrated into networks for walking, cycling and public transport. These considerations will also require to be taken into account in meeting the requirements of [Strategic Policy 2](#) for the A8 / M8 Corridor (Bargeddie - Newhouse).

### University Campuses

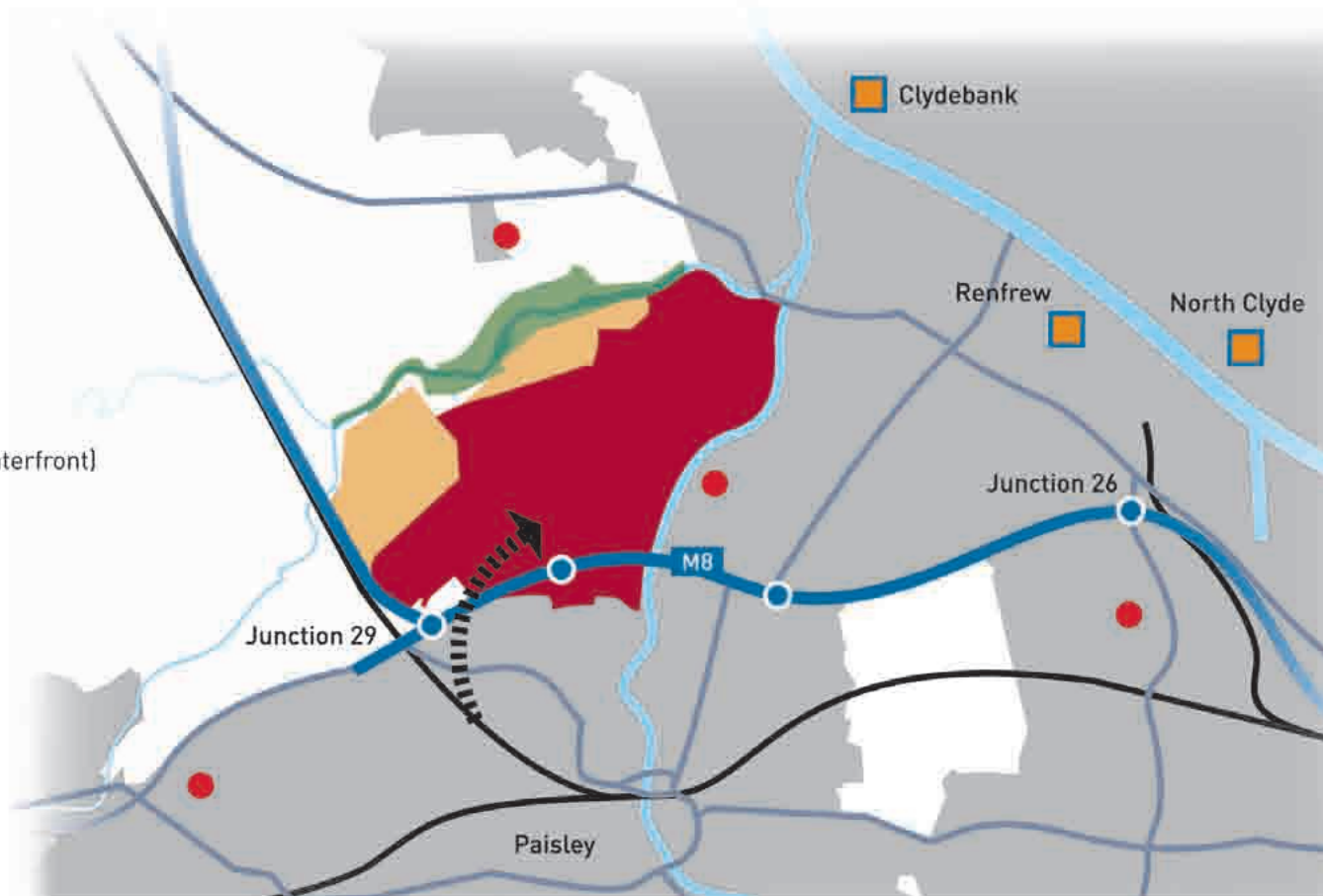
11.23 The higher rates of economic development associated with the Agenda for Sustained Growth are expected to be driven in particular by the service sector, and science and technology associated with the knowledge economy. The economic role of the four universities is therefore recognised in [Schedule 5\(g\)](#). In addition, Glasgow Caledonian, Strathclyde and Paisley Universities are important in the regeneration of Glasgow City Centre and Paisley Town Centres, both of which are identified as renewal priorities in [Strategic Policy 1\(a\)](#). Glasgow University is also at the heart of a wider educational and cultural quarter in the western part of the City. The role of [the](#) Glasgow University (Garscube Campus) is also safeguarded through this Policy.

### Environmental Quality

11.24 The overall competitiveness of the economy will depend in part upon the quality of the general environment. Action is therefore required to enhance the environmental quality of Gateways into the main settlements of the area which create the image and sense of place for those who visit and seek to invest in these communities. These include, in particular, the main rail corridors, the M8 - A8, M80, M74 (North), the eastern entry to Port Glasgow, the Airport and Vale of Leven / Dumbarton. These priorities are reflected through [Strategic Policy 1\(f\)](#) - Green Network Priorities.

Diagram 14 Glasgow International Airport - Strategic Context

- Land designated for airport purposes in the adopted Renfrewshire Local Plan
- Areas safeguarded for possible future airport expansion
- Airport Rail Link option
- Special Protection Area
- Strategic and Industrial Business Location
- Clyde Waterfront (related town centres and Urban Regeneration areas within Clyde Waterfront)
- River
- Road
- Motorway
- Rail



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**12 Quality of Life and Health of Local Communities**

12.1 Strategic Policy 6 identifies the following types of action required to ensure that the needs of all communities are met and that the quality of life is improved, particularly in the Priority Areas:

- improved Access to Local Jobs and Services: to provide a more equitable distribution of access to local employment, shopping, social and cultural facilities;
- improved Housing Provision: to secure sufficient housing and sufficient variety of house types and affordability to meet future housing requirements; and
- enhanced Environmental Quality: to promote a healthier physical environment, including improved access to sports and recreation facilities and improving air quality.

12.2 The action set out in this policy reflects the fact that the quality of life in terms of employment, housing, health standards and access to facilities varies widely within and between settlements. The White Paper *Towards a Healthier Scotland* (1999) has highlighted the links in particular between poor health standards and the following factors:

- limited access to employment, community facilities and social opportunities;
- poor housing conditions and choice; and
- degraded environments.

12.3 The Structure Plan recognises the role that land use planning can play in delivering the health agenda outlined in *Towards a Healthier Scotland*. The strategy for improving Scotland’s health emphasises 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 **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.

12.4 Joint work with the Glasgow Centre for Population Health has identified 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 areas in need of health-related regeneration initiatives closely correspond with Priority Areas identified in *Table 2*, the renewal priorities identified in *Strategic Policy 1* and environmental improvement priorities in *Schedule 6(d)*.

**Strategic Policy 6  
Quality of Life and Health of Local Communities**

The quality of life and health of the communities of the Glasgow and Clyde Valley area will be supported through the following actions:

- (a) providing and safeguarding local employment opportunities *Schedule 6(a)*
- (b) providing housing opportunities to meet the requirement for a continuing 5-year effective owner occupied land supply, *Schedule 6(b)*, the need to provide for choice in terms of size and type of housing in each housing market area and the needs for social rented housing identified in Local Plans and Local Housing Strategies
- (c) the protection, management and enhancement of Town Centres as the preferred locations for retailing and other community focused activities, *Schedule 6(c)*
- (d) environmental improvement, *Schedule 6(d)*
- (e) the provision of open space and facilities for Sport and Recreation
- (f) the provision of an integrated network of waste management facilities

### Local Employment Opportunities

12.5 Although the Structure Plan area acts as a single labour market, the distribution of employment opportunities in the Glasgow and the Clyde Valley area is neither equitable nor efficient. There is therefore a need to improve access from the Priority Areas (Table 2) and suburban areas to employment locations. The transportation policies that will help this are included in Strategic Policies 3 and 4. These policies however, should be complemented by the provision of local employment opportunities in selected areas and, where appropriate, the safeguarding of potential opportunities through local planning, and limited in scale to about 5 to 10ha to avoid excessive allocations (Diagram 15).

#### Schedule 6(a) Local Employment Opportunities

- (i) Local plans shall identify opportunities for industrial and business development in the order of up to 5 - 10 hectares in the following communities, where possible on brownfield sites: Airdrie / Coatbridge, Dumbarton / Vale of Leven, Hamilton, Kirkintilloch and Greenock / Port Glasgow.
- (ii) Local plans shall assess the potential for local employment opportunities for industrial and business development in the order of up to 5 - 10 hectares in the following communities, having regard to their impact on Green Belt structure and character - Bearsden, Lenzie and Milngavie.

### Areas of Need

12.6 The communities, identified in Schedule 6(a)(i), have potential to create local employment opportunities through the re-use of urban brownfield land. In some areas, progress has already been made but has yet to be reflected in an adopted local plan.

### Reduction in Car-based Commuting

12.7 There is also a need to reduce commuting by car from suburban communities, particularly in East Dunbartonshire and East Renfrewshire. This will only be effectively achieved by improvements in traffic management and public transport provision since these areas will continue to be strongly linked to Glasgow City Centre for employment. However, the problem is exacerbated by the lack of land for business development within these areas, even for meeting local workspace needs. Schedule 6(a)(ii) therefore requires that the potential for small scale employment opportunities related to these communities not yet identified in local plans should be given consideration, having regard to any impacts on the structure and character of the Green Belt.

Diagram 15 Local Employment Opportunities



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## Housing Opportunities

12.8 The Structure Plan makes provision to meet the need for new housing in full. The scale of future housing will be related to the overall Shared Targets of the Plan and not to past or aspirational building rates. Provision will be made for an additional 122,800 private homes by 2018. Housing provisions are therefore based on a continuing improvement in the economic performance of the area and will accommodate the associated reduction in the level of net out migration. The updated assessments of the supply and demand for housing are set out in **Technical Report TR 1/06**. These form the basis of the updated Structure Plan requirements in **Schedule 6(b)(iii)**. These requirements supersede previous 1999-based figures. Allocations made in local plans relating to this earlier assessment now form part of the established or effective land supply.

12.9 The recycling of brownfield land and the implementation of a strong Green Belt policy underpin the Metropolitan Development Strategy. **Strategic Policy 9B(ii)** therefore requires that priority continue to be given to the recycling of urban land, by using urban brownfield land in preference to greenfield sites in the provision of future housing. In some Metropolitan Flagship and Urban Renewal Areas there is considerable scope for providing a range of new housing, and changing the market perception of areas with potential for housing development. Planning authorities should take this fully into account in the preparation of local plans and not assume that housing development in inner areas should be limited to a narrow market range of owner occupied dwellings.

12.10 Flexibility is built into both the projected demand for and supply of private owner occupied housing. The land supply also has the potential to meet a range of housing demands in terms of type and location, refer **Technical Report TR 1/06**. On the demand side, more optimistic assumptions are adopted regarding future levels of population than those used by the General Register Office for Scotland. On the supply side, the estimates are conservative. It should also be recognised that the Structure Plan calculations do not curtail the level of house building, and that the effective land supply has the flexibility in its capacity to accommodate a level of output well above recent rates of house-building in the early period of the Plan, during which assumptions will be monitored and rolled forward as set out in **Technical Report TR 1/06**.

**Table 11**  
**Land Supply for Private Housing 2004 - 2018**

2004 - 2011			
Local Authority	Effective Land Supply 2004 - 2011	Additional Supply 2004 - 2011	Total Supply 2004 - 2011
East Dunbartonshire	1,000	0	1000
East Renfrewshire	1,500	0	1500
Glasgow City	21,500	800	22,300
Inverclyde	1,550	0	1,550
North Lanarkshire	7,300	950	8,250
Renfrewshire	4,050	400	4,450
South Lanarkshire	8,150	1,950	10,100
West Dunbartonshire	3,250	0	3,250
<b>Total</b>	<b>48,300</b>	<b>4,100</b>	<b>52,400</b>

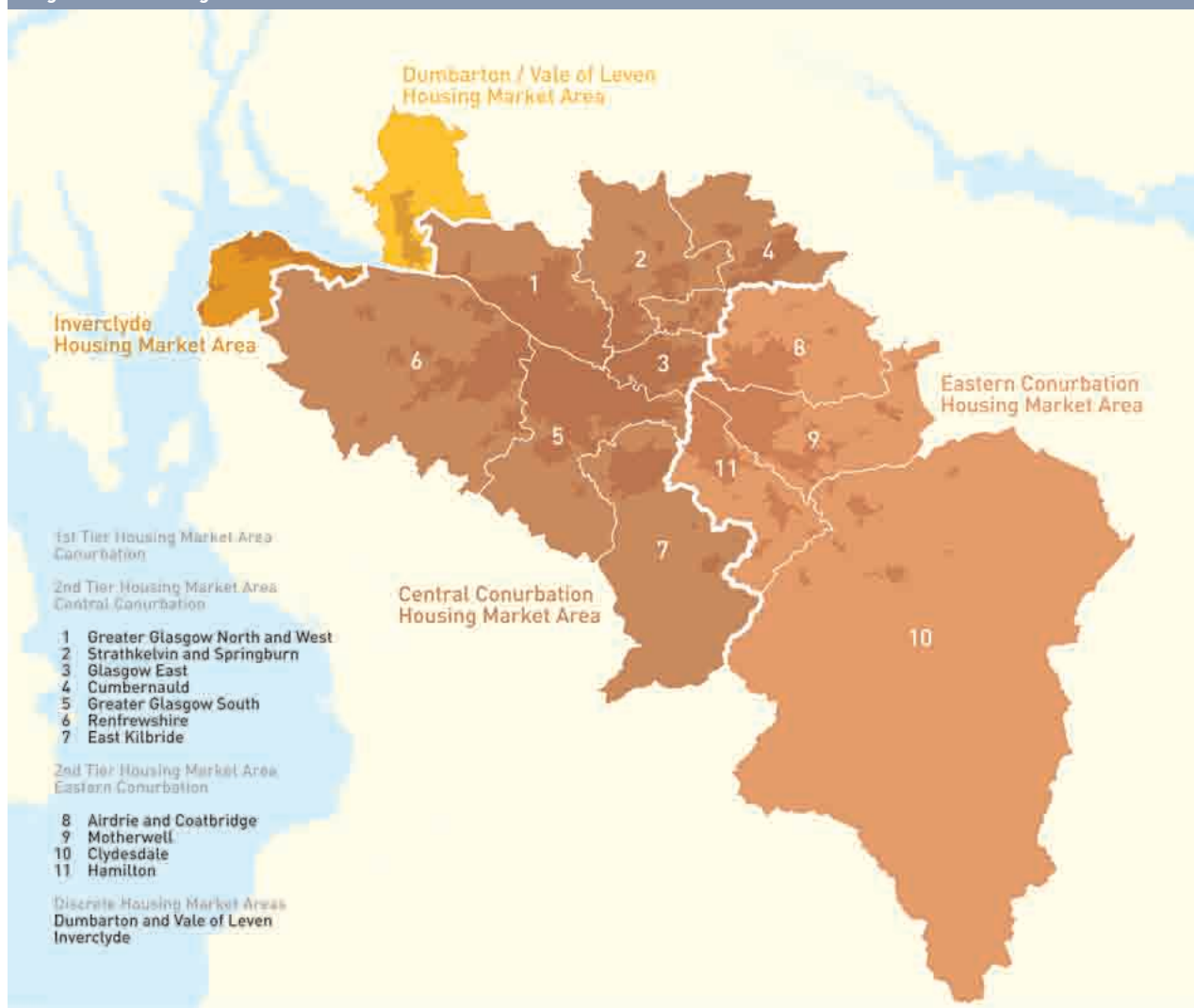
2011 - 2018			
Local Authority	Urban Capacity Study Anticipated Output 2011 - 2018	Additional Supply 2011 - 2018	Total Supply 2011 - 2018
East Dunbartonshire	2,200	0	2,200
East Renfrewshire	750	300	1,050
Glasgow City	21,300	3,400	24,700
Inverclyde	2,700	0	2,700
North Lanarkshire	6,850	5,250	12,100
Renfrewshire	3,250	1,800	5,050
South Lanarkshire	4,800	4,550	9,350
West Dunbartonshire	3,550	0	3,550
<b>Total</b>	<b>45,400</b>	<b>15,300</b>	<b>60,700</b>

## Housing Market Areas

12.11 The total effective housing land supply is summarised by local authority area in [Table 11](#). The comparison of projected housing demand and supply is disaggregated to five Housing Market Areas (HMAs) (with related Sub-market Areas (SMAs)), as indicated in [Schedule 6\(b\)\(i\)](#) and [Diagram 16](#). This ensures that the adequacy of the land supply is assessed in terms of the scale and nature of the demand that may require to be met locally and the scale of mobility between local communities ([Technical Report TR 1/06](#)).

Schedule 6(b)(i) Housing Market Areas		
1st Tier HMA	2nd Tier HMA	3rd Tier Sub-market Areas
Conurbation	Central Conurbation	1 Greater Glasgow North and West
		2 Strathkelvin and Springburn
		3 Glasgow East
		4 Cumbernauld
		5 Greater Glasgow South
		6 Renfrewshire
		7 East Kilbride
	Eastern Conurbation	8 Airdrie and Coatbridge
		9 Motherwell
		10 Clydesdale
		11 Hamilton
Discrete (self-contained) Housing Market Areas		
Dumbarton and Vale of Leven		
Inverclyde		

Diagram 16 Housing Market Areas



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## Housing Land Requirements 2004 - 2011

12.12 It is estimated that private sector housing demand between 2004 and 2011 will require 51,950 units, with the effective land supply providing about 47,950 units. There is an adequate supply of effective housing land to meet locally generated demands within most of the Conurbation SMAs, with shortfalls only in the Strathkelvin and Springburn, Motherwell, and Airdrie and Coatbridge SMAs. There is also an adequate supply of land already identified within the Dumbarton and Vale of Leven and Inverclyde HMAs to meet anticipated demand. There is, however, an anticipated shortfall in effective land supply within the Conurbation Housing Market Areas of approximately 4,000 houses in the period up to 2011, most of which should be met within the Central Conurbation HMA (refer Table 12). Local planning will take into account the extent to which this requirement can be met in part on sites identified since March 2004.

Table 12  
Comparison of private supply and demand at 2011

Stage 1				
Sub-market Area	Locally Targeted Demand at 2011	Effective Stock at 2011	Local Shortfall	Local Surplus
Greater Glasgow North and West	92,500	100,400	0	7,900
Strathkelvin and Springburn	33,050	33,000	50	0
Glasgow East	36,050	38,700	0	2,650
Cumbernauld	29,200	30,200	0	1,000
Greater Glasgow South	116,000	120,050	0	4,050
Renfrewshire	71,500	72,300	0	800
East Kilbride	32,450	32,700	0	250
<b>Central Conurbation</b>	<b>410,750</b>	<b>427,350</b>	<b>50</b>	<b>16,650</b>
Airdrie and Coatbridge	33,900	33,650	250	0
Motherwell	40,900	40,800	100	0
Clydesdale	20,500	21,400	0	900
Hamilton	35,500	37,450	0	1,950
<b>Eastern Conurbation</b>	<b>130,800</b>	<b>133,300</b>	<b>350</b>	<b>2,850</b>
Stage 2				
2nd Tier Market Area	Mobile Demand at 2011	Local Surplus at 2011	Mobile Shortfall	Mobile Surplus
Central Conurbation	16,900	16,650	250	0
Eastern Conurbation	3,750	2,850	900	0
	<b>20,650</b>	<b>19,500</b>	<b>1,150</b>	<b>0</b>
Stage 3				
1st Tier Market Area	Mobile Demand at 2011	Local Surplus at 2011	Mobile Shortfall	Mobile Surplus
Conurbation	2,450	0	2,450	0
Individual HMAs				
	Demand at 2011	Effective Stock at 2011	Shortfall	Surplus
Dumbarton and Vale of Leven	15,200	15,800	0	600
Inverclyde	26,300	26,050	250	0

## Footnote

- Stage 1 A test of the adequacy of the projected stock in meeting local demand in each Sub-market Area  
 Stage 2 Comparison of supply and mobile demand for each of the two 2nd Tier HMAs (Central and Eastern)  
 Stage 3 Comparison of supply and demand for the conurbation 1st Tier HMA

## Housing Land Requirements 2011 to 2018

12.13 Between 2011 and 2018, it is estimated that the scale of demand for private housing could be 59,150 units. This depends on the rate of shift from social rented housing to owner occupation. This level of demand assumes further demolitions of surplus social rented stock. It is estimated that 44,150 houses can be accommodated on the established land supply and new sites becoming available as a result of the turnover of urban land identified in the Urban Capacity Study (refer [Technical Report TR 5/06](#)). On this basis, there is a need to identify locations with a capacity for the development of approximately 15,000 extra units during the period 2011 to 2018 (refer [Table 13](#)).

**Table 13**  
Comparison of private supply and demand at 2018

Stage 1				
Sub-market Area	Locally Targeted Demand at 2011	Effective Stock at 2018	Local Shortfall	Local Surplus
Greater Glasgow North and West	109,100	114,050	0	4,950
Strathkelvin and Springburn	36,200	37,150	0	950
Glasgow East	43,200	45,800	0	2,600
Cumbernauld	32,600	32,550	50	0
Greater Glasgow South	129,600	128,850	750	0
Renfrewshire	77,900	77,750	150	0
East Kilbride	34,800	34,950	0	150
<b>Central Conurbation</b>	<b>463,400</b>	<b>471,100</b>	<b>950</b>	<b>8,650</b>
Airdrie and Coatbridge	38,600	38,300	300	0
Motherwell	46,700	46,500	200	0
Clydesdale	23,050	23,850	0	800
Hamilton	40,750	40,900	0	150
<b>Eastern Conurbation</b>	<b>149,100</b>	<b>149,550</b>	<b>500</b>	<b>950</b>
Stage 2				
2nd Tier Market Area	Mobile Demand at 2018	Local Surplus at 2018	Mobile Shortfall	Mobile Surplus
Central Conurbation	16,900	8,650	8,250	0
Eastern Conurbation	3,800	950	2,850	0
	<b>20,700</b>	<b>9,600</b>	<b>11,100</b>	<b>0</b>
Stage 3				
1st Tier Market Area	Mobile Demand at 2018	Mobile Surplus at 2018	Mobile Shortfall	Mobile Surplus
Conurbation	2,450	0	2,450	0
Individual HMAs	Demand at 2018	Effective Stock at 2018	Shortfall	Surplus
Dumbarton and Vale of Leven	16,900	18,150	0	1,250
Inverclyde	28,650	29,350	0	700

### Footnote

- Stage 1 A test of the adequacy of the projected stock in meeting local demand in each Sub-market Area  
 Stage 2 Comparison of supply and mobile demand for each of the two 2nd Tier HMAs (Central and Eastern)  
 Stage 3 Comparison of supply and demand for the conurbation 1st Tier HMA

Schedule 6(b)(iii) Additions to the Effective Housing Land Supply		
Sub-market / LA	Additional Supply 2004-2011	Additional Supply 2011-2018
<b>Central Conurbation HMA</b>		
<b>Greater Glasgow North and West</b>	<b>0</b>	<b>0</b>
East Dunbartonshire	0	0
Glasgow City	0	0
West Dunbartonshire	0	0
<b>Strathkelvin and Springburn</b>	<b>400</b>	<b>1,000</b>
East Dunbartonshire	0	0
Glasgow City	400	1,000
<b>Glasgow East</b>	<b>400</b>	<b>2,400</b>
Glasgow City	400	2,400
<b>Cumbernauld</b>	<b>400</b>	<b>2,800</b>
North Lanarkshire	400	2,800
<b>Greater Glasgow South</b>	<b>400</b>	<b>1,100</b>
East Renfrewshire	0	0
Glasgow City	0	0
South Lanarkshire	400	1,100
<b>Renfrewshire</b>	<b>400</b>	<b>2,100</b>
East Renfrewshire	0	300
Inverclyde	0	0
Renfrewshire	400	1,800
<b>East Kilbride</b>	<b>500</b>	<b>1,000</b>
South Lanarkshire	500	1,000
<b>Total Central Conurbation HMA</b>	<b>2,500</b>	<b>10,400</b>
<b>Eastern Conurbation HMA</b>		
<b>Airdrie and Coatbridge</b>	<b>250</b>	<b>1,500</b>
North Lanarkshire	250	1,500
<b>Motherwell</b>	<b>300</b>	<b>950</b>
North Lanarkshire	300	950
<b>Clydesdale*</b>	<b>250</b>	<b>250</b>
South Lanarkshire	250	250
<b>Hamilton</b>	<b>800</b>	<b>2,200</b>
South Lanarkshire	800	2,200
<b>Total Eastern Conurbation HMA</b>	<b>1,600</b>	<b>4,900</b>
<b>Dumbarton and Vale of Leven HMA</b>	<b>0</b>	<b>0</b>
West Dunbartonshire	0	0
<b>Inverclyde HMA**</b>	<b>0</b>	<b>0</b>
Inverclyde	0	0
<b>Total Structure Plan Area</b>	<b>4,100</b>	<b>15,300</b>

**\* Clydesdale**

This does not include an allowance for 500 housing units which is assumed will be brought forward through small scale development proposals

**\*\* Inverclyde**

There is no requirement to bring forward land in the Inverclyde HMA as the recently adopted Local Plan identifies sites from the established supply in addition to those in the 2004 effective land supply. These sites become effective in the period up to 2011

**Policy Implications**

**12.14** Whilst talking account of the need to ensure priority is given to the reuse of brownfield land, local plans should make specific provision, if necessary by greenfield release, for approximately 19,400 houses: 4,100 houses additional to the effective supply pre-2011 and 15,300 houses additional to the established supply post-2011, as set out in [Schedule 6\(b\)\(iii\)](#).

**12.15** This allocation to Sub-market Areas and Local Authorities has had regard to the following considerations:

- the shortfall relates to mobile demand and is therefore not constrained to any specific SMA;
- the need to meet mobile demand in the relevant wider market areas;
- the potential of the Community Growth Areas identified in [Schedule 1\(c\)](#);
- the scope for making use of the public transport network;
- the potential supply of new effective opportunities emerging from local plan reviews;
- the need to sustain city neighbourhoods by stemming the loss of population from them and to reduce pressure for inappropriate greenfield land release in a number of adjoining residential areas;
- to provide an improved distribution of opportunities across the conurbation in terms of location, tenure balance, market sector and house type; and
- the need for any additional provision to be capable of being built within the period of the Plan.

**12.16** Appropriate sites to meet the requirements in [Schedule 6\(b\)\(iii\)](#) will be identified by Local Authorities through local planning in accord with the Guiding Principles for Sustainable Development of the Plan, [Strategic Policy 9](#), and the requirements of [paragraph 8.14](#). They will have particular regard to:

- new effective urban brownfield opportunities;
- the integration with existing and planned multi-agency initiatives for the creation of new neighbourhoods and the improvement of tenure choice in Priority Areas ([Table 2](#));
- linkages to employment areas and town centres; and the potential for providing new housing as a component of mixed-use developments;
- the potential for affordable (including social rented) housing;
- the need to ensure the long-term stability of any new Green Belt boundary;
- the Green Belt and environmental considerations set out in [Diagram 9](#) and [Schedule 7](#);
- reducing the dependence upon car travel and implementing the provisions of [SPP 17](#), in particular, access by foot to rail stations or park and ride facilities;
- the need to ensure the provision of adequate social and community facilities, in particular education facilities; and
- the need to phase the additional housing land requirements for the pre-2011 and post-2011 periods.

Local planning shall have regard to any updated assessments included in supplementary planning guidance that is agreed by the Joint Committee.

**Affordable Housing Provision (including Social Rented)**

12.17 In line with the recommendations of **PAN 74 Affordable Housing**, the Structure Plan has taken account of the findings of the eight local housing strategies which cover the Structure Plan area in respect of affordable housing requirements. This information, supplemented by a detailed evaluation of recent house prices from the Register of Sasines, confirms there is not a general shortage of affordable housing across the Structure Plan area. There is therefore not a requirement for a Structure Plan-wide affordable housing policy. However, local housing strategies confirm there are affordable housing issues within some suburban and commuter-based communities, particularly in East Dunbartonshire, East Renfrewshire and parts of South Lanarkshire.

12.18 Local housing strategies have also highlighted the need for the restructuring of social rented stock to address emerging mismatches between stock types and household requirements. In addition, there is also a need to address the poor quality of the older social rented stock. In Glasgow, there will be a major restructuring of the social rented stock that will involve the demolition of over 21,000 units, virtually all flats, by 2015. A substantial new build programme of 13,500 units will re-provision this sector with a range of house types and tenures. The scale of demolitions programmed for the Plan period in Inverclyde is also substantial in relation to the total level of local authority stock.

12.19 Trends within the social rented housing sector have led to an increasing concentration of those in need within specific areas. In many of these areas, poor housing conditions linked to a lack of other affordable housing opportunities have contributed to urban decline and thereby to the social exclusion and poor health of their inhabitants. It is necessary to mitigate these trends in the distribution of affordable housing, including social rented, as part of the wider approach to tackling social exclusion.

12.20 These issues are being addressed through local housing strategies and local plans, in line with the recommendations in **PAN 74**, by targeting the supply of new affordable housing in those areas with a shortfall, whilst encouraging regeneration in areas with a surplus of social rented properties. **Schedule 6(b)(iii)** lists those areas where local plans should bring forward, as a matter of priority, proposals to improve the range and choice of affordable housing. The scale of need for re-provisioning the social rented sector in order to offer a better housing choice in Glasgow and Inverclyde is acknowledged by their inclusion in **Schedule 6(b)(iv)**.

12.21 In bringing forward such proposals in local plans, local authorities may consider it appropriate, as suggested in **PAN 74**, to allocate sites specifically for affordable housing and where appropriate of a type specific to the needs of the area. In doing so, priority should be given to urban/brownfield locations. However, where such sites are unavailable or insufficient, particularly in those areas listed in **Schedule 6(b)(iii)**, limited incursion into greenfield sites currently designated Green Belt may be considered where the site is developed exclusively for affordable housing and ancillary purposes. Such sites should retain their Green Belt designation until the appropriate affordable housing development is implemented as there is no implication that the sites are suitable for any other form of development. The release of sites from the Green Belt in this manner will accord with **Strategic Policy 9A(iii)** of the Structure Plan.

**Schedule 6(b)(iii)  
Local Plan Priorities for Improving the Range and Choice of Affordable Housing Provision**

Local Authority	Part of Sub-market Area
East Dunbartonshire	Greater Glasgow North and West Strathkelvin and Springburn
East Renfrewshire	Greater Glasgow South Renfrewshire
South Lanarkshire	East Kilbride

**Schedule 6(b)(iv)  
Local Plan Priorities for Re-provisioning Social Rented Housing Stock**

Local Authority	Part of Sub-market Area
Glasgow	Greater Glasgow North and West Strathkelvin and Springburn Greater Glasgow South Glasgow East
Inverclyde	Inverclyde HMA

## Town Centre and Retailing Developments

12.22 The network of town centres identified in [Schedule 1\(a\)](#) provides vital social and economic functions recognised in the Guiding Principles for Sustainable Development. The Metropolitan Development Strategy seeks to maintain and improve the network. The principle that town centres should be the preferred locations for focusing the social and economic potential of new retailing developments is therefore central to the **Metropolitan Development Strategy**. It is particularly important that developments which are major generators of travel, for example large retail or leisure developments, should be located in accordance with the principles set out in the Plan. Such developments should therefore be easily accessible by a choice of means of transport, including regular and frequent public transport services.

12.23 In view of the dynamic nature of the retail industry, it is important that retail policies are capable of responding to changing circumstances. 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 of both larger and smaller centres. Any proposal to change the role of a town centre should be assessed against the criteria set out in [Schedule 6\(c\)\(i\)](#).

### Schedule 6(c)(i)

#### Assessment of Significant Retail Development Proposals

All significant proposals for retail development must accord with the strategic objectives of this Plan and will be assessed against results of analysis of the following criteria:

- (a) expenditure compared to turnover, including the additional development opportunities identified in [Schedule 6\(c\)\(iv\)](#), in the appropriate catchment area;
- (b) impact, including direct and cumulative impact, on the town centres listed in [Schedule 1\(a\)](#);
- (c) impact of out-of-centre retail proposals on the shopping / leisure and tourism-oriented centres in [Schedule 6c\(iii\)](#);
- (d) contribution to the improvement of the vitality or viability of town centres, particularly those in [Schedule 1\(a\)](#); and functional relationship with existing town centre facilities;
- (e) the need to restrict the type of goods which can be sold at out-of-town centre locations to bulky goods, as defined in the Glossary of Terms in this Plan;
- (f) have regard to the appropriateness of locating new bulky goods retailing in the Retail Warehouse Locations listed in [Schedule 6c\(iii\)](#) in terms of the sequential approach in [Schedule 6\(c\)\(iii\)](#), and their suitability in terms of access by means other than by car or their linkage to the renewal priorities of the Plan;
- (g) the restriction of a limited proportion of floorspace to bulky goods in new retail parks which adjoin town centres, if justified by local plan policies;
- (h) the requirement to locate new developments in locations which can be accessed in accordance with **Strategic Policies 3 and 9B(vi)**;
- (i) encouragement of development proposals for additional floorspace in the locations listed in [Schedule 6\(c\)\(iv\)](#);
- (j) the contribution the development would make to remedying any qualitative deficiencies in existing retail provision; and
- (k) any supplementary guidance on retail development which may be issued by Joint Committee following consultation.

## Other Retail Locations

12.24 There are a number of established out-of-centre locations which, whilst not having a town centre status, have specific roles in terms of retailing and leisure. These are recognised in [Schedule 6c\(iii\)](#). Braehead has a wide retail and leisure catchment area drawing particularly on the western part of the conurbation. Lomond Shores is a key tourist destination within the Loch Lomond and The Trossachs National Park. In addition there are fifteen Retail Warehouse Parks which provide bulky goods retail outlets which have not been able to be accommodated in or adjoining town centres.

12.25 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 6\(c\)\(i\)](#) and [\(ii\)](#), Structure Plan policies have been adjusted to recognise the role of these other centres within the network of retailing opportunities. The shopping and leisure, and tourism-oriented centre listed in [Schedule 6\(c\)\(iii\)](#) should be taken into account in the assessment of out-of-centre proposals to ensure adverse impacts on them are avoided.

12.26 In accordance with the sequential approach set out in [Schedule 6\(c\)\(ii\)](#), the Retail Warehouse locations listed in [Schedule 6\(c\)\(iii\)](#) will be given first consideration for meeting any future requirement for additional floorspace for bulky goods retailing if an out-of-centre location is required. The roles of the out-of-centre retail locations listed in [Schedule 6c\(iii\)](#) are made explicit in the criteria in [Schedule 6\(c\)\(i\)](#). The decision on the appropriateness of any significant retail development proposal will be guided by the requirements of [Schedules 6\(c\)\(i\)](#) and [\(ii\)](#), in particular its suitability in terms of access by means other than the private car and its linkage to the renewal priorities in the Plan.

### Schedule 6(c)(iii)

#### The Sequential Approach to Retailing and other Town Centre Uses

- first preference should be for town centre sites, where sites or buildings suitable for conversion are available, followed by edge-of-centre sites, and only then by out-of-centre sites which can be made accessible by a variety of means of transport;
- locations which are, or can be, made easily accessible by a choice of means of transport; (especially public transport), should be selected in preference to those which are less accessible;

Developers and retailers, in formulating proposals, should show flexibility so that, as far as possible, developments can be located in or adjoining town centres by:

- accommodating developments in a different built form, for example by sub-dividing large proposals, so that their scale might offer a better fit with town centres;
- considering whether the range of goods to be sold (for example bulky goods) could be retailed from a town centre or edge-of-centre site, perhaps using a different retail format; and
- it is the responsibility of developers to demonstrate that they have applied the sequential approach, by showing that town centre options have been thoroughly assessed, before edge-of-centre or out-of-centre locations are considered.

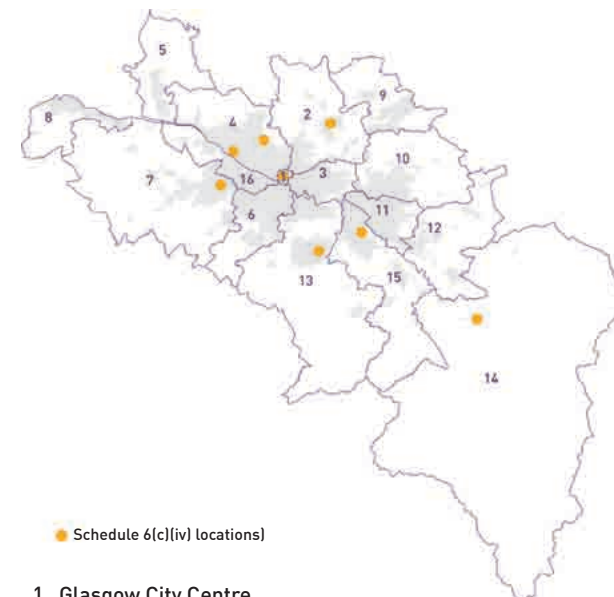
### Diagram 17 Retail Catchment Areas - Convenience Goods



- A Glasgow City Centre
- B Bishopbriggs / Kirkintilloch / Springburn
- C Glasgow East
- D Clydebank / Drumchapel
- E Bearsden / Milngavie
- F Glasgow North West
- G Dumbarton / Vale of Leven
- H Glasgow South
- I Glasgow South West
- J Paisley
- K Johnstone
- L Pollok
- M Barrhead
- N Newton Mearns
- O Renfrew
- P Inverclyde
- Q Cumbernauld
- R Airdrie / Coatbridge
- S Bellshill / Motherwell
- T Wishaw / Shotts
- U East Kilbride
- V Cambuslang / Rutherglen
- W Lanark
- X Larkhall / Lesmahagow
- Y Hamilton

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### Diagram 18 Retail Catchment Areas - Comparison Goods



● Schedule 6(c)(iv) locations

- 1 Glasgow City Centre
- 2 Bishopbriggs / Kirkintilloch / Springburn
- 3 Glasgow East
- 4 Glasgow North West / Clydebank
- 5 Dumbarton / Vale of Leven
- 6 Glasgow South / Netwon Mearns
- 7 Paisley
- 8 Greenock
- 9 Cumbernauld
- 10 Airdrie / Coatbridge
- 11 Motherwell / Bellshill
- 12 Carluke / Wishaw
- 13 East Kilbride / Rutherglen
- 14 Lanark
- 15 Hamilton
- 16 Renfrew

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**Retail Capacity and Quality Assessment**

12.27 A retail capacity assessment for the Structure Plan area for both comparison and convenience retailing, projected to 2011 is set out in **Technical Report TR 7/06**. The assessment takes account of:

- recent changes in the structure of retail catchment areas as identified in **Diagrams 17 and 18**;
- the projected growth in retail expenditure;
- population projections based on the growth targets of the Plan; and
- the relationships between centres, for example the wider trade draw required to support the more specialised functions of the larger centres.

**Schedule 6(c)(iv)** identifies the retail floorspace requirements arising from this assessment.

12.28 The need for new floorspace based on qualitative deficiencies is a matter to be determined through local planning. However, the Structure Plan identifies town centres where the creation of additional floorspace may be appropriate as part of their renewal to address potential qualitative shortfalls. These include the town centre renewal priorities identified in **Schedule 1(a)**.

**Schedule 6(c)(iii)  
Out-of-centre Retail Locations**

**(a) Shopping and Leisure Centre**

Braehead, Renfrew      Shopping Mall and Leisure Mall

**(b) Tourism-oriented Centre**

Lomond Shores, Balloch      Small shopping mall and visitor centre for Loch Lomond and the Trossachs National Park

**(c) Retail Warehouse Locations**

Braehead, Renfrew	Retail warehouse park (including IKEA)
Robroyston, Glasgow	Retail warehouse park consent with superstore
St. Rollox, Glasgow	Retail warehouse club with superstore and discount foodstore
Mount Vernon, Glasgow	Retail warehousing
Auldhouse, Glasgow	Retail warehouse park
Great Western Road, Glasgow	Retail warehouse park with superstore
Abbotsinch, Paisley	Retail warehouse park
Blythswood, Renfrew	Retail warehouse park
Phoenix, Paisley	Retail warehouse park with superstore
Birkenshaw, Tannochside	Retail warehouse park
Caledonian Centre, Wishaw	Retail warehouse park
Kingsgate, East Kilbride	Retail warehouse park with superstore
Strathkelvin, Bishopbriggs	Retail warehouse park
Alexandria, Vale of Leven	Discount retail units / retail factory outlet
Cumbernauld	Retail warehouse park

**Schedule 6(c)(iv)  
Additional Retailing Opportunities**

Additional floorspace provision in the following locations will be supported in accordance with the appropriate policies and principles in this Plan.

**Glasgow City Centre**

Comparison floorspace which would provide for the identified shortfall, and maintain and improve the vitality and viability of the city centre, to support its regional function up to 83,400m<sup>2</sup> gross.

**Paisley Town Centre**

New comparison floorspace including restructuring of floorspace and reduced vacancy which would improve the viability and vitality of the town centre - 25,000m<sup>2</sup> gross.

**Hamilton Town Centre**

Additional comparison floorspace in the town centre to meet defined local shortfall up to 16,700m<sup>2</sup> gross.

**Lanark Town Centre**

Additional comparison floorspace to be assessed through the local plan after taking account of opening of the retail warehouse space under construction up to 8,400m<sup>2</sup> gross.

**Clydebank Town Centre**

New comparison floorspace in restructuring and upgrading of floorspace which would improve the viability and vitality of the town centre - 16,700m<sup>2</sup> gross.

**Kirkintilloch**

Additional comparison floorspace provision to meet the future shortfall in bulky goods floorspace up to 12,500m<sup>2</sup> gross.

**Bearsden / Milngavie**

The requirement for up to 6,000m<sup>2</sup> gross floorspace for comparison retailing in the Bearsden / Milngavie area of East Dunbartonshire, identified in the 2000 Structure Plan, has been included in the East Dunbartonshire Local Plan but which has not yet been consented.

**East Kilbride**

Additional comparison floorspace which would provide for the identified shortfall -16,700m<sup>2</sup> gross.

## Environmental Improvement within Communities

12.29 The quality of life of communities will be improved by:

- the maintenance and enhancement of local environmental character and distinctiveness;
- conservation-led regeneration and the enhancement of the historic environment;
- the development of the Green Network through urban development frameworks;
- a high standard of design in developments, including accessibility and energy efficiency; and
- improvements which lead to better air and water quality.

### Schedule 6(d) Environmental Improvement Priorities

Airdrie  
Barrhead  
Cambuslang  
Coatbridge  
Douglas Valley  
Dumbarton  
Glasgow East End  
Govan  
Greenock  
Kirkintilloch  
Larkhall  
Motherwell  
North Clydesdale  
Paisley  
Port Glasgow  
Rutherglen  
Shotts  
Vale of Leven  
Wishaw

## Land Renewal

12.30 The Urban Renewal Areas identified in [Schedule 1\(b\)](#) and [Diagram 4](#) contain the areas of greatest concentration of vacant and derelict land. There is also a substantial amount of vacant and derelict land outwith these areas. The recycling of urban land provides an opportunity for restructuring the environment of the conurbation, particularly within Glasgow, to redress some of the imbalance in the quality of urban areas as a contribution to the development of a Green Network. A greener urban environment is therefore part of the longer-term strategy of regeneration.

12.31 Although all areas experience this problem, some communities have a disproportionately high level of vacant and derelict urban land both in absolute and relative terms. Clyde Gateway, Clyde Waterfront and Ravenscraig / Motherwell / Wishaw Flagship Initiatives are recognised as having the greatest concentration. In addition, the communities identified in [Schedule 6\(d\)](#) have significant scales of undevelopable vacant and derelict urban land and are priorities for local planning action.

## Air Quality

12.32 The *Environment Act 1995* requires that local authorities review the quality of air and set standards and controls for protection within the context of Local Air Quality Management Systems. This is reflected in the Scottish [Government Guidance Note on Air Quality and Land Use Planning](#) (2004). The regulation and use of land is a component in air quality management. Traffic is the main source of many significant pollutants, particularly in towns and cities. The Structure Plan will help improve air quality standards through the management of demand for travel as set out in [Section 9](#). Tree planting through the development of the Green Network and implementation of the Indicative Forestry Strategy will also act as a carbon sink. The need to have regard to the impact on air quality is also a requirement of [Strategic Policy 9B](#). These matters are all related to the increasing concern about the potential impacts of climate change and flood management, [Section 10](#). These matters are given further consideration in the development of the framework for the sustainable development of natural resources ([paragraph 13.7](#)).

## Facilities for Sport and Recreation

**12.33** The development of sports and recreational opportunities is an integral part of the overall strategy of promoting social inclusion. Existing facilities need to be safeguarded, upgraded or supplemented by new ones if quality of life in the area is to be enhanced.

**12.34** In the case of formal sports facilities, the Structure Plan area has major concentrations of population with an inadequate quality of provision of sport and recreation facilities. The core areas are identified by SportScotland as being Glasgow, Clydebank, East Renfrewshire, Renfrewshire, Inverclyde, Central North Lanarkshire, and other parts of urban Lanarkshire. The Metropolitan Development Strategy therefore supports proposals which improve the provision of sport and recreation facilities in the core areas that have been identified. SportScotland has confirmed that the main issue relates to the poor provision of sports halls, playing fields and publicly accessible golf courses. Local Plans should therefore safeguard existing facilities and make provision for the development of additional ones.

**12.35** Provision for, and management of, recreation in the wider area, particularly in areas popular with visitors, serves to protect sensitive environments and to strengthen local economies. The Strategy recognises the need to promote additional recreational provision and management in two types of areas:

- major opportunities exist related to the natural environment of the area, in particular in Loch Lomond and the Trossachs National Park and the Regional Parks at Clyde Muirshiel and in the Campsie Fells; and
- smaller scale provision around towns can address the major variations in the distribution of opportunities for informal countryside recreation. These deficiencies often coincide with parts of the conurbation which have a high proportion of people who do not own a car but are close to poorly managed areas of the Green Belt which, if enhanced, could create much valued and needed recreation and amenity space. In addition, **PAN 43 Golf Courses and Associated Developments** highlights the shortfall of golf courses.

**12.36** The development of the Green Network will provide major opportunities for the creation of effective recreational opportunities, particularly associated with walking, cycling, horse riding and publicly accessible golf, closely related to main centres of population and complementing the Scottish Natural Heritage **Paths for All** initiative and local Access and Greenspace Strategies.

**12.37** The provision of facilities for sports and recreation in areas of deficiency listed in [paragraph 12.34](#) is supported through [Strategic Policy 6\(e\)](#).

13.1 The Structure Plan is based on a commitment to the protection and enhancement of the environment, in line with international treaties, environmental legislation and government policy as set out in **Scottish Planning Policy** and **Choosing our Future: Scotland's Sustainable Development Strategy (2005)**.

These require that:

- future land requirements in terms of housing, economic activity, transport infrastructure and recreation will be met in ways which do not erode environmental resources;
- the **best viable use** of the historic environment is identified, having regard to its aesthetic and cultural character and setting;
- the environmental benefits accruing from investments are optimised;
- new development takes advantage of the opportunity to restore and enhance the natural heritage through land rehabilitation, landscaping and the creation of new or improved habitats; and
- public bodies protect and enhance biodiversity in their performance of their functions.

13.2 Therefore, in addition to the Green Belt, Green Network and associated priorities for renewing the environment identified in **Strategic Policy 1**, the Metropolitan Development Strategy requires a Strategic Environmental Framework, addressing:

- Strategic Environmental Resources, **Strategic Policy 7**; and
- Sustainable Development of Natural Resources, **Strategic Policy 8**.

**Strategic Policy 9C(iii)** also requires that the development of natural resources should secure environmental improvements wherever possible. This is particularly important in the Rural Investment Areas identified in **Strategic Policy 1(d)** where the environment of some rural communities is blighted by degraded, derelict and unmanaged land.

**Framework of Strategic Environmental Resources**

13.3 The protection and enhancement of natural and built heritage and environmental resources is a prerequisite of the Metropolitan Development Strategy. Developments which have an adverse effect upon the quality, extent and viability of the resources identified in **Schedule 7** will not accord with the Structure Plan. Strategic and local environment resources and the wider natural heritage should be safeguarded through local plans and **Local Biodiversity Action Plans (LBAPs)**. Structure Plan policies will be complemented by local plans, LBAPs and Open Space Strategies. These will provide a detailed framework for the protection and management of all resources, including natural resources which overlap local authority boundaries. Development proposals shall also have a regard to the landscape character of areas and the potential for landscape enhancement.

13.4 The Metropolitan Development Strategy gives particular recognition to Strategic Environmental Resources which are important in terms of economic competitiveness, quality of life, general image and major cross-boundary significance and any special management arrangements required. These are already identified through a range of designations and statutory instruments and specifically safeguarded. A consistent policy approach will be promoted through **Strategic Policy 7** and **Strategic Policy 9B**.

13.5 In addition to the generality of the need to safeguard resources required by **Strategic Policy 7**, developments which would have an effect on designated areas of national importance should only be permitted where any significant adverse effects are clearly outweighed by social or economic benefits of national importance. Development which affects a Site of Special Scientific Interest should only be permitted where an appraisal has demonstrated that the objectives of the designated area and its overall integrity would not be compromised or that any significant adverse effects on the qualities for which it has been designated are clearly outweighed by social and economic benefits of national importance. Development likely to have a significant effect on a Natura 2000 site will be subject to an appropriate assessment. Where an assessment is unable to conclude that a development will not adversely affect the integrity of the site, development will only be permitted where there are no alternative solutions and there are imperative reasons of overriding public interest. These can be of a social or economic nature except where the site has been designated for a European priority habitat or species. Consent can only be issued in such cases where the reasons for overriding public interest relate to human health, public safety, beneficial consequences of primary importance

for the environment or other reasons subject to the opinion of the European Commission (via Scottish Ministers). The Guiding Principles of Sustainable Development recognise that there should be a strong presumption against such developments in the application of **Strategic Policy 9B**.

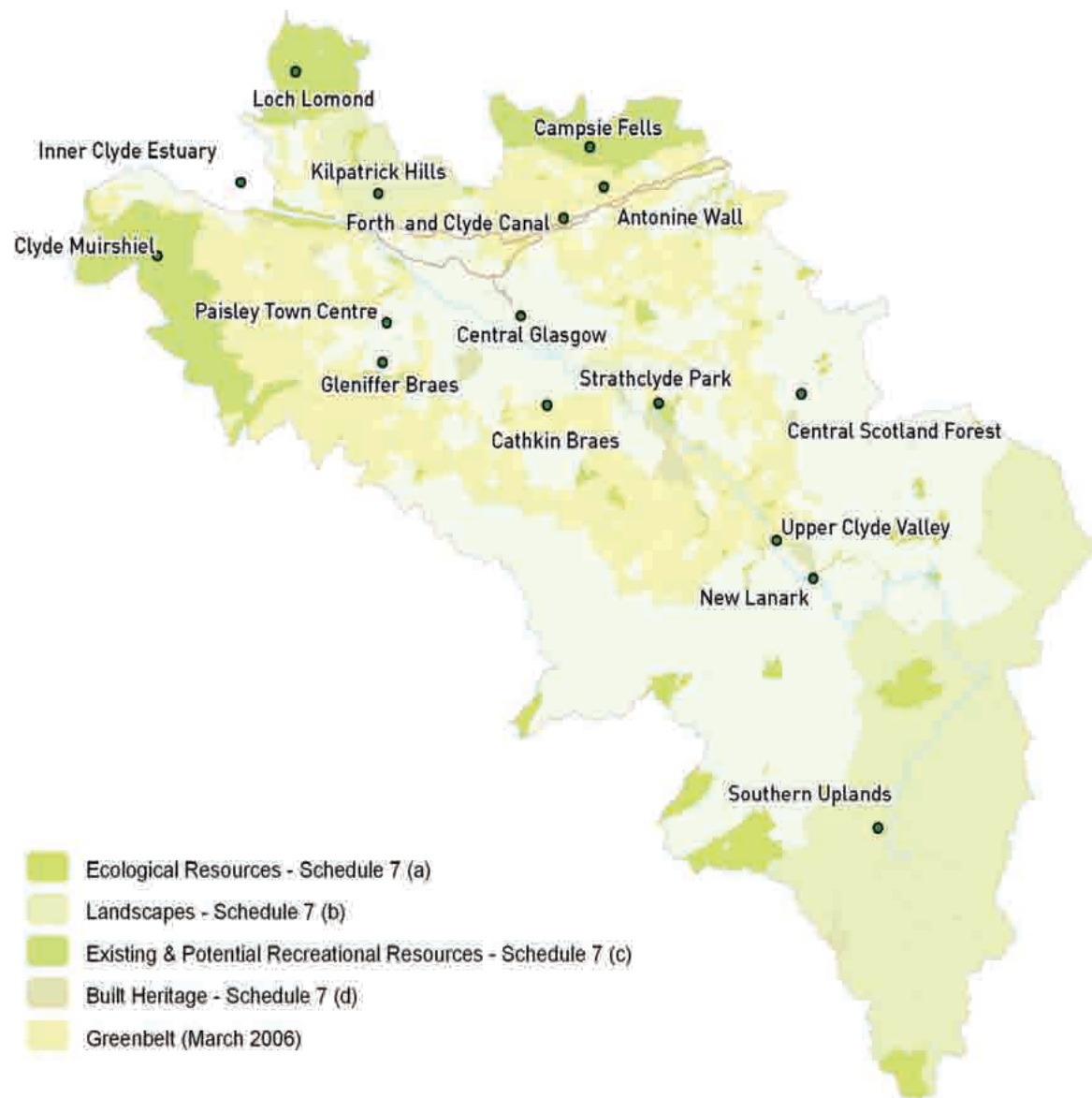
13.6 The Inner Firth of Clyde is recognised as an International Environmental Resource, and reflected by its designation, in part, as a Special Protection Area and Ramsar Site. Separate designations are not sought for the adjacent coastal areas since other policies within the Plan, in particular **Strategic Policy 7**, address the need to ensure that there is adequate control of developments along the coast. In addition, the provisions of **Strategic Policy 9** will guide decisions on proposals for development whether they are controlled through the Planning Acts or other legislation. The Management Strategy for the Firth of Clyde prepared under the auspices of the Firth of Clyde Forum helps clarify these relationships.

**Strategic Policy 7  
Strategic Environmental Resources**

In addition to the Green Belt, the Sustainable Development of the Glasgow and Clyde Valley metropolitan area requires that particular regard be had to safeguarding and managing the following International, National and Strategic Environmental Resources identified below and shown on **Diagram 19**; there shall be a presumption against any proposals which could have a significant adverse effect upon these resources informed where necessary by an Appropriate Assessment of the proposal on the conservation interests in the area. The Metropolitan Strategy also requires the protection and enhancement of the environmental resources listed in **Schedule 7**, in accordance with the guidance set out in the **NPPG 14 Natural Heritage**.

Resource	Status
<b>International</b>	
Loch Lomond	Regional Park / National Park
Upper Clyde Valley	Candidate SACs and AGLV
Inner Clyde Estuary	SSSI / Special Protection Areas (SPAs) / Ramsar Site
New Lanark	World Heritage Site
Antonine Wall	Scheduled Ancient Monument
Central Glasgow	Outstanding Conservation Areas
<b>National</b>	
Central Scotland Forest	National Government Initiative
Forth and Clyde Canal	Scheduled Ancient Monument
Paisley Town Centre	Outstanding Conservation Areas
Southern Uplands	Environmentally Sensitive Area
<b>Strategic</b>	
Clyde Muirshiel	Regional Park / Regional Scenic Area (part)
Campsie Fells	Regional Park (proposed) / Regional Scenic Area
Kilpatrick Hills	Regional Scenic Area
Gleniffer Braes	Country Park
Cathkin Braes	Proposed Country Park
Strathclyde Park	Country Park

- (a) **Ecological Resources:**  
SACs, SPAs, SSSIs, NNRs, RSPB and SWT reserves, and species or habitats protected by national and international legislation or recognised in Local Plans;
- (b) **Landscapes:**  
NSAs, RSAs, AGLVs and the landscape character of the Green Belt;
- (c) **Existing and Potential Recreational Resources:**  
National, Regional, Country and Major Urban Parks, the Green Belt and long distance walkways and cycling routes;
- (d) **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;
- (e) **Agricultural Land:**  
ESAs, Grades 3.2 or higher (10ha+) as identified in Diagram 20
- (f) **Mineral Reserves:**  
Specialised mineral resources defined in Local Plans (e.g. brick making clays and barytes);
- (g) **Undeveloped Functional Flood Plain Areas:**  
As advised by SEPA and confirmed by the Local Planning Authority.



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## Sustainable Development of Natural Resources

13.7 A framework is also required for the sustainable development of natural resources for minerals, forestry and woodlands, agriculture and renewable energy. This is set out in **Strategic Policy 8** and related **Diagrams 20 to 23**, in association with **Strategic Policy 9**. This Policy framework should provide a key input to the development of the national prospectus being prepared by SNH for their Natural Heritage Zones. This framework is based on the application of a sequential approach in order to ensure that the most beneficial location has been selected in terms of its economic, social, environmental and transport implications, and that resources are safeguarded from irreversible damage or strain on their carrying capacity. Consideration has also been given to the use of water resources and environment related tourism. These are set out on [pages 69 to 73](#).

### Strategic Policy 8 Sustainable Development of Natural Resources

The Metropolitan Development Strategy supports developments which satisfy the following criteria:

- (a) have regard to the relative sensitivities for further afforestation indicated on **Diagram 21** and the Glasgow and the Clyde Valley Forestry and Woodland Framework;
- (b) are in the Potential Areas of search for significant windfarm developments indicated on **Diagram 22**;
- (c) extend the supply of minerals at existing operational sites or in the locations identified in local plans in the search areas identified in **Diagram 23** and **Schedule 8**; and
- (d) safeguard and enhance the Strategic Environmental Resources, **Schedule 7**.

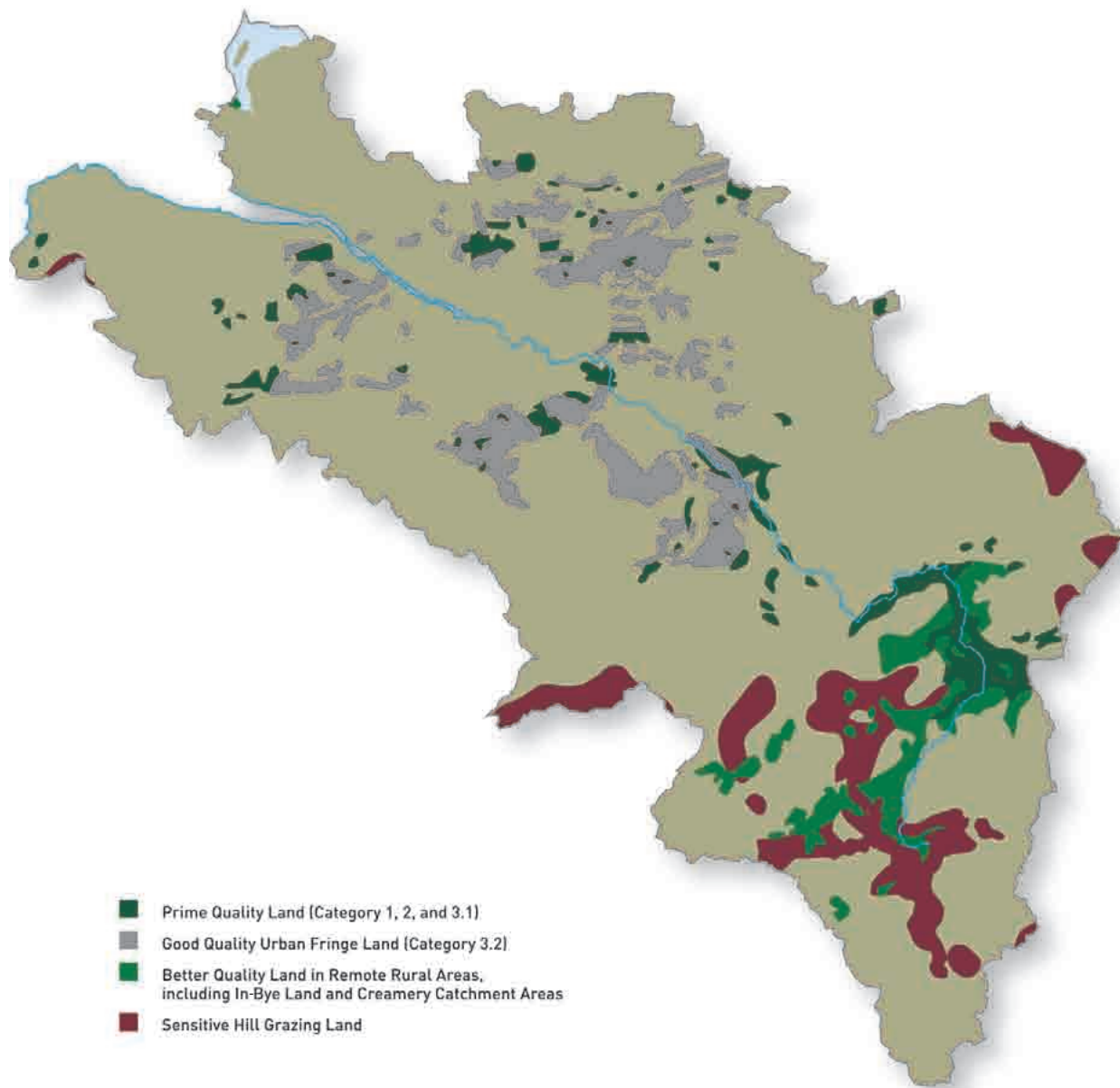
### Schedule 8 Search Areas for Minerals: Local Plans

- (i) **Open Cast Coal**  
Shotts  
Morningside  
North East of Airdrie  
Wilsontown/Forth  
Hamilton/East Kilbride  
Douglas Valley
- (ii) **Sand and Gravel**  
South Lanarkshire
- (iii) **Brick making Clay**  
Lanarkshire

(a) Agriculture

Agriculture plays an important part in the rural economy, especially in South Lanarkshire. It is important that better quality land is protected. In accordance with **SDD Circular 18/87**, it is necessary to protect prime agricultural land and other locally important non-prime agricultural land. The extent of better quality land requiring protection is indicated on **Diagram 20**. In addition, in hill farming areas, consideration should be given to the need to safeguard in-bye land as a locally important resource to sustain the local agricultural economy. These agricultural resources should be safeguarded through **Strategic Policy 9B(iv)**.

Diagram 20 Agricultural Land



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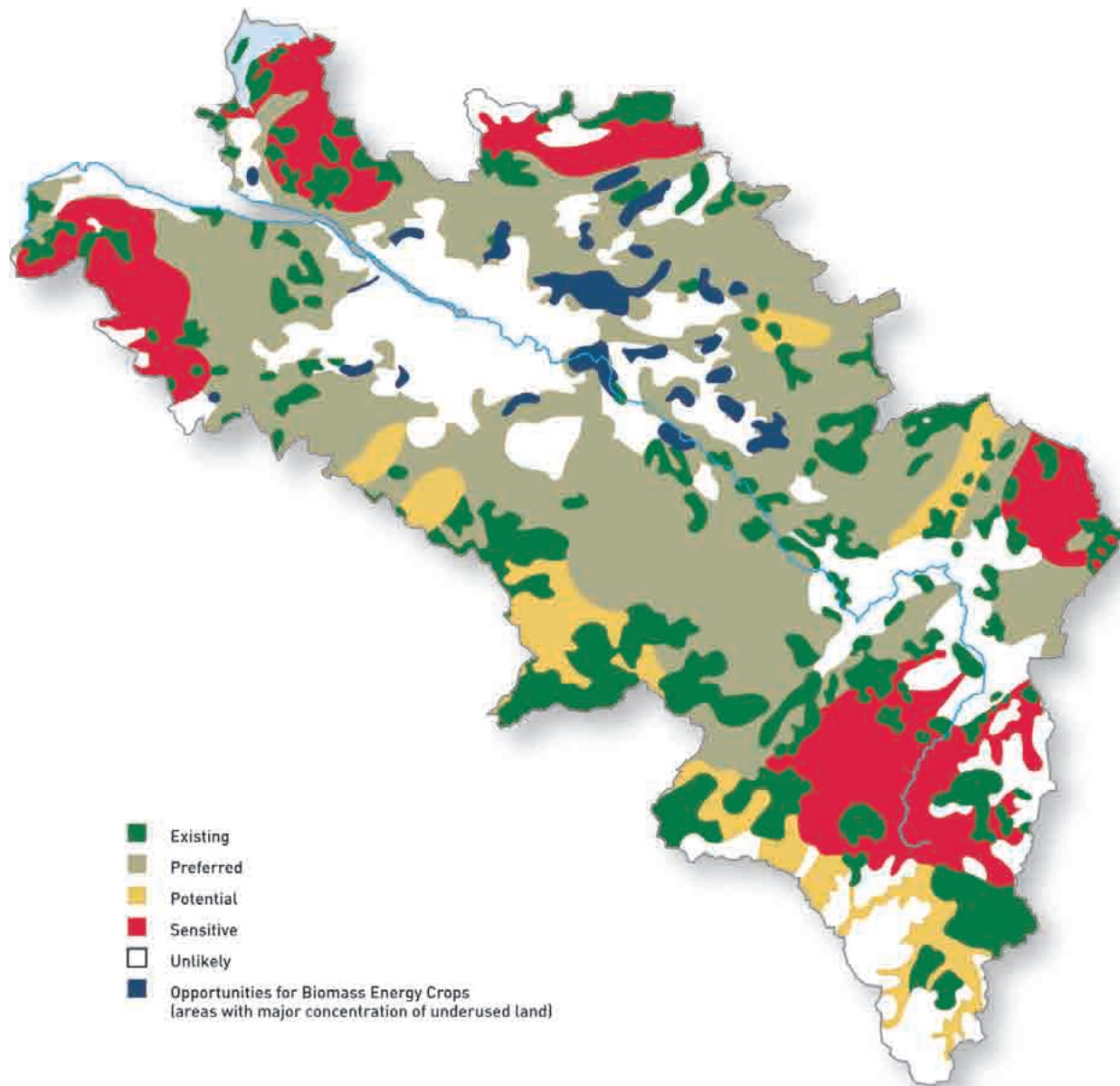
(b) Forestry

In accordance with the requirements of SODD Circular 9/99, [Diagram 21](#) identifies areas with potential for forestry within an Indicative Forestry Strategy (IFS). [Strategic Policy 8\(a\)](#) requires that new planting proposals should have regard to these sensitivities, and that responses to consultations on such proposals will be based on the IFS.

The [Glasgow and Clyde Valley Forestry and Woodland Framework](#) sets out the framework for the interpretation and implementation of the IFS, to promote the management and extension of woodland cover. The Forestry and Woodland Framework also forms part of the Metropolitan Development 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 managed by the Forestry Commission and Scottish Natural Heritage. The Plan supports the development of the Central Scotland Forest and the Clyde Valley Community Forest, as well as the promotion of biodiversity and farm diversification.

Areas offering opportunities for the production of biomass energy crops are identified on [Diagram 21](#).

Diagram 21 Forestry



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**(c) Renewable Energy****Diagram 22 Renewable Energy**

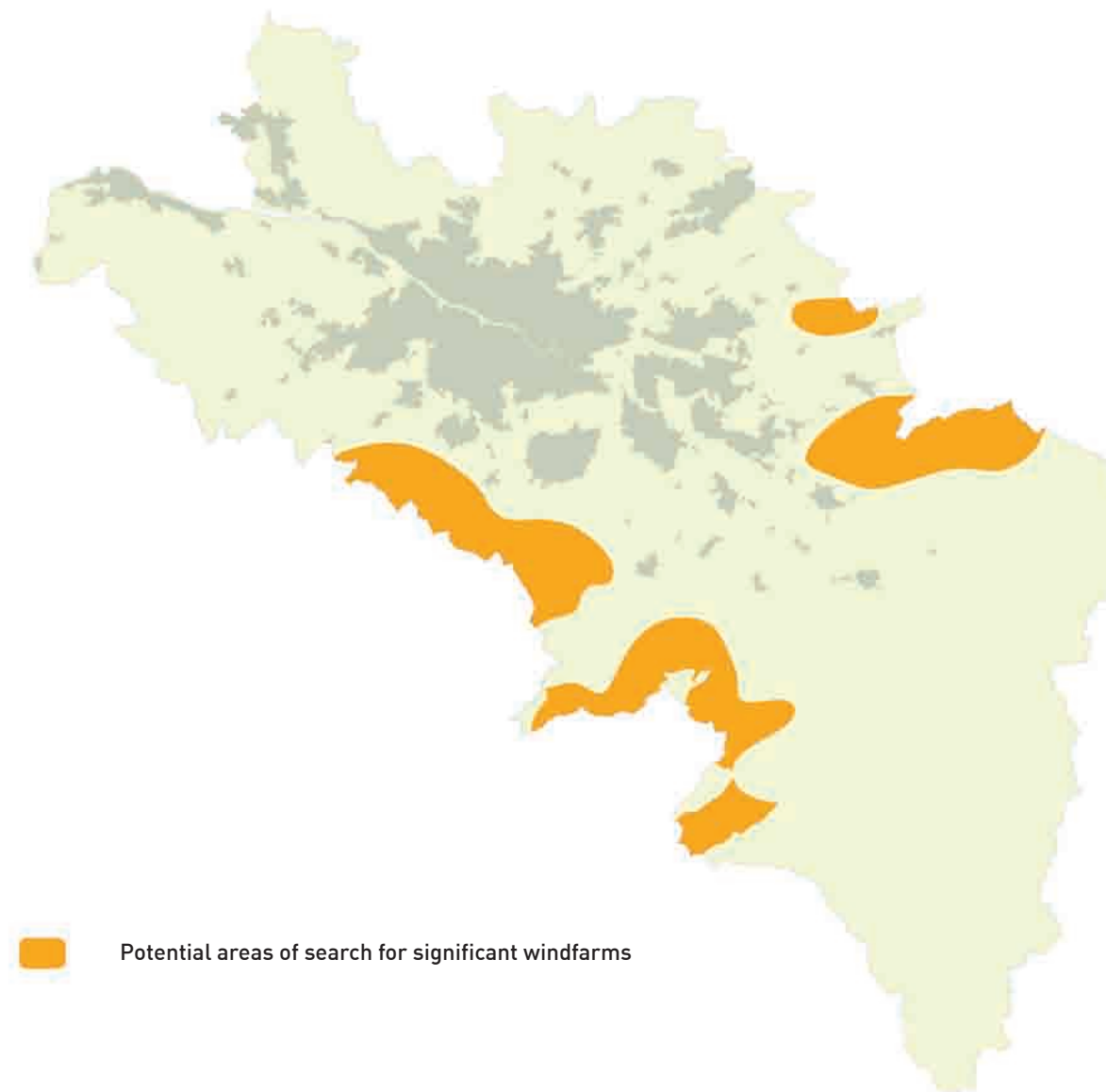
National policy statements and **SPP 6 Renewable Energy** indicate that the Scottish Government is committed to encouraging the development of renewable sources of electricity generation as part of a package of measures in support of the UK Climate Change programme. Within the Structure Plan area there are significant opportunities for wind power generation developments. In accordance with the guidance in **SPP 6**, Potential Areas of Search for significant wind farm development have been identified on the southern and eastern edge of the structure plan area (see **Diagram 22** and **Technical Report TR 8/06**). The potential areas of search are based on the continuing importance of protecting areas of sensitivity including strategic environmental resources and the immediate environment of communities. Subject to further evaluation of the strategic sensitivities and detailing through the local planning process (e.g. in terms of their scale and cumulative impact, including on adjoining council areas) they should be the focus for investment in significant windfarm developments.

Outwith the potential areas of search, significant windfarm developments would raise strategic planning issues, and all windfarm proposals will be assessed against constraints including the historic environment, areas designated for their regional and local natural heritage value, tourism and recreational interests, the amenity of local communities, Green Belt sensitivities, buffer zones, aviation and defence interests and broadcasting installations. Priority should be given to the protection of strategic environmental resources, set out in **Strategic Policy 7** and **Schedule 7**. Proposals affecting other natural heritage interests shall satisfactorily address any impacts on the particular interest that the designation is intended to protect but the designation shall not unreasonably restrict the overall ability of the plan area to contribute to national targets.

Proposals for all windfarms should be assessed in relation to criteria including, as appropriate, grid capacity, impacts on the landscape and historic environment, ecology (including birds), biodiversity and nature conservation, the water environment, communities, aviation, telecommunications, noise and shadow flicker and in accord with **Strategic Policies 9** and **10**, and the scale of significance set in **Schedule 9**.

Other forms of renewable energy generation will be supported including micro-renewables.

Further evaluation should indicate where there may be opportunities for biomass related development, for example in the Rural Investment Areas.



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**(d) Aggregate Minerals**

Although there should be sufficient supply to meet demand (if the principle of extensions to existing quarries is maintained), consideration has been given to the desirability of establishing the longer-term sand and gravel aggregates requirements in the Structure Plan area. In accordance with [Strategic Policy 8\(c\)](#) and [Schedule 8](#) South Lanarkshire Council has evaluated the scope for a limited range of additional locations for sand and gravel extraction subject to environmental and local planning considerations. Elsewhere, the potential reserves are more restricted and have greater sensitivity in terms of their Green Belt location and proximity to settlements. Proposals for minerals extraction should be determined in accord with [Strategic Policies 9 and 10](#) and the scale of significance set in [Schedule 9](#).

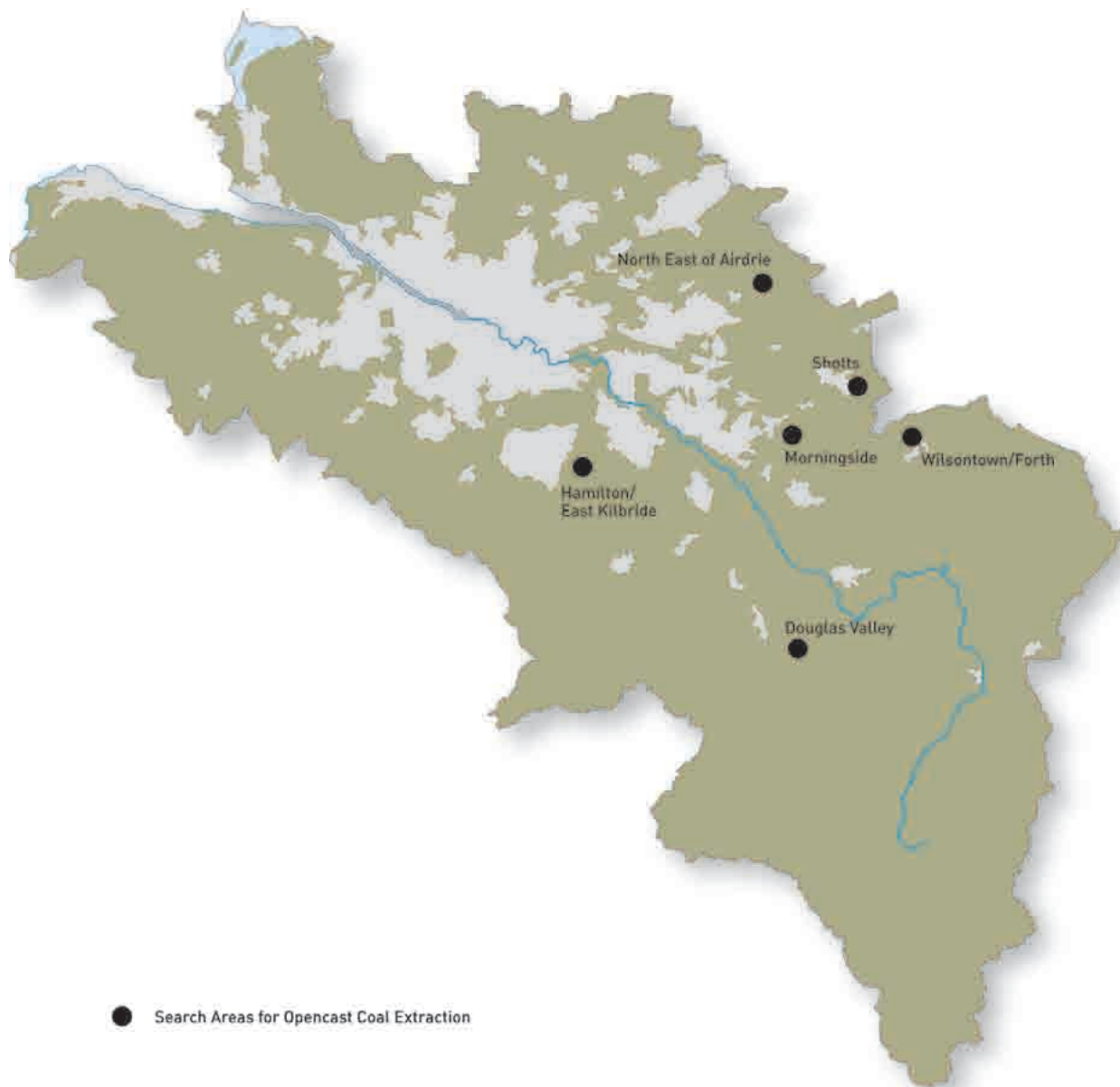
**(e) Opencast Coal Extraction**

In accordance with [SPP 16 Opencast Coal](#), [Strategic Policy 8\(c\)](#) supports opencast coal and related minerals developments within areas identified in [Schedule 8](#) and the [Diagram 23](#). Outwith these areas, there will be a general presumption against opencast coal and related minerals working. All proposals for new workings, whether within or outwith search areas will need to be assessed against the criteria in [Strategic Policies 9 and 10](#). The relevant local plans should define these broad areas in more detail, and set out the criteria to be addressed when assessing individual proposals, with priority being given to rail transport wherever feasible.

**(f) Refractory Brick-making Clay**

The local brick-making industry depends upon the supply of quality clays. These are small in scale and sporadic in their distribution. It is therefore not appropriate for the Structure Plan to identify specific locations. It is recognised, however, that where locations are identified in local plans (refer [Schedule 8](#)) and subject to the provisions of [Strategic Policy 9](#), the extraction of brick-making clay for that primary purpose will be supported.

**Diagram 23 Search Areas for Opencast Coal Extraction**



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#### (g) Tourism and Recreation

The promotion of tourism is a key element of the Competitive Economic Framework. The priority development areas are identified through [Strategic Policy 5\(e\)](#). These areas overlap with the need to provide green lungs for the residents of the conurbation as part of a hierarchy of national, regional, country and local parks, linked by access routes developed through the **Paths for All** Initiative and are integral to the Green Network. The priorities for the development of these areas are set out in [Strategic Policies 1\(f\)](#) and [5\(e\)](#).

#### (h) Water Catchments

There is a need to safeguard the quality and quantity of water supplies. Water catchments, however, have potential for wider social and economic use, e.g. recreation and forestry. The sensitivities of water catchments will therefore need to be taken into account in the evaluation of development proposals and major land use change. This will require consultation with Scottish Water on proposals which could have an adverse impact. The Loch Lomond catchment is a pilot project for the development of water catchment management plans by SEPA and the Water Authorities. The development framework set out in the Structure Plan will help guide the preparation of the River Basin Management Plans under the Water Framework Directive.



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# Section E

## Implementation

14	Local Planning Implications
15	Development Control Implications
16	Implementation, Monitoring and Review of the Plan

**14 Local Planning Implications**

14.1 This Structure Plan has been prepared in accordance with the **Town and Country Planning (Scotland) Act 1997** and the direction given in the **Designation of Structure Plan Areas (Scotland) Order 1995**. The **Review of Matters Affecting the Development and Planning of the Structure Plan Area** and the accompanying **Technical Reports** provide additional information on the context for the policies of the Plan.

14.2 The Structure Plan has been drawn up in accordance with the established requirements in National Planning Policy and Circulars, and takes account of the advice on good practice set out in Planning Advice Notes. The issues that will have to be addressed as a priority through local planning are identified in **Joint Policy Commitment 3**. These local planning requirements, in particular, relate to the Strategic Development Locations identified in **Strategic Policy 1**.

14.3 In most areas, local plan reviews are already in hand. The Joint Committee recognises that it is important that the priorities listed in **Joint Policy Commitment 3** are completed as soon as possible, if necessary using expedited procedures. The additions to the housing land supply set out in **Schedule 6(b)(ii)** should be brought forward in conformity with Structure Plan policies and matters set out in **paragraphs 8.14** and **12.16**, either through revisions to local plans for the areas to which the land requirements have been allocated, or by granting planning permission in advance of local plan adoption if the sites in question would not otherwise be released on time.

**Joint Policy Commitment 3  
Priorities for Local Plan Review**

The local plans covering the areas identified below will be reviewed as a matter of priority.

Local Plan	Issue	Local Plan	Issue
East Dunbartonshire	Affordable housing provision, <b>Schedule 6(b)(iii)</b>	Renfrewshire	Bishopton (CGA)
	Local employment opportunities, <b>Schedule 6(a)</b>		Johnstone South-West (CGA)
	Campsies (Management Plan)		Airport related issues
East Renfrewshire*	Kirkintilloch, <b>Schedule 1(a)</b>	South Lanarkshire*	Paisley, (Town centre renewal)
	Affordable housing provision, <b>Schedule 6(b)(iii)</b>		Affordable housing provision, <b>Schedule 6(b)(iii)</b>
	Barrhead Town Centre and SIBL, <b>Schedules 1(a)</b> and <b>5(b)</b>		Cambuslang (CGA and Clyde Gateway SIBL)
Glasgow City*	City Centre (Metropolitan Flagship Initiative, <b>Schedule 1(a)</b> )	West Dunbartonshire	Carlisle (CGA)
	Glasgow West Educational and Cultural Quarter, <b>Joint Policy Commitment 1(b)</b>		Hamilton (CGA)
	Easterhouse – Gartloch (Community Growth Area)		East Kilbride (CGA)
	Clyde Gateway (SIBL)		Larkhall / Fernigair (CGA)
	Broomhouse (CGA)		Windfarm Potential Areas
	Robroyston (CGA)		Clydebank (Town centre renewal)
	Social Rented Reprovision, <b>Schedule 6(b)(iv)</b>		Dumbarton (Town centre renewal)
Inverclyde	Greenock - Port Glasgow, <b>SP2</b>	Local Employment Opportunities, <b>Schedule 6(a)</b>	
	Social Rented Reprovision, <b>Schedule 6(b)(iv)</b>	Loch Lomond (National Park Plan)	
	Greenock Town Centre, <b>Schedule 1(a)</b>		
North Lanarkshire*	Ravenscraig Metropolitan Flagship Initiative, <b>SP1</b> and <b>SP5</b>		
	Airdrie / Coatbridge, <b>Schedule 6(b)(ii)</b>		
	Motherwell (Town centre renewal), <b>Schedule 6(b)(ii)</b>		
	Wishaw, (Town centre renewal)		
	Cumbernauld (CGA), (Town centre renewal)		
	Gartcosh / Glenboig (CGA)		
	A8/M8 Corridor (Newhouse - Bargeddie), <b>SP2</b>		

\* denotes local authority-wide Local Plan Review in hand at January 2006

In addition, there is a general need for all local plans to make provision for the implementation for the **Joint Transport Priorities** and the **Green Network**.

15.1 Development proposals which are in locations or of a scale or nature not identified in the Structure Plan policies could undermine the Metropolitan Development Strategy. In addition proposals within preferred areas and areas of potential need to be assessed in terms of their consistency with the policies of the Structure Plan and the Guiding Principles of Sustainable Development, **Table 3**. This assessment is in addition to any local planning considerations or guidance and advice (including draft advice) contained in SPPs / NPPGs and PANs and government circulars and policy documents. The Strategic Policies of the Structure Plan are complementary and the objectives of one should not be achieved at the expense of another. This is reflected in the requirements of **Strategic Policies 9 and 10**.

### Development Proposals

15.2 Development proposals should be assessed within the context of the Structure Plan. The Structure Plan is based upon taking account of the direct, cumulative and indirect strategic impacts of development. **Strategic Policy 9** therefore identifies the criteria that should be applied in the assessment of any planning proposal made through a planning application, notification or local plan, in order to determine whether it accords with the Structure Plan. These criteria have been based upon the Guiding Principles for Sustainable Development of the Plan in terms of the following considerations:

- an assessment of the supply of and demand for development land that has formed the basis of the assumptions in the Plan;
- a presumption in favour of more sustainable locations (e.g. town centres) as identified in the Strategic Policies of the Plan, and the impact upon strategic environmental resources; and
- the adequacy of measures to offset the direct environmental and infrastructure implications of the proposals.

### Departures from the Structure Plan

15.3 Planning authorities require to notify certain planning applications to the Scottish Ministers as set out in **Circular 5/2007**, including significant departures from the development plan. A consistent approach therefore must be taken to significant departures from the Structure Plan. The significance of a proposal will be judged in terms of its direct impact, both in the local and wider area, in terms of the main aims, objectives and policies of the structure plan and cumulative impact and by any precedent that it may set for the future interpretation of Structure Plan policies. The Structure Plan, through **Schedule 9**, identifies the thresholds for the scale of development that are likely to represent a significant departure. The types of development identified in this Schedule do not cover all potential departures. In particular, there will be situations where smaller scale developments could raise significant issues in their own right or in terms of the precedent set. This is a matter for each authority to implement within the spirit and purpose of the relevant strategic policy. In particular, this applies to the cumulative impact, and therefore control, of small scale housing developments in the Green Belt or wider countryside.

15.4 Development proposals which do not accord with the Structure Plan require to be justified in terms of the need for and impacts of the development, taking account of the following:

- an up-to-date assessment of the supply and demand for development based on the appropriate area and timescale of analysis that has been used in the Structure Plan;
- the social and economic benefits, particularly in terms of the Priority Areas of the Plan; and
- the environmental benefits in terms of protecting, enhancing or creating the strategic environmental resources of the area.

15.5 **Strategic Policy 10** therefore identifies the criteria that should be applied in the assessment of significant planning proposals which are departures from the Structure Plan made through a planning application, notification or local plan. A proposal which a local authority regards as satisfying one or more of the criteria in **Strategic Policy 10** shall not be regarded as according with the Structure Plan.

## 16 Implementation, Monitoring and Review of the Plan

16.1 The Metropolitan Development Strategy will be implemented through harnessing private sector investment and co-ordinated public sector action. Past experience gives confidence that private sector interests will respond to the need to ensure that future patterns of development are not driven by past trends, and that wider community non-market benefits are achieved from new development, particularly in terms of urban renewal.

16.2 In terms of public sector investment programmes, the Structure Plan policies have been developed in close liaison with the Scottish Government and key government agencies. The benefit of the policies and proposals in the Plan will be reinforced by a wide range of complementary action by these agencies, for example, in terms of economic promotion, Welfare to Work and Health action programmes, environmental projects and transport management. There are a set of linked **Common Perspectives** and **Action Programmes** which provide a context for joint action; the latter being explained further below.

16.3 Specific consideration has been given to the scale of resources that are necessary to implement the full range of action that is required. This assessment is constrained by the short-term nature of investment programmes, as compared with the long-term strategy that is being promoted through the Structure Plan. It is however necessary that the current levels of expenditure are maintained if the priority initiatives that are identified in the Plan are to be implemented. It is also important to ensure that the development opportunities that are identified in the Plan are not prejudiced in the longer-term because of any short term funding issue. Sustainable development opportunities are not easily replaced, and it is generally more difficult to correct the long-term impacts of inappropriately located developments, especially in terms of public transport.

16.4 It will be necessary for the policies and programmes in the Plan to be regularly reviewed. The underlying assumptions will also be monitored against the Guiding Principles for Sustainable Development and other agreed indicators. In particular, the housing and retail analyses should be rolled forward on a regular basis. Any necessary adjustments to the proposals in the Plan will be brought forward through a future Alteration. This applies in particular to the need to implement any development proposals arising from the outcome of [Strategic Policy 2](#).

## Action Programmes

16.5 A series of thematic **Action Programmes** will be developed in support of the Metropolitan Development Strategy. The majority of the strategic requirements developed in the Plan will be specified in detail and delivered through the local and master-planning processes. A number of themes, however, require a greater degree of joint action due to their scale being of greater strategic significance across the whole Structure Plan area. In such cases, it is proposed that Action Programmes are developed in partnership with the key agencies involved – in the fields of economic development, health, water and wastewater, and in the metropolitan green structure.

16.6 The **Economic Development Action Programme** will be aligned to the **MetroRegion West** strategy being prepared by Scottish Enterprise. It is intended to highlight the key linkages between this strategy and the Metropolitan Development Strategy and to identify a delivery framework and lead bodies in implementing these common actions.

16.7 The **Health Action Programme** will align the key health themes related to employment and accessibility, physical recreation, housing and neighbourhoods, sustainable environments and will identify the key inter-linkages with land use planning and spatial action priorities.

16.8 The **Water and Waste Water Services Action Programme** will seek to align Scottish Water's capital investment growth programme in support of the Agenda for Sustained Growth, particularly in relation to the Scottish Ministers objectives for Quality and Standards III, and the removal of development constraints.

16.9 The **Green Network Action Programme**, through a partnership of the Joint Committee and key agencies, will deliver one of the key planks of the Metropolitan Development Strategy, by aligning it with the strategic policy directions of partner agencies. The partnership will include the Forestry Commission (Scotland), Scottish Natural Heritage, the Health Boards, and Scottish Enterprise and its network, and will seek to produce a quantum change in the economic, social and environmental conditions of the metropolitan area over the longer term.

In order to accord with the Structure Plan, development proposals will require to satisfy the following criteria.

Any proposal which fails to meet these criteria will be regarded as a departure from the development plan and will be required to be justified against the criteria in **Strategic Policy 10**.

These criteria are complementary, and the fulfilment of one criterion does not over-ride the need to satisfy the others.

**A That the case for any development which exceeds the thresholds set out in Schedule 9 has been established in the terms of:**

- (i) the ten-year marketable land supply for industrial and business development;
- (ii) the assessment of housing proposals (except on urban brownfield sites) against the demand and effective supply of owner occupied housing land in the relevant housing market area, **Schedule 6(b)(i)**, and planned programmed output in the appropriate Sub-market or Housing Market Areas in **Schedule 6(b)(ii)**; or
- (iii) a requirement identified in a local plan (**Schedule 6(b)(iii)**) for affordable housing as defined and categorised in **PAN 74**; or
- (iv) the criteria set out in **Schedule 6(c)(i)** and the requirements identified in **Schedule 6(c)(iv)**; or
- (v) the assessment of aggregate mineral extraction proposals (except extensions to existing workings) against the ten-year supply and demand within the Structure Plan Area; or
- (vi) its relationship to the requirements for waste management facilities set out in the **Glasgow and Clyde Valley Area Waste Plan**.

**B That the location of the development is appropriate in terms of the need to:**

- (i) safeguard and avoid the diversion or displacement of investment from the development locations identified in **Strategic Policies 1, 5, 6 and 8**;
- (ii) promote Urban Regeneration by:
  - (a) giving preference to the use of brownfield urban land rather than greenfield land or open space;
  - (b) safeguarding the Glasgow and Clyde Valley Green Belt, **Strategic Policy 1**;
- (iii) safeguard and promote the vitality and viability of town centres identified in **Schedule 1(a)** by:
  - (a) locating major office development within or adjoining the Strategic Business Centres identified in **Schedule 5(a)**;
  - (b) taking a sequential approach to proposals for retail, office (Class 2), cultural and leisure development as set out in **Schedule 6(c)(ii)**;
- (iv) safeguard the environmental resources listed in **Schedule 7** or identified in local plans (including regard to landscape character and quality);
- (v) avoid isolated and sporadic development in the Green Belt and the wider countryside;
- (vi) promote Sustainable Transport by:
  - (a) the application of the Hierarchy of Accessibility as set out in **Schedule 3(a)(i)**;
  - (b) the application of criteria for sustainable locational choices as set out in **Schedule 3(a)(ii)**;
  - (c) the safeguarding of the routes for Strategic Transport Network development proposals (**Schedule 4**);
- (vii) implement the waste management hierarchy as defined in the **National Waste Strategy** and priorities identified in the **Area Waste Plan**;

- (viii) avoid the risk of flooding from all sources throughout the relevant water and drainage catchment area and safeguard the storage capacity of the functional flood plain;
- (ix) avoid negative impact upon Health and Safety;
- (x) contribute to the implementation of the Air Quality Strategy.

**C That appropriate provision has been made by the developer for:**

- (i) the infrastructure or facilities required to make the development acceptable;
- (ii) the implementation of appropriate transport measures for the minimisation and management of the future levels of traffic generated, including Green Transport Plans;
- (iii) remedial environmental action and maintenance of related greenspaces;
- (iv) the provision of sustainable urban drainage systems in accord with the relevant drainage strategy or assessment;
- (v) the provision of ICT network connections;
- (vi) arrangements for the maintenance of measures required under Criteria **C(i)** to **C(iv)** above;
- (vii) the excavation and recording of archaeological sites where preservation cannot be achieved;
- (viii) the requirements in the approved master plans for the Community Growth Areas set out in **paragraph 8.14**; and
- (ix) energy conservation in the layout and design of buildings.

**Schedule 9**

**Scales of Development likely to be Significant**

**Greenfield Housing Developments**

10 or more units outwith the Community Growth Areas, identified in Strategic Policy 1(c) and the additional housing requirements identified in Schedule 6(b)(iii)

**Retail Developments**

Comparison - over 2,000m<sup>2</sup>  
or  
Convenience - over 1,000m<sup>2</sup>

**Speculative Offices Development**

Not associated with a Strategic Business Centre (**Schedule 5(a)**) over 2,000m<sup>2</sup>  
or  
Business Development (Class 4)  
outwith existing sites zoned for Business Development over 2000m<sup>2</sup>

**Mineral Extraction Proposals**

over 2 hectares or 50,000 tonnes in locations outwith any search areas identified in **Schedule 8**

**Waste Management Developments**

over 10 hectares

**General Industry (Class 5) and Storage or Distribution (Class 6) Developments**

over 5 hectares outwith existing sites zoned for industry, business or distribution

**Wind Turbines**

over 20MW output capacity

**Other developments generating trip numbers above the following levels**

500 vehicles per day

**Strategic Policy 10  
Departures from the Structure Plan**

Any proposal which fails to meet the relevant criteria in **Strategic Policy 9** will be regarded as a departure from the Development Plan and consideration shall require to be given to the appropriateness of the development having regard to the following criteria:

**A The justification for the development in terms of:**

- (i) an updated assessment agreed by the Joint Committee of the supply and demand estimates used in the Plan;
- (ii) clear evidence of a shortfall in the existing and planned supply of land for:
  - industrial, business or aggregate mineral development within the Structure Plan area;
  - housing development within the appropriate Market Area; taking account of the need to provide for choice in terms of size and type of housing, or
  - retail development within the appropriate Retail Catchment Area;
- (iii) requirements for affordable (including social rented housing) identified in a Strategic Housing Agreements or Local Housing Strategy;
- (iv) the contribution the development would make to remedying any qualitative deficiencies in existing retail provision; or
- (v) specific locational need.

**B The following criteria:**

**(i) Economic Benefit**

- (a) the need to accommodate inward investment for industrial or business development that would otherwise be lost to the Structure Plan area or to Scotland;
- (b) the protection of existing jobs or the creation of a significant number of net additional permanent jobs to the Structure Plan area;

**(ii) Social Benefit**

- (a) assisting the urban renewal or rural regeneration of the Priority Areas identified in **Schedule 1(b)** and **1(d)**;
- (b) supporting or enhancing community facilities;
- (c) the capacity of the settlement and surrounding area to absorb further development;

**(iii) Environmental Benefit**

- (a) the protection and enhancement of environmental resources identified in **Schedule 7** or local plans;
- (b) the significant restoration of vacant or derelict land for environmental purposes;
- (c) improvement of air and water quality.

Scottish Planning Policies (SPPs) set out the following framework of action that the Structure Plan should provide in meeting this goal:

**A Support and promote sustainable development by:**

- promoting urban renewal and regeneration in preference to further urban expansion;
- providing a co-ordinated approach to rural areas, reflecting the varying needs within them;
- maintaining the vitality and viability of town centres;
- locating new development where it is linked to sustainable transport;
- the strategic management and development of the transport network; and
- designating a long-term Green Belt.

**B Identify development opportunities to meet the anticipated needs of the area in terms of providing a:**

- settlement strategy which has a 10 - 15 year horizon;
- related supply of land for industrial and business development, and the identification of up to five Large Single User High Amenity Sites;
- minimum 5-year effective land supply for owner occupied housing in each of the Housing Market Areas, giving priority to the use of brownfield land;
- 10-year land bank for aggregate minerals and the safeguarding of mineral deposits for future extraction;
- framework for the development of sports and recreational facilities, and open space; and
- opportunities for the development of renewable energy and afforestation.

**C Protect and enhance environmental resources including:**

- habitats and species of national and international significance;
- prime land and other important agricultural land;
- landscapes of international, national and regional importance;
- the historic environment, including archaeology;
- coastal areas;
- woodland and forest resources; and
- river catchments, including areas liable to flooding.

Scottish Planning Policies (SPPs) provide statements of Scottish Government policy on nationally important land use and other planning matters. Existing National Planning Policy Guidelines (NPPGs) have continued relevance to decision making, until such time as they are replaced by an SPP. The term SPP should be interpreted as including NPPGs.

The following list of SPPs and NPPGs are in effect at 29 April 2008.

**Scottish Planning Policies (SPPs)**

- SPP 1 The Planning System, 2002
- SPP 2 Economic Development, 2002
- SPP 3 Planning for Housing, 2003
- SPP 4 Planning for Minerals, 2006
- SPP 6 Renewable Energy, 2007
- SPP 7 Planning and Flooding, 2004
- SPP 8 Town Centres and Retailing, 2006
- SPP 10 Planning for Waste Management, 2007
- SPP 11 Open Space and Physical Activity, 2007
- SPP 15 Planning for Rural Development, 2005
- SPP 16 Opencast Coal, 2005
- SPP 17 Planning for Transport, 2005
- SPP 20 Roles of Architecture and Design Scotland, 2005
- SPP 21 Green Belts, 2006

**National Planning Policy Guidelines (NPPGs)**

- NPPG 5 Archaeology and Planning, 1994
- NPPG 13 Coastal Planning, 1997
- NPPG 14 Natural Heritage, 1999
- NPPG 18 Planning and the Historic Environment, 1999
- NPPG 19 Radio Telecommunications, 2001

## Glossary of Terms

**Adjoining site** (also described as **edge-of-centre**): A site which is positively linked to a town centre the development of which would be supportive of the retailing function of the centre.

**Ancillary Service Provision:** Developments such as small scale retailing and small scale offices, which provide services to the industrial and business base of the strategic industrial and business locations.

**Brownfield Sites:** Land which has previously been developed. The term may encompass vacant or derelict land; infill sites; land occupied by redundant or unused buildings; and developed land within the settlement boundary where further intensification of use is considered acceptable. A brownfield site should not be presumed to be suitable for development, especially in Green Belt and other countryside areas.

**Business Development:** Developments falling under Class 4 of the Town and Country Planning Act (Use Classes) (Scotland) Order 1997.

**Bulky Goods:** For the purposes of the Plan are restricted to DIY, furniture, carpets, electrical and gardening goods.

**Comparison and Convenience:** Descriptions of categories of retail goods and expenditure.

**Comparison Goods:** Books, clothing and footwear, furniture, floor covering and household textiles, radio, electrical and other durable goods, hardware and DIY supplies, chemists' goods, jewellery, silverware, watches and clocks, recreational and other miscellaneous goods.

**Convenience Goods:** Food, alcoholic drink and tobacco, newspapers and magazines, matches, soap and other cleaning material.

**Development Proposal:** A proposal, or development plan policy, for the change in the type, form or intensity in the use of land or related operations, which form part of a structure plan, local plan, statutory direction or regulatory consultation procedure.

**Economic Benefit:** The net beneficial consequence of development over its economic life in terms of the economy of the Structure Plan Area, or the community concerned, particularly in terms of employment.

**Effective Housing Land Supply:** The part of the established housing land supply that is expected to be free of development constraints in the period under consideration, and will therefore be available for the construction of housing.

**Environmental Impact:** The effect of a development proposal on people, buildings and infrastructure, natural and heritage resources and wildlife, in terms of health, safety and amenity.

**Established Housing Land Supply:** The total housing land supply, including both constrained and unconstrained sites. This will include the effective housing land supply, plus the remaining capacity of sites under construction; sites with planning consent; sites in adopted local plans; and other land and buildings with agreed potential for housing development.

**Glasgow City Centre:** As defined by the north and west flanks of the M8, the River Clyde and High Street / Saltmarket.

**Greenfield Sites:** Land which has never previously been developed, or fully-restored formerly derelict land which has been brought back into active or beneficial use for agriculture, forestry, environmental purposes, or outdoor recreation.

**Housing Market Areas (HMAs):** These are areas within which households are willing to move to buy a house (excluding moves which are employment or retirement led). These are used to reflect mobility of demand across the conurbation. They are relatively self contained from other HMAs, but are inter-linked. (Refer to **Technical Report TR 1/06**).

**Local Housing Strategy:** Section 89 of the Housing (Scotland) Act 2001 requires local authorities to undertake a comprehensive assessment of housing needs and conditions, and to produce strategies to tackle the housing problems in their area.

**Infrastructure Implications:** The requirement for the provision of water, sewerage, roads, public transport, education or any other public services or utilities (e.g. ICT and power) which may be generated by a particular development proposal.

**Locally Important Agricultural Land:** Non-prime agricultural land which is important from the maintenance of agricultural employment and the rural economy.

**Marketable Industrial and Business Land:** Serviced and available industrial or business land.

**Mobile Housing Demand:** The proportion of the total forecast housing demand that can be accommodated within any of the Sub-market Areas of the relevant HMA.

**Out-of-centre Site:** A site outwith and not adjoining a town centre, but within the urban area.

**Right to Buy:** The tenant's right to buy public sector rented housing stock.

**Retail Capacity Assessment:** An assessment of the capacity of a shopping catchment area in terms of the potential turnover of existing and planned floorspace and the current and future expenditure from the resident population, having regard to the flows of trade with other shopping catchment areas.

**Retail Impact Assessment:** An evaluation of the potential trading impacts of a retail development proposal upon the town centres and shopping catchment areas, in terms of their existing and potential future turnover, within the sphere of influence of the proposal.

**Retail Park:** A single development of at least 3 retail warehouses with associated car parking.

**Retail Warehouse:** A large single-level store specialising in the sale of household goods such as carpets, furniture and electrical goods, and bulky DIY items, catering mainly for car borne customers and often in out-of-centre locations.

**Shopping Catchment Area:** The geographical area, defined following analysis of the 1998 Household Survey, within which the majority of households undertake their main shopping trips.

**Specific Locational Need:** The need for a development which is specifically associated with a particular location.

**Structure Plan:** The strategic development plan for the Glasgow and Clyde Valley prepared jointly by its constituent Councils for submission to, and approval by, Scottish Ministers after public consultation, in accordance with 1997 Act.

**Sub-market Areas (SMAs):** Sub-market Areas are subdivisions of HMAs within which a proportion of forecast demand for owner occupied housing is allocated, to reflect the level of housing demand and supply that needs to be evaluated locally.

**Town Centres:** The term “town centre” is used to cover city, town, and district centres which provide a broad range of facilities and services and which fulfill a function as a focus for both the community and public transport. It excludes retail parks, neighbourhood centres, and small parades of shops of purely local significance.

**Travel Plans:** Documents prepared by owners and operators of developments, existing or proposed, to set out proposals for delivery of more sustainable travel patterns.

**Urban Sites:** Comprise sites which are within an urban area.



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