

# LOCAL DEVELOPMENT PLAN FOR GLASGOW ~ EARLY ENGAGEMENT WITH STATUTORY STAKEHOLDERS ~

## Summary Of Main Points

<b>NAME OF STAKEHOLDERS</b>	Strathclyde Passenger Transport (SPT) Scottish Environment Protection Agency (SEPA) Scottish Enterprise (SE) Scottish Natural Heritage(SNH) Historic Scotland (HS) Forestry Commission (Meeting Declined at this Stage) Transport Scotland (TS) Scottish Water (SW) NHS Greater Glasgow and Clyde (NHS)
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<b>DATES OF MEETINGS</b>	Oct, Nov, Dec 2009
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<b>GENERAL THOUGHTS ON CITY PLAN 2 (FORM &amp; CONTENT)</b>
<ul style="list-style-type: none"> <li>• Disappointed with masterplans so far, they should be a powerful tool for ensuring attention to detail, high-quality design and delivery of developments which fully meet the aspirations expressed in the City Plan, but this has not always fully been the case</li> <li>• The value of plan-making is seriously undermined if results on the ground consistently fail to achieve the most basic and obvious aims of good design, such as convenient public access to greenspace and path networks</li> <li>• Transport proposals in City Plan 2 need to be reviewed, in conjunction with Transport Scotland, before transferring them to City Plan 3</li> <li>• Baseline transport modelling should take place as part of the City Plan 2 Monitoring Report, with scenario testing undertaken as part of the Main Issues Report (modelling work is likely to take 6 months). If City Plan 3 represents no major change from City Plan 2, then it is unlikely that major modelling will be required and it would be more effective to focus on hot spots.</li> <li>• City Plan 2 contains a section dealing with hospitals provision</li> </ul>

<b>GENERAL THOUGHTS ON CITY PLAN 3 (FORM &amp; CONTENT)</b>
<ul style="list-style-type: none"> <li>• There needs to be a strategic element of planning</li> <li>• An issue for all the agencies will be how information is split between policies and supplementary guidance in the Plan</li> <li>• City Plan 3 will need to accommodate statutory biodiversity, sustainability and climate change duties</li> <li>• It is important that City Plan 3, where it concerns the Commonwealth Games, provides a legacy in terms of natural heritage considerations, such as public access to the Clyde</li> </ul>

- New thinking could arise in City Plan 3 in relation to the policy on windows in listed buildings. Technological advances are bringing forward new products which may make it possible to introduce double glazing to listed buildings without any major impact.
- There is a need to establish the right working relations between Historic Scotland and the Council to ensure that Historic Scotland are adding value and not doing things the Council already has the capability to do. The shared aspiration must be an outcome of protecting the historic environment but it is possible that much of the detail of delivering this outcome could be left to the Council.
- One issue that needs to be considered is whether detailed appraisal is required for schemes already in City Plan 2 or whether detailed appraisals should be focused on new schemes
- The NHS is rolling out its health care re-provisioning programme, including redevelopment of the Southern General Hospital.
- There is some concern about the NHS's property portfolio. The NHS owns many listed buildings which are costly to repair and provide security for, if they are vacant - consideration needs to be given to their future use and planning policies often restrict NHS options.
- Regeneration initiatives in the City could impact on hospitals and vice versa
- There is a need to improve public transport access to health care facilities

#### STAKEHOLDER PROJECTS IDENTIFIED

- Clyde Gateway
- City Centre/IFSD
- Pacific Quay/SECC
- City Science/College Business Park (Collegelands)
- Robroyston (Nova Technology Business Park)
- West of Scotland Science Park
- Strategic Drainage Plan 2020
- Strategic Drainage Partnership
- Surface Water Management Plans
- Central Scotland Green Network
- Open Space Strategy
- Core Paths Plan
- M74 Completion (Underway)
- M8, Junction 10 capacity (as part of M8/M73 Improvements)
- Garngad Chord (part of Cumbernauld Line Electrification works)

- Dalmarnock Upgrade
- Robroyston (part of Strategic Park and Ride Study)
- M8, Junction 19 upgrade (ongoing discussions)
- Access to new A8/M8 roundabout for Baillieston/Broomhouse Community Growth Area
- M77, Junction 2 capacity (concern in relation to possible development in the area, Cowglen Planning Study will investigate the implications of proposals for this area)
- M77, Junction 3 capacity (subject to public inquiry and Minister's decision)
- Crossrail (STPR Project 24 (West of Scotland Strategic Rail Enhancements) delivers more so Crossrail rejected)
- Rail overbridge for Baillieston/Broomhouse Community Growth Area
- Baillieston Station South Pedestrian Link
- Clyde Fastlink
- Parkhead Forge and Jordanhill (West) rail stations
- Anderston upgrade, Exhibition Upgrade and Queen Street façade and entrance upgrade
- Millerston/Robroyston rail station
- Drumchapel (West), Germiston, Ibrox, Bogleshole, Blochairn/Garngad rail stations
- Carmyle new station Park and Ride
- Easterhouse, bus based provision rejected in Strategic P&R Study
- Silverburn, needs to be considered in context of Strategic P&R Study, e.g. bus hard shoulder running on M77.
- scope near the Southern General for the development of related medical research and medical facilities
- Clyde Fastlink Phase 2 could cross the River Clyde and provide a route through Govan to the Southern General (funding issues)

#### PRIORITY AREAS OF THE CITY IDENTIFIED

- **Clyde Waterfront**, plans to develop this area need to be part of a strategic water management solution
- **Govan CEDA**
- **The Clyde**, as a Wildlife Corridor and a key feature of the Green Network
- **The Central Scotland Green Network**, a National Development, which gives priority to the key regeneration areas of **Clyde Gateway, Clyde Waterfront and Govan**

- **M74 Completion Project**, occurring in the context of the Clyde Gateway with major investment through the Commonwealth Games
- **East End Regeneration Route** (would further extend the impact of the M74)

## POLICIES/POLICY MATTERS IDENTIFIED

### PEOPLE

- the development of new areas will have an impact on human health

### ENVIRONMENT

- existing and windfall sites, such as school closures, need to be looked at in relation to known flood risk
- masterplans for community growth areas must leave areas of land for SUDS ponds
- flooding
- surface water drainage/SUDS
- air quality
- DG/ENV 4 - the on-going review of the existing biological SINCs should be accelerated with a look at potential new sites
- Local geodiversity sites should be designated
- DG/ENV 4 - with existing SSLIs being progressively assigned to housing, it is important that these designations are updated and added to. Each SSLI should also have a Statement of Importance saying how and why each was selected
- Policy on windows in listed buildings

### INFRASTRUCTURE

- Surface water issues, management of surface water strategy
- Flooding
- Glasgow Airport Rail Link (dropped by the Scottish Government)
- Carmyle to Newton Chord
- High Speed Route and Terminus (a major initiative by the Scottish Government with no outcome as yet that can be translated into land requirements)
- the requirement for strategic drainage to facilitate development

### JOBS