

The Local Development Plan for **GLASGOW**



Resources



Economy



Communities



connections



Environment



Design



Main Issues Report

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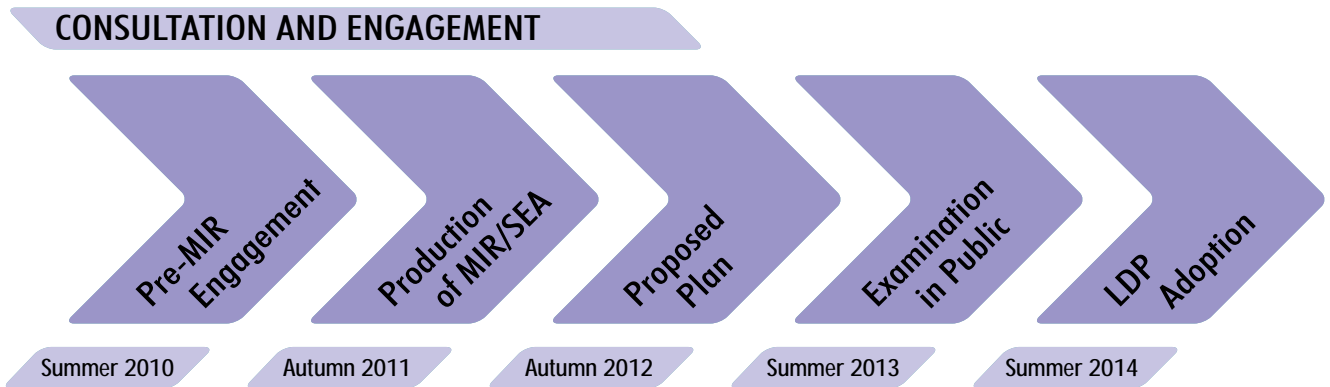
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INTRODUCTION

The production of a Main Issues Report (MIR) is the first stage in producing a Local Development Plan (LDP) for Glasgow which, when adopted, will replace City Plan 2 in guiding future development and the use of land. It has been informed by:

- early and extensive stakeholder engagement;
- monitoring the key changes since preparation of City Plan 2;
- Strategic Environmental Assessment;
- other key plans and strategies (including National Planning Framework 2, Scottish Planning Policy and the Glasgow and the Clyde Valley Proposed Strategic Development Plan (SDP)); and
- various Acts and Directives.

This stage of the plan making process is the main opportunity for individuals, agencies and other bodies to directly influence the form and content of the Proposed Local Development Plan, scheduled for November 2012.

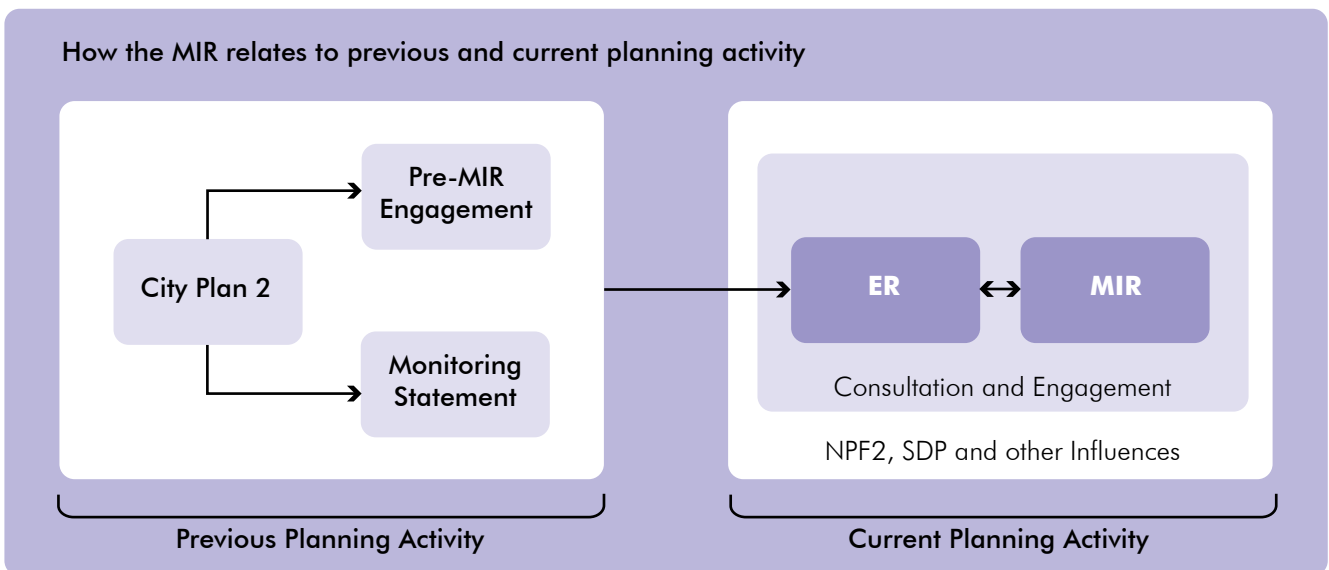


The Strategic Development Plan (SDP) Proposed Plan sets out a vision for the city region and the key “drivers of change” that will influence future strategy:

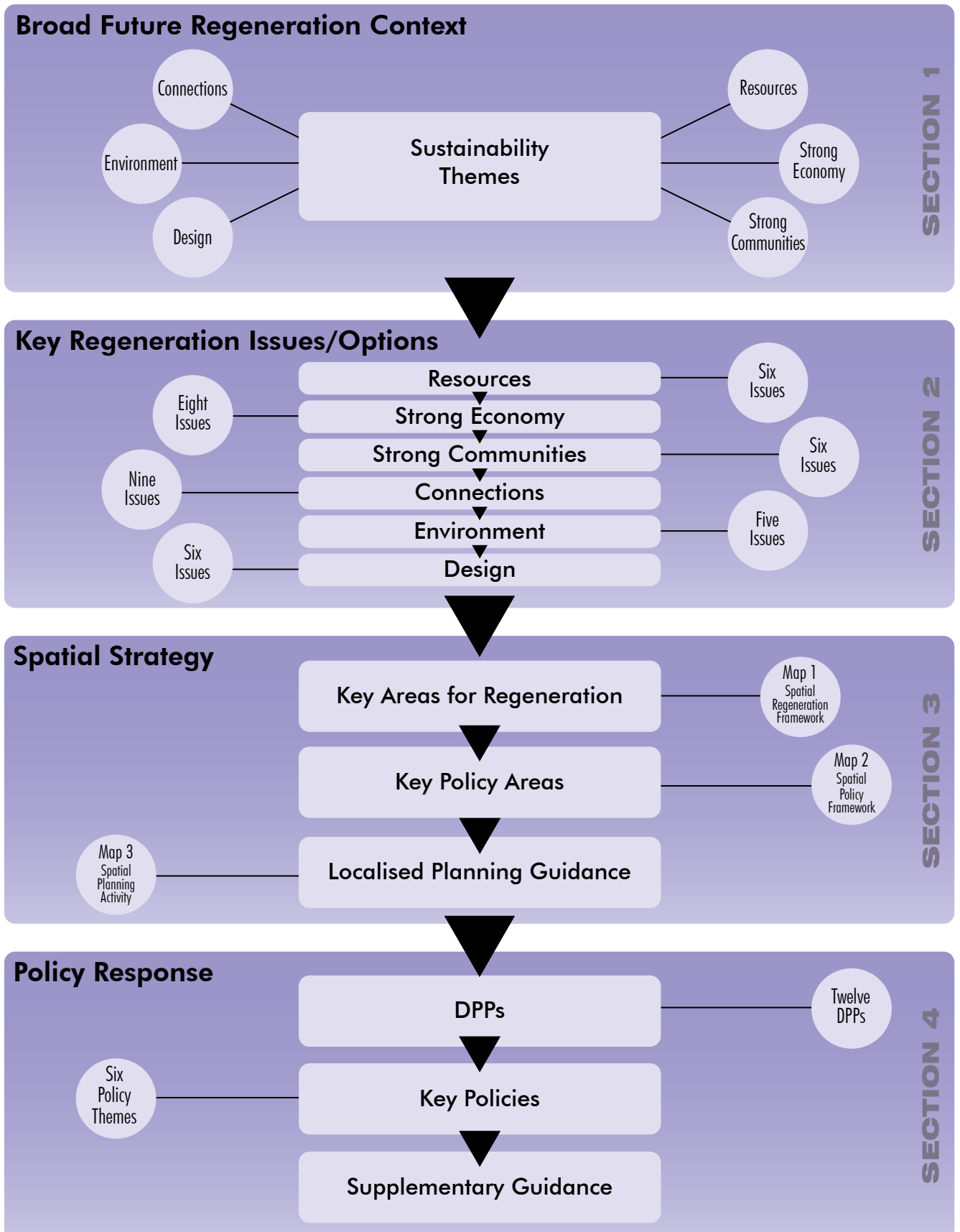
<p>Vision for the City Region</p> <p>“...the Glasgow city-region to be one of the most dynamic, economically competitive and socially cohesive city-regions in Europe. A city-region which prospers and, through effective public and private sector partnership working at all levels, includes all of its people in its success. A place of quality where people choose to live.”</p> <p>Glasgow and the Clyde Valley Community Planning Partnership corporate vision.</p>	<p>Key Drivers of Change</p> <ul style="list-style-type: none"> • Sustainable economic growth • Sustainable development • Climate change mitigation • Environmental legislation • Population and health • Scottish government policy • Public expenditure
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Within this overall context, the LDP MIR sets out, at the City level, the:

- PART 1.** broad, future regeneration context for delivering the strategy;
- PART 2.** key regeneration issues and options for addressing these;
- PART 3.** the preferred spatial response to the above in the form of a spatial strategy; and
- PART 4.** the way in which current policy may evolve in response to the above in the form of a policy response, supported by supplementary guidance.



Report Structure



GROWTH
CLYDE
DESIGN
COMMUNITIES
CONNECTIONS
DEVELOPMENT
ENVIRONMENT
RESOURCES
ECONOMY
REGENERATION
SUSTAINABLE
ENVIRONMENT
RESOURCES
DEVELOPMENT
CLYDE
GROWTH
GLASGOW
CLYDE
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GROWTH
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CLYDE
GLASGOW
CLYDE
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BROAD FUTURE REGENERATION CONTEXT

- 1.1** Current strategy is based on sustained growth, with a particular emphasis on economic and social regeneration and the maintenance and enhancement of the natural and built environment. Whilst this approach remains relevant, it requires to be revisited in the light of the key drivers of change outlined above and the issues addressed in Section 2 of this MIR. Such an approach will build on Glasgow's current strengths, as a place, so that it is well positioned to meet the challenges of the post-recession period. It will also promote improved health and a greener future, with a view to helping meet the Sustainable Glasgow aim of making Glasgow one of Europe's most sustainable Cities. The Future Regeneration Context is based on:

1. The Sustainable Use of Resources

Planning for the prudent and sustainable use of natural and other resources, including land, energy, water, waste and existing built infrastructure, including the public transport network and utilities.

2. A Sustainable, Strong Economy

Planning for an attractive and accessible city and a range of effective employment locations (including the City Centre, town centres and industrial and business locations), which are appealing to existing and potential businesses, and accessible to residents.

3. Sustainable, Strong Communities

Planning for enhanced living environments and life opportunities that can help sustain and strengthen the City's communities and involving those communities in shaping the future of their areas.

4. Sustainable Connections

Planning for a reduction in the need to travel and a more significant role for active travel and public transport, whilst helping realise opportunities for regeneration and economic development.

5. A Sustainable Environment

Planning for the protection and enhancement of natural and historic features to help promote biodiversity, flood protection, recreation and active travel and for the role this plays in "place-setting" the City.

6. Sustainable Design

Planning for distinctive, high quality places, buildings, streets and spaces to reduce greenhouse gas emissions and promote increased social interaction, physical fitness and more attractive environments for current and potential residents, visitors and investors.



- 1.2** Whilst these 6 themes are not new aspirations for the Council, it is recognised that a re-invigorated approach to their delivery is required. This will necessitate a renewed emphasis on the process by which new development is designed, approved and delivered, with a view to addressing the enhanced importance of placemaking, health and sustainability in the development strategy. These 6 themes form the main headings under which the various issues, raised through earlier engagement, are addressed.

Question 1

Do you agree with the future regeneration context set out above?



KEY REGENERATION ISSUES AND OPTIONS

- 2.1** The MIR focuses on those key issues which are substantially new or which have increased in significance since City Plan 2 was prepared.
- 2.2** The key purpose of the MIR is to provide you with an opportunity to make your views known on whether the key issues have been addressed and whether the Council's preferred responses to the issues are the correct ones.
- 2.3** In addition to a preferred option, reasonable alternative options have also been identified, where appropriate. These require to be realistic, deliverable, consistent with other aspects of the plan, and consistent with higher-level plans and policies (National Planning Framework 2, Scottish Planning Policy and the SDP).

"The LDP can help ensure that Glasgow develops in a way which makes the most sustainable use of natural and other resources"

1. Sustainable Use of Resources

The LDP can help ensure that Glasgow develops in a way which makes the most sustainable use of natural and other resources. One of the key resources which the City has at its disposal is land. The strategy of re-using brownfield land, as opposed to greenfield land, helps limit the impact on natural landscapes and ecosystems and makes most effective use of the resources already invested in the urban area, such as utilities and public transport infrastructure. It also represents a resource which can be used to introduce new investment and opportunities into the City's communities. This will remain a cornerstone policy of the new Plan.

The opportunity will also be taken to:

- use vacant and derelict land on a temporary basis for greening purposes;
- influence the use of renewable power and heat and the design of new development to reduce demand for energy; and
- make the most sustainable use of water, waste and other resources.



Issue 1.1 – Land Supply for Private Sector Housing

- 2.4** The Housing (Scotland) Act 2001 requires local authorities to prepare a Local Housing Strategy (LHS), one of the functions of which is to assess housing need and demand. As a result, the eight Local Authorities within the Glasgow and the Clyde Valley area (GCV) have (for the first time) jointly prepared a Housing Needs and Demand Assessment (HNDA) for the area to inform not only the SDP, but also each Council's LDP and LHS (see issues 3.3 and 3.4).
- 2.5** The Proposed SDP incorporates the HNDA's preferred projection of population and household change between 2008 and 2025. As a result of the projected migration and natural change, Glasgow's population is anticipated to rise from 584,240 in 2008 to 614,795 in 2025. The number of Glasgow's households is also projected to increase.

“The Scottish Government expects the planning system to enable the development of well designed, energy efficient, good quality housing in sustainable locations”

- 2.6** In accordance with the long-standing strategy of renewal and regeneration, planning policy in the last three decades has consistently favoured the development of brownfield sites over greenfield. The 2006 GCV Joint Structure Plan, however, identified a shortfall in the owner occupied housing land supply, which could not be met, at the time, through brownfield development. In response, City Plan 2 identified 3 greenfield locations which are to be developed as Community Growth Areas to deliver over 4,000 units as Glasgow’s contribution to meeting this shortfall. Planning applications have been submitted for Broomhouse/Baillieston/Carmyle and Robroyston/Millerston. Development capacity at Gartloch/Easterhouse remains to be established. The CGAs will continue to form part of the LDP’s strategy, as “legacy” proposals.
- 2.7** Significantly, the current economic context is very different from the buoyant situation which prevailed when City Plan 2 was developed. Nevertheless, Background Report 05 to the SDP MIR (source: Oxford Economics, 2009) suggests that enhancing the attractiveness of the GCV area by, amongst other things, increasing its environmental appeal, connectivity, and availability of suitable accommodation, is potentially a means of improving the area’s economic competitiveness. These are matters which the LDP can positively influence through its approach to the city’s housing land supply.
- 2.8** The Scottish Government expects the planning system to enable the development of well designed, energy efficient, good quality housing in sustainable locations and for planning authorities to ensure that there is a ‘generous’ supply of land for the provision of a range of housing, including affordable housing. To this end, the GCV HNDA has assessed the housing requirements of the GCV area, and that assessment has been incorporated within the Proposed GCV SDP which, in turn, informs this MIR.
- 2.9** Based on the housing demand outcomes from the SDP’s planning scenario, and the scale of the projected housing stock (which includes the effective land supply, long-term Urban Capacity Study sites, and Community Growth Areas), the SDP Proposed Plan concludes that the private housing supply across the SDP area is more than sufficient to meet demand in the private sector up to 2025. As a result, there is no requirement to identify further sites for private housing development over and above those which are currently identified.
- 2.10** The housebuilding industry has questioned this conclusion, arguing that the current economic circumstances mean that parts of the housing land supply are no longer effective, due mainly to difficulties in accessing finance. The industry’s assertion is that these difficult circumstances apply particularly to brownfield sites, given their higher overall development costs, but also to the Community Growth Areas which require considerable investment in infrastructure and other development costs. On this basis, the housebuilders have been arguing for the release of additional, smaller greenfield housing sites, through the SDP, on sites where development constraints and other overheads would be minimised.

2.11 The following table sets out the Proposed SDP position:

Glasgow and the Clyde Valley Area Market (Private) Sector Housing Requirements: 2009-25	
Net New Housing Completions Required	97,000
Total Planned Completions	108,000
Comparison of Requirements and Completions	11,000 (surplus)
Average Annual Completions (2009-25)	6,000

**Based on HNSA Planning Scenario/High Affordability, including lower estimate of Backlog Need (Figures subject to rounding)*

2.12 Notwithstanding the overall surplus in the private sector position, and local surpluses in each of the Housing Market Areas which comprise the GCV area, the SDP Proposed Plan considers that it would be prudent to allow local authorities some flexibility in land supplies to address short term difficulties in the housebuilding sector (although the SDP is clear that such additions would (a) be primarily brownfield, (b) be required only where they would address affordability requirements, and (c) be expected to comply with the SDP Strategy Support Measure 10). The City Council considers, however, that the release of relatively small scale, additional greenfield sites would be more likely to undermine the long-term strategy of brownfield development, run counter to the Scottish Government’s stated aspirations for sustainable development and climate change mitigation, and do little to impact on the overall scale of need.

2.13 The issue of the “non-effectiveness” of the land supply is also questionable, with differing views on effectiveness within the housebuilding industry. The effective land supply is audited annually and agreed with Homes for Scotland, the outcome of which forms the basis for the supply figures in the SDP. It would also appear that a key point for Government to address is the availability of development and mortgage finance, as this issue would appear to lie at the heart of the problem.

Option 1.1: Is Land Release Required for Private Housebuilding?

OPTION 1.1 A (Preferred Option)

No further release of land from the greenbelt for private housebuilding.

This Option is Preferred because ...

- The SDP concludes that the combined sources of private housing supply are more than sufficient to meet demand in the private sector up to 2025.
- The existing land supply is mainly composed of brownfield sites within the urban area. These are more sustainable in the long term than small scale greenfield release sites.
- There is already significant, as yet undeveloped release in the form of Community Growth Areas.

(The Proposed Strategic Development Plan (para 4.89) indicates the circumstances where local flexibility may be appropriate to deal with critical short-term impacts on the house building industry. The Preferred Option, however, is looking to the LDP plan period of 2014 onwards).

OPTION 1.1 B (Alternative Option)

Release further land from the greenbelt to increase effective land supply.

This Option is Not Preferred because ...

- Further release would likely run counter to the long term strategy of regeneration of the urban area and undermine action to deliver sustainable development and climate change mitigation.



Issue 1.2 - Renewable Energy

2.14 Through the Sustainable Glasgow initiative, the City Council and its partners are committed to reducing greenhouse gas emissions to meet the Climate Change Act target of a 42% reduction by 2020, on 1990 levels. A key element of the work is the production of an Energy and Carbon Masterplan (ECMP) for the City, covering all uses of energy, including for heating, transport, lighting, etc. The ECMP will provide an overarching framework for the future development of energy infrastructure; the use of low carbon energy resources; and the management of energy demand.

2.15 The Scottish Government currently has a target for 80% of Scottish electricity consumption to come from renewable energy by 2020, with an interim target of 31% by 2011. Opportunities also exist to tap into the excess heat produced during power generation (including, for example, the burning of biomass or from the heat generated during the production of electricity from fossil fuels) to provide heat/hot water for surrounding homes, businesses and services (see issue 1.3).

“The Scottish Government currently has a target for 80% of Scottish electricity consumption to come from renewable energy by 2020, with an interim target of 31% by 2011.”

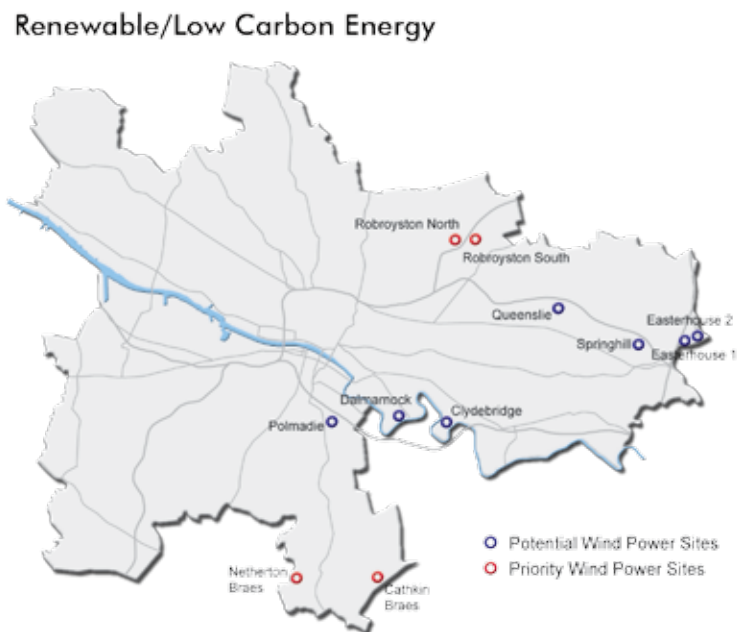
“The City potentially offers opportunities for the development of a number of forms of renewable energy.”

2.16 The City potentially offers opportunities for the development of a number of forms of renewable energy. Wind and biomass, in particular, are worthy of consideration. Depending on the outcome of investigations into their potential, new policy is likely to be required to provide an indication of where new facilities are liable to be acceptable and what issues would require to be addressed in their development. City Plan 2 policy currently concentrates on the role of microgenerating equipment and building design in reducing the City’s carbon footprint (see issue 6.4), but not the wider role which might be played by the development of renewable infrastructure on a larger scale.

Wind

2.17 Glasgow’s relatively dense urban environment means that opportunities for the generation of wind power are relatively limited. However, Sustainable Glasgow does indicate that assessing the potential of brownfield sites for wind turbines could, with the involvement of local communities, form the basis of a wind strategy for the City. A small number of large wind turbines (around 17) could be placed in suitable locations around the city and could reduce Glasgow’s carbon footprint by just under 1%. Sustainable Glasgow identifies 9 potential sites in the City, 3 of which are favoured (see Map 1). An assessment is required of the potential of all 9 of these sites, together with possible implications for the amenity of local populations.

Map 1: Potential Brownfield Sites for Wind Power



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“Sustainable Glasgow highlights the potential for using the City’s Vacant and Derelict Land Resource for urban woodland/short rotation coppicing that would start producing timber for energy.”

Biomass

- 2.18** Sustainable Glasgow highlights the potential for using the City’s Vacant and Derelict Land Resource for urban woodland/short rotation coppicing that would start producing timber for energy. Whilst it seems unlikely that enough of this “biomass” could be produced in Glasgow or its surroundings to power a large biomass energy plant, smaller installations could be introduced. The potential exists to produce biomass as a temporary use of vacant and derelict land, or as a crop on a more permanent basis, should demand transpire.
- 2.19** Council policy in relation to air quality and biomass installations outlines concerns surrounding the potential impacts on human health from certain emissions associated with widespread uptake of wood biomass combustion, particularly fine particles (PM10 /PM2.5). The impact of increased use of biomass on air quality, however, will, to a significant degree, depend on whether it replaces use of coal and oil.
- 2.20** Any applications which come forward for biomass installations, therefore, will require to be assessed for a range of potential environmental impacts, with approval likely only where it would not cause an unacceptable or significant deterioration in air quality.

Option 1.2 - Renewable Energy

OPTION 1.2 A (Preferred Option)

Investigate the potential for wind and biomass installations in the City, and other renewable options where appropriate, to operate effectively and contribute towards reducing man-made greenhouse gas emissions attributable to the City. If appropriate, deliver new policy to establish the circumstances in which such installations would be acceptable, supported by detailed supplementary guidance.

This Option is Preferred because ...

- It provides a positive basis for assessing the potential of renewable energy in the City to contribute to the delivery of the targets set out in the Climate Change Act.

OPTION 1.2 B (Alternative Option)

Retain the City Plan 2 approach to delivering cuts in emissions through the provision of microgenerating equipment and energy efficient design.

This Option is Not Preferred because ...

- Delivering cuts in emissions through the provision of microgenerating equipment and energy efficient design are important facets of an overall strategy. However, an investigation of all potential means for helping deliver the Climate Change Act targets is considered necessary.

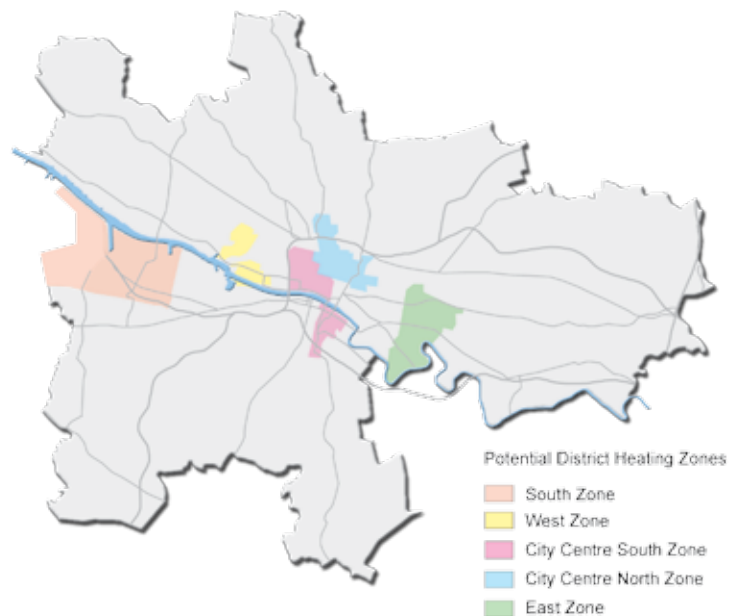


Issue 1.3 - Low Carbon Heating/Combined Heat and Power

- 2.21** Heating buildings and water accounts for 47% of UK carbon emissions. Low carbon heating systems therefore represent a significant opportunity to reduce the city's emissions, with district heating (DH) having potential to deliver low carbon heating on a large scale. When used in conjunction with Combined Heat and Power (CHP), this could deliver around a third of the 42% reduction in emissions required in the City by 2020.
- 2.22** DH involves the use of insulated, underground water pipes to provide heat to businesses and communities for heating buildings and water. This can be in the form of excess heat generated from processes undertaken at existing industrial and commercial premises or from CHP, which utilises the excess heat from electricity generation. Promoting DH/CHP in the City is likely to involve the development of local heat networks, potentially using biomass and/or other options to develop new, smaller CHP stations close to communities. Such systems are in widespread use in other parts of the Europe, such as Denmark, where 60% of buildings use district heating.
- 2.23** Sustainable Glasgow specifies five key areas of the city for the development of DH systems (see Map 2), identified on the basis of a high density of carbon emissions linked to heating, the presence of large commercial and public sector organisations that can act as anchor customers and/or the presence of major new investment or regeneration initiatives.

Map 2: Key Areas for the Development of District Heating

Renewable/Low Carbon Energy



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"The Council is also keen to progress investigative work on the potential of ground-source heat for district heating."

- 2.24** Whilst the benefits of targeting those parts of the City which offer the largest carbon emission reductions is recognised, these areas are also some of the most densely developed (e.g. the City Centre and West End). These urban forms are likely to be difficult, and expensive, ones in which to retro-fit the pipework necessary to deliver hot water and heat to customers. As such, it may be most beneficial to focus initial resources and efforts on areas undergoing substantial regeneration, e.g. the East End Zone.
- 2.25** To this end, an energy centre, providing combined heat and power, is proposed as part of the investment in the Commonwealth Games Village, and is likely to provide a catalyst for further CHP development. This will be linked to the National Indoor Sports Arena and Velodrome. A European Regional Development Fund (ERDF) bid has been submitted to extend the pipe network beyond the Games Village out into the wider Clyde Gateway area.
- 2.26** The Council is also keen to progress investigative work on the potential of ground-source heat for district heating. This provides relatively low grade heat found at relatively shallow depths within the earth's crust, derived from solar warming. The British Geological Survey (BGS) have identified significant potential in ground water in bedrock aquifers and superficial deposits, such as shales, for ground-source heat across much of the City. Geological modelling work, currently ongoing, should help identify which areas may offer most promise in this respect. This resource has the potential to contribute to the Scottish Government's target of meeting 11% of heat demand from renewable sources by 2020.
- 2.27** Should ground source heat prove an attractive proposition, the Council will bring forward new policy to ensure its potential is utilised, and to address any issues relating to design, environmental impacts, etc. This is likely to be in the form of supplementary guidance.

Option 1.3: Local Renewable/Low Carbon Sources of Heat and Power

OPTION 1.3 A (Preferred Option)

Revise existing policy to, wherever possible, require major new development to be designed to connect to existing or planned district heating networks and/or to develop opportunities for decentralised and local renewable (such as ground-source heat) or low carbon sources of heat and power to meet their own, on-site, needs and potentially those of others in a local heat network. Produce supplementary guidance to set out the detail of how this might be done.

Identify the East End Zone as a priority for investment in infrastructure necessary to deliver local renewable or low carbon sources of heat and power. Ensure new development in the zone is designed to accommodate CHP/DH infrastructure. Investigate further the implications of retro-fitting the other 4 zones with the necessary infrastructure to deliver heat to homes and businesses.

This Option is Preferred because ...

- It would provide for the planning of new development to make use of opportunities for decentralised and local renewable or low carbon sources of heat and power wherever possible.
- It provides for an assessment of the significant potential for use of ground source heat as a source of local renewable heat and hot water.
- It identifies a priority project in the East End, whilst recognising that further work will be required to take this forward and to examine options for delivery elsewhere in the City.

OPTION 1.3 B (Alternative Option)

Revise existing policy to require major new development to be designed to make use of opportunities for decentralised and local renewable or low carbon sources of heat and power, wherever possible.

Produce supplementary guidance to provide detail as to how this might be achieved.

This Option is Not Preferred because ...

- City Plan 2 indicates that all new developments should consider options available for installation of a low and/or zero carbon decentralised energy source, which is a worthwhile ambition.
- However, it is considered that a more pro-active stance is required which takes cognisance of the positive opportunities for developing CHP/DH set out in Sustainable Glasgow.



“The priority is to treat waste, as far as is possible, by prevention, reuse or recycling.”

Issue 1.4 - Waste Management/Energy from Waste

- 2.28** Scotland’s Zero Waste Plan (2010) identifies the economic and environmental benefits of treating waste as a valuable resource and preventing re-usable materials from being unnecessarily disposed. It aspires to an overall recycling and composting level of 70% and a maximum of 5% to landfill for total Scottish waste by 2025.
- 2.29** The priority is to treat waste, as far as is possible, by prevention, reuse or recycling. The Zero Waste Plan indicates that energy from waste has an important role to play in delivering renewable heat and renewable electricity, but only for waste which cannot, practicably, offer greater environmental and economic benefits through reuse or recycling. On this basis, the Scottish Government intends to develop a new regulatory approach to energy from waste, based on categories of resources which may be treated in this way, and which will apply to all resource streams, not just municipal waste. Options may include:
- Mechanical Heat Treatment – a process which mechanically treats wastes to remove recyclables and organic rich material, thereby producing a stable “Refuse Derived Fuel” (RDF) for energy recovery; or
 - Mechanical and Biological Treatment - combining a sorting facility to remove recyclables from the material stream with a form of biological treatment, such as Anaerobic Digestion (AD), to produce an organic rich biogas for combustion to produce electricity and/or heat, or composting to produce a soil improver.
- 2.30** The majority of Glasgow’s municipal waste is currently disposed of within the Authority operated Cathkin II Landfill Site, but this option is neither sustainable, nor financially viable in the longer term. The Residual Waste Treatment project is a key element of the Council’s Waste Strategy and envisages a long term contract that both diverts residual waste from landfill and supports Glasgow in meeting recycling targets. It involves the provision of a c. 150,000 to 200,000 tonne residual treatment facility, located at one of the City’s existing waste facilities at Queenslie, Dawsholm, Polmadie or Shieldhall (see Map 3) and will complement and enhance current operations. The treatment process will enable recyclable material to be recovered from the municipal waste stream which would previously have been sent to landfill and allow Glasgow to achieve the aspirations of Zero Waste. In addition to the four Council run facilities highlighted above, private sector operators have expressed an interest in establishing a waste transfer facility in the Shieldhall area.

Map 3:

Potential Residual Waste Treatment Locations



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2.31 In pursuing this solution, the Council has adopted a technology neutral stance, allowing for innovation in bringing forward a sustainable solution which provides best value for Glasgow. The Council will not accept mass burn incineration as the primary treatment route for residual waste and the proposed solution must also comply with all current, and pending, waste, environmental and fiscal legislation.

**Option 1.4:
Options for Waste Management**

<p>OPTION 1.4 A (Preferred Option)</p> <p>Identify a preferred option for the treatment of residual waste, including a preferred location and any land use implications arising from it, with the preferred option to be identified on the Proposals Map of the Proposed Plan.</p> <p>This Option is Preferred because ...</p> <ul style="list-style-type: none">• It would deliver the infrastructure necessary to meet the Council's obligations in terms of meeting the terms of the Zero Waste Plan.
<p>OPTION 1.4 A (Preferred Option)</p> <p>Do not pursue a proposal for the treatment of residual waste (including a preferred location and any land use implications arising from it).</p> <p>This Option is Not Preferred because ...</p> <ul style="list-style-type: none">• It is likely that the development of a residual waste treatment facility will be necessary to meet the terms of the Zero Waste Plan.



Issue 1.5 – Alternative Uses for Vacant and Derelict Land

- 2.32** Vacant and derelict land has, unlike the preceding decade, been gradually increasing since 2007, largely as a result of the economic downturn. Vacant and derelict land, however, is a potentially valuable resource, and it's re-use can help bring about positive change in poor quality urban environments. Long-term vacant and derelict sites remain a particular issue/blight on communities.
- 2.33** One potential solution is to promote the installation of temporary landscaping on vacant sites. This "Stalled Spaces" (spaces on which development has stalled) initiative aims to bring environmental, social and economic benefits to both the land owners and land users. Longer term options include the planting of urban woodland to help improve the "image" of the City, and enhance biodiversity through new and improved habitats. The planting of biomass energy crops could provide a short-medium term solution, these being capable of being harvested on a relatively short term cycle (from as early as 3 years, depending on the crop and the system). Such crops, chipped and dried, can be used in renewable energy projects, whether at the small, householder scale or, potentially, for larger, district heating projects (see issue 1.2).

Map 4:

Vacant and Derelict Land Supply 2010



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"The SAGE (Sow and Grow Everywhere) Report envisages using vacant land for community and local food growing activity"

- 2.34** Shorter term options include temporary greening (which can enhance biodiversity) and food production, particularly on sites in, or adjacent to, areas of poor health/deprivation. The SAGE (Sow and Grow Everywhere) Report envisages using vacant land for community and local food growing activity, helping address poor health and deprivation, reducing Glasgow's ecological footprint and meeting unmet demand for allotments. Temporary, or interim, use of such land for growing of food would enable development in the longer term, when economic circumstances improve or when technology has developed to address contamination or other issues. Temporary use would be facilitated through a removable and reusable system that incorporates raised planting/growing areas and all necessary ancillary facilities in the form of a designed modular kit/system.

2.35 Whichever temporary use is pursued, an appropriate legal agreement would usually require to be put in place to offer the landowner/prospective developer comfort that the interim 'green use' would not endanger the potential for redevelopment of the site. A number of possible mechanisms exist for delivering such agreements. It is proposed that the LDP should highlight the potential of such agreements with regard to the greening of stalled spaces, and promote their use for this purpose. Supplementary guidance, setting out how the Council anticipates the process working, and including examples of "model" agreements, may be appropriate.

**Option 1.5:
Alternative Uses for Vacant and Derelict Land**

<p>OPTION 1.5 A (Preferred Option)</p>
<p>Promote the use of legal agreements with landowners to provide for the use of vacant and derelict sites for the growing of food, or other greening initiatives, on a temporary basis, until such a time as the developer wishes to proceed with the development. Detail of how this would be done could be set out in supplementary guidance.</p> <p>This Option is Preferred because ...</p> <ul style="list-style-type: none"> • It provides for the sustainable temporary use of vacant and derelict land which may not be capable of development within the near future. • It would help address deprivation and health issues and help reduce the City's ecological footprint. • Other greening solutions (e.g. biomass) could be promoted where the length of the growing cycle could be aligned with the period for which the site is unlikely to be used.
<p>OPTION 1.5 B (Less Preferred Option)</p>
<p>Promote urban woodland/local parkland and/or biomass production on vacant and derelict sites in preference to more temporary uses.</p> <p>This Option is Less Preferred because ...</p> <ul style="list-style-type: none"> • Whilst this approach could help improve biodiversity, and provide for community use, these would, generally, be less suitable as temporary uses of sites due to the longer time frames for their establishment. • A combination of options (including food production, local greenspace and biomass) could have a role to play, but the best option would require to be considered on a site by site basis, taking into account the longer-term aspirations for each site.
<p>OPTION 1.5 C (Alternative Option)</p>
<p>No change to the current approach to dealing with vacant and derelict land.</p> <p>This Option is Not Preferred because ...</p> <ul style="list-style-type: none"> • Whilst this approach has been successful in reducing vacant and derelict land, levels are now increasing, with attendant drawbacks. • In most instances, leaving sites as vacant and derelict would be a less sustainable use of the land and may undermine other efforts to enhance the City.



Issue 1.6 – Urban Lighting

- 2.36** Since 2001, the Council has developed and implemented a Lighting Strategy resulting in the illumination of many of the City’s landmarks and the introduction of white street lighting. The City is President of the LUCI Association, an international network of cities on urban lighting. The LUCI Charter on Urban Lighting promotes the benefits of high quality and carefully designed urban lighting and the Council is keen to ensure that lighting continues to play a positive role in supporting the physical and cultural identity of Glasgow.
- 2.37** Since the production of City Plan 2, the Scottish Government has identified light as a statutory nuisance, necessitating a renewed emphasis on reducing poorly designed lighting with a view to reducing adverse impacts on amenity.
- 2.38** Whilst City Plan 2 contains policy and related guidance on the illumination of buildings, it is considered that there is a need for a revised perspective which, in addition to offering direction at the building scale (on location of fittings and associated equipment, etc), would also aim to address light colour/ temperature, minimise light pollution and reduce energy consumption associated with urban lighting. A policy statement that covers these issues with regard to all aspects of urban lighting (including street lighting, architectural and amenity lighting, parks/play grounds/leisure and sports facilities, illuminated advertisements, illuminated shop front signage, security lighting, etc.), supported by supplementary guidance, would help achieve these aims.

Option 1.6: Urban Lighting

OPTION 1.6 A (Preferred Option)

Prepare a policy statement, supported by Supplementary Guidance, on urban lighting.

This Option is Preferred because ...

- In addition to covering all aspects of urban lighting, it would help establish a framework for reducing the energy consumption, and light pollution, associated with urban lighting.

OPTION 1.6 B (Alternative Option)

No change to the City Plan 2 approach to dealing with lighting.

This Option is Not Preferred because ...

- Whilst current policy and related guidance has been valuable in guiding the design of lighting in new development, it is considered that revision is required to establish a comprehensive approach to urban lighting which also helps reduce light pollution and energy consumption.

Question 2 Do you agree with the issues considered in relation to the sustainable use of resources? If not, please expand.

Question 3 Do you think the Council's preferred options are the correct ones? If not, which options do you think the Council should pursue in the LDP?

“The City Centre, with its excellent accessibility and wide range of strategic land uses ... requires to be protected”

2. Sustainable, Strong Economy

The LDP will promote a range of effective locations which are attractive to existing and potential businesses, and are easily accessible by public transport or active travel. The City Centre, with its excellent accessibility and wide range of strategic land uses, lies at the heart of this strategy and requires to be protected, but other locations, particularly town centres and many of the existing industrial and business areas will also have an important role to play. The potential presented by growth sectors such as the creative and low carbon industries, life sciences, tourism and events, financial and business services and engineering, design and manufacturing will require to be considered with a view to providing appropriate sites and environments for their development. The Universities and further education colleges will have a key role to play in this regard.

The LDP also has a role to play in establishing a positive context for the creation of a sustainable, strong economy. Protecting and enhancing the quality of the City’s built and natural environments and establishing an enhanced sense of “place” is recognised as a key factor in realising the City’s economic potential. Enhanced infrastructure and connections (domestic and international) will also help enhance the City’s attractiveness to existing and potential businesses.



Issue 2.1 - The Role of the City Centre

- 2.39** Glasgow City Centre is Scotland’s primary metropolitan centre, lying at the heart of the West of Scotland conurbation and representing the city-region’s principal economic and cultural asset. It is the area of maximum public transport accessibility, at the hub of the city-region’s sustainable transport networks, is the largest office location in Scotland and one of the most important retail destinations in the UK. There is a fundamental need to underpin and maintain the role and function of the City Centre into the longer-term.
- 2.40** The City Centre has traditionally been the focus for major office developments, however, the introduction of the Business Class raised the prospect of office activity decentralising to less sustainable locations outwith the City Centre. At present, the concentration of office activity within the City Centre creates a clear identity within a tight and cohesive geographical area, where office use predominates. The area’s office function complements and supports the City Centre’s role as a retail, leisure, tourism and education centre. It also plays an important role in sustaining and enhancing the City Centre’s ‘Outstanding Conservation Area’ and numerous listed buildings and is a major component supporting the regeneration of significant areas of the City Centre. The agglomeration of major office developments in the City Centre is one of the City’s key assets which distinguishes Glasgow as one of the prime office locations in the UK. It is therefore important that the City Centre’s strategic office function is maintained and enhanced in order to ensure that the City remains a competitive office location and supports other City Centre functions.

2.41 Maintaining the City Centre’s role as a retail destination is also a key priority. The distribution of retail floorspace across the City has changed significantly over the last 10 years, with an increasing amount constructed outside the City Centre. The creation of major retail destinations at Pollok and Easterhouse town centres has improved quality and choice of shopping available in the City, but has also created alternative destinations to the City Centre. There is also a large amount of floorspace outside the City Centre which has planning consent but not yet been developed, including new retail locations at Glasgow Harbour and Glasgow Gait. Whilst the City Centre retail offer continues to improve, notably through the extension of the St. Enoch Centre and the planned expansion of Buchanan Galleries, some parts are showing signs of stress, the transitional nature of some parts of Sauchiehall and Argyle Streets being of particular concern.

2.42 Protecting the status of the City Centre will remain a key aim in the LDP. In order to achieve this it will be necessary to maintain an appropriate balance between City Centre and non-City Centre development. The Council has previously commissioned research which shows that additional retail floorspace, over and above that already planned, would result in potentially unacceptable impacts. It advises that the precautionary approach to retail development outside the City Centre, which has been established in City Plan 2, should be maintained and strengthened. In light of this, it is proposed that the LDP should set limits on the amount of retail development that is acceptable around the City and identify any locations necessary to deliver it.

**Option 2.1:
Maintaining the City Centre as Scotland’s Primary Retail Centre**

<p>OPTION 2.1 A (Preferred Option)</p>
<p>Set limits on the amount of retail development that is acceptable at locations around the city, outwith the City Centre, and identify suitable locations for such development. The identification of specific limits, options and locations will be informed by retail capacity work and review of centres’ roles and functions (see issue 2.2).</p> <p>This option is Preferred because...</p> <ul style="list-style-type: none"> • It will help safeguard the role of the City Centre which, as a result of its excellent public transport links, is easily accessible from throughout the City and conurbation by sustainable means.
<p>OPTION 2.1 B (Alternative Option)</p>
<p>Set no specific limits on the amount of retail development that may be acceptable at locations around the city, outwith the City Centre.</p> <p>This Option is Not Preferred because ...</p> <ul style="list-style-type: none"> • It would be less effective in safeguarding the role of the City Centre, and will not maximise the benefits to be derived from its excellent public transport accessibility.



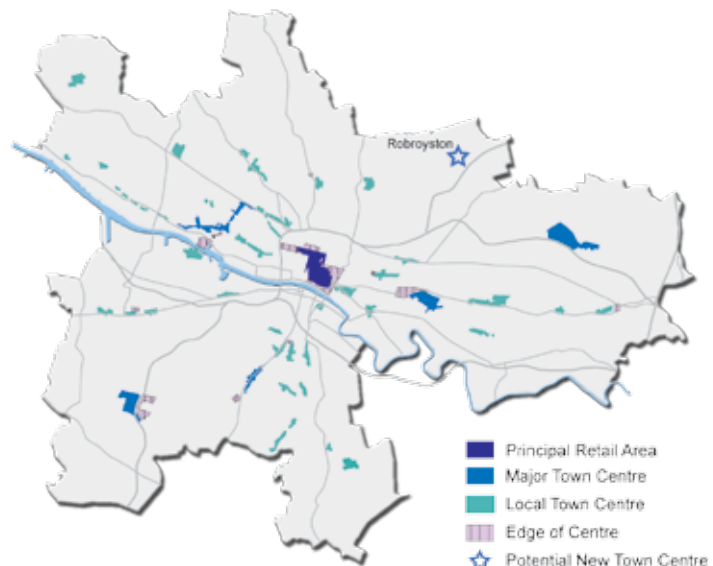
“Town centres ... are a key element of the economic and social fabric of the City”

Issue 2.2 – Town Centres

- 2.43** Town centres (see Map 5), including the City Centre, are a key element of the economic and social fabric of the City, providing access to a diversity of land uses, including retail and other commercial services, community facilities and employment opportunities. They are generally within easy walking distance of surrounding communities and are often the focus of local public transport networks (also regional and national, in the case of the City Centre). This rich mix of uses and good accessibility generally makes them highly sustainable locations.
- 2.44** Each of these centres fulfils a unique function within the wider Network of Centres identified in City Plan 2 (policy SC1) and presents a different challenge in terms of its future role. In some, there is pressure for additional retail floorspace, while in others (particularly some of the smaller centres) the retail function appears to be in decline. In such circumstances, it is considered that a review and health check of town centres is appropriate in order to identify the opportunities and constraints affecting each centre, with a view to informing the Proposed Plan and bringing forward Supplementary Guidance on how best aid their promotion and enhancement. This will require to take cognisance of the SDP Proposed Plan’s identification of the City Centre, Easterhouse, Parkhead, Partick/Byres Road, Pollok and Shawlands as Strategic Centres which require to be protected and enhanced through specified interventions.

Map 5:

Town Centre and Potential New Town Centre



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Option 2.2: Reviewing Town Centres

OPTION 2.2 A (Preferred Option)
<p>Review the Town Centres set out in City Plan 2 with a view to establishing the health of the centres and whether boundaries require to be reviewed, other uses promoted, etc, in particular Centres.</p> <p>Bring forward Supplementary Guidance on how best to aid their promotion and enhancement.</p> <p>This Option is Preferred because...</p> <ul style="list-style-type: none"> It should ensure an up-to-date framework within which the role and function of centres can be determined and the necessary steps taken to safeguard their future.
OPTION 2.2 B (Alternative Option)
<p>Retain the City Plan 2 approach to Town Centres.</p> <p>This Option is Not Preferred because ...</p> <ul style="list-style-type: none"> It does not allow for a holistic assessment of the role and function of centres in the city or the best means for addressing particular issues within them.



Issue 2.3 – Potential for a new Town Centre at Robroyston

2.45 The Community Growth Area (CGA) proposal for the Robroyston area will result in a significant increase in the population of this particular area of the City over the next 20 years. To ensure infrastructure provision accompanies CGA development, City Plan 2 indicates that the potential for a new town centre at Robroyston should be investigated through the masterplan for the CGA.

2.46 The masterplan for the CGA was approved by the City Council in September 2009 and acknowledges the location around Saughs Road (including the existing superstore and retail park) as being the preferred location for retail, commercial and community facilities (see Map 5). It is considered that there is merit in identifying this location as a town centre, provided new retail and commercial development would not have an adverse affect on existing centres within Glasgow or in East Dunbartonshire. A study is required to consider:

- the potential consequences of designating a new town centre at this location for existing town centres, including retail capacity and impact;
- the appropriate range (retail, community, leisure, etc) and scale of potential uses;

- the distribution of potential uses, north and south of Saughs Road;
- circulation and access, particularly with regard to safe and easy pedestrian movement within the centre and to/from the surrounding residential areas and business park; and
- layout and design, with a view to how best to create a sense of place/ community focus.

**Option 2.3:
Potential for a New Town Centre at Robroyston**

OPTION 2.3 A (Preferred Option)
Undertake a study to determine the potential impact of identifying a new town centre at Robroyston.
This option is Preferred because...
<ul style="list-style-type: none"> • Development of the Community Growth Area is liable to give rise to an increased demand for town centre type facilities in the area. A study is required to assess whether a new town centre is the best way to meet this prospective demand.
OPTION 2.3 B (Alternative Option)
No study into the potential for a new town centre at Robroyston.
This Option is Not Preferred because ...
<ul style="list-style-type: none"> • The CGA proposals are likely to give rise to an increased demand for town centre type facilities. A study into the most appropriate means of delivering such facilities would allow the outcomes to be tested through the LDP process.



“Restrictions are in place to ensure such centres do not undermine the range of goods on offer in the City’s town centres”

**Issue 2.4 –
Role and function of Other Retail and Commercial/Leisure Centres**

2.47 City Plan 2 identifies a number of “Other Retail and Commercial/Leisure Centres”, as part of the wider Network of Centres, which may be suitable locations for new retail development which cannot be accommodated in, or on the edge of, town centres. Many of these Retail and Commercial Leisure Centres are subject to restrictions on the range of goods they can offer (e.g. “bulky” goods only – carpets, furniture, white goods, etc). Restrictions are in place to ensure such centres do not undermine the range of goods on offer in the City’s town centres, and it is considered that this approach is still a relevant and valuable one. In some of these centres, however, there is pressure to diversify or expand this range. Whilst it is not anticipated that there will be a general relaxation of restrictions, a review of the role of all of the Other Retail and Commercial/Leisure Centres is being undertaken, with a view to more clearly defining the role and function of each in the LDP.

**Option 2.4:
Role and function of Other Retail and Commercial/Leisure Centres**

<p>OPTION 2.4 A (Preferred Option)</p>
<p>Review the role of the Other Retail and Commercial/Leisure Centres set out in City Plan 2, with a view to clearly defining the role and function of each.</p> <p>This option is Preferred because...</p> <ul style="list-style-type: none"> • It is considered necessary to more clearly define the role and function of each Other Retail and Commercial/Leisure Centre.
<p>OPTION 2.4 B (Alternative Option)</p>
<p>Retain the City Plan 2 approach to Other Commercial/Leisure Centres.</p> <p>This Option is Not Preferred because ...</p> <ul style="list-style-type: none"> • This would not provide for a clear definition of the role and function of each Other Retail and Commercial/Leisure Centre. As a result it would not provide a framework for the development of individual centres or the Network as a whole.



**Issue 2.5 –
The Development of Large Superstores within Glasgow**

2.48 Over recent years, large superstore developments, many in out-of-centre locations, have become increasingly prevalent across the City, often justified on grounds of addressing a need for additional retail floorspace or an enhanced quality of retail provision.

2.49 Initially, the stores developed were relatively small and compact (often 2,000 – 4,000 sq m gross floorspace) and focussed primarily on the retailing of convenience goods (foodstuffs and other “everyday” household goods). Over time, however, their scale has grown (stores greater than 10,000 sq m are now not uncommon), matched by an expansion in the range of goods which they sell (including electrical goods, clothes and furniture) and services which they provide. As a result, these newer formats tend to compete more directly with the range of goods and services which might be expected to be found in a town centre.

2.50 Assessments to determine the potential for further comparison and convenience retail development within the City are currently being undertaken. However, the development of superstores over the last 30 years means that they are now widely distributed throughout the City, with the result that the majority of the City’s population (89%) lives within 2km of a store of 2,500 sq m gross floorspace or larger (see Map 6). Together with the existing network of Town Centres, Other Retail and Commercial/Leisure Centres and local shopping provision, it is considered that the vast majority of the City’s residents live in relatively close proximity to a range of shopping provision. As a result, there

“the majority of the City’s population (89%) lives within 2km of a store of 2,500 sq m gross floorspace or larger”

are strong grounds for believing that there is little further requirement for the development of new superstores, outwith town centres. It is considered that such an approach could help encourage a range of services within town centres.

Map 6:

Superstores of 2,500 sqm and over



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2.51 An alternative approach would be to place much stronger restrictions on the percentage of a superstore’s floorspace which could be given over to comparison goods. This could help ensure that the format of the store would have less of an impact on town centres.

**Option 2.5:
The Development of Large Superstores within Glasgow**

**OPTION 2.5 A
(Preferred Option)**

No further development of new superstores, outwith town centres, with the exception of those proposals currently with planning consent.

This Option could be Preferred because ...

- The City is already well served by superstores. Additional large stores, providing both convenience and comparison goods, are increasingly likely to affect trade in town centres.

**OPTION 2.5 B
(Less Preferred Option)**

The Council could place strict limits on the percentage of retail floorspace in new superstores which could be given over to comparison goods.

This Option could be Preferred because ...

- This option, whilst not addressing the issue of the development of new out-of-centre convenience floorspace, would help to support a continued role for comparison shopping in town centres, although it could still undermine town centres' convenience shopping function.

**OPTION 2.5 C
(Alternative Option)**

Retain the approach to new retail development set out in City Plan 2, including the sequential approach and assessment of proposals against set criteria.

This Option is Not Preferred because ...

- Whilst it continues to be valid, a more explicit development plan stance on new superstores, or the goods they sell, provides more positive support for the continuing vitality and viability of town centres.



**Issue 2.6 -
Industrial and Business Land**

2.52 The Council reflects the requirements of Scottish Planning Policy and the 2006 Joint Structure Plan by seeking to maintain a ten year supply of 'Marketable' land for industrial and business development. This Marketable land supply aims to provide a range and choice of industrial sites and is based on past rates of development activity. The City has been unable to satisfy this 10 year land supply since 2005, due to a reducing supply of sites and the scale of development activity. However, the decline in development activity, following the recent economic downturn, means that the 10 year supply was fulfilled in 2010. There is concern that as economic conditions improve and development activity moves closer to previous levels, the City may once again find it is unable to meet the 10 year land supply.

2.53 Economic forecasts highlight that future industrial and business development will increasingly focus on Class 4 business use rather than Class 5 (general industrial) and 6 (storage or distribution) uses. Class 4 developments are less land intensive, and have different locational requirements, than Class 5 or 6 uses. While Class 5 and 6 uses tend to generate freight traffic and therefore benefit from easy access to the strategic road network, Class 4 uses tend to generate trips by people and benefit from high public transport accessibility, such as found in City Centre and town centre locations. This trend towards Class 4 development suggests that the maintenance of a 10 year land supply may no longer be appropriate and could blight some areas, as sites with little prospect of development are safeguarded for industrial and business use.

**Option 2.6:
The Scale of Industrial and Business Land Supply**

<p>OPTION 2.6 A (Preferred Option)</p>
<p>The Council will seek to maintain a range and choice of industrial and business sites over the plan period. This will focus on sites which: lie within areas designated for industrial and business development; benefit from good access to the strategic road network, and/or benefit from high public transport accessibility.</p> <p>This Option is Preferred because ...</p> <ul style="list-style-type: none"> • It reflects the locational requirements of freight generating uses and the trend towards less land hungry Class 4 developments within City Centre and town centre locations.
<p>OPTION 2.6 B (Alternative Option)</p>
<p>The Council will maintain a minimum 10 year supply of industrial and business sites, based on past rates of development activity.</p> <p>This Option is Not Preferred because ...</p> <ul style="list-style-type: none"> • It fails to reflect emerging trends towards less land intensive Class 4 developments and could lead to sites being retained for industrial and business use with little prospect of development.



“some of these areas will have only a limited role to play as industrial and business locations in the future”

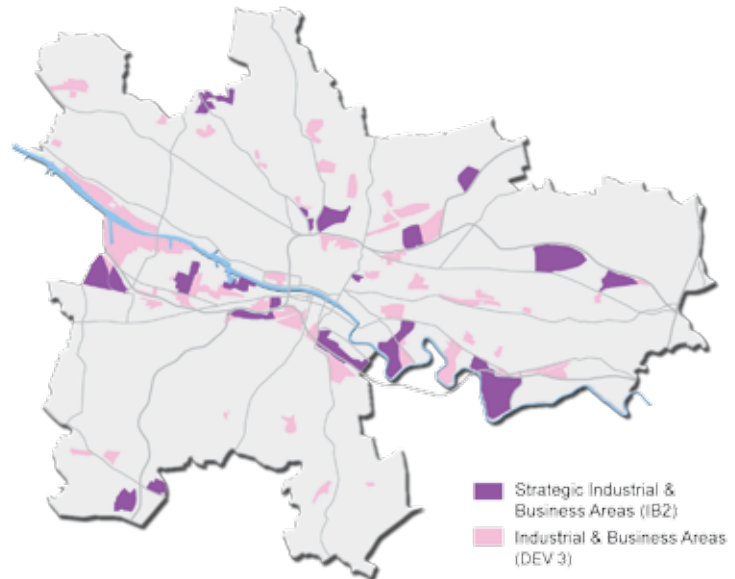
**Issue 2.7 –
Review of Industrial and Business Areas**

2.54 The City’s economy has undergone substantial change over the past 60 years, principally driven by the decline in manufacturing activity and a move towards a more service sector economy. The increasing focus on Class 4 business use, together with these ongoing structural changes have had a significant impact on the character of many of the 71 industrial and business areas identified in City Plan 2 (see Map 7). In physical terms, the changes have left a legacy of vacant property and environmental distress in some industrial and business areas, the majority of which reflect a land use pattern from a period when industrial activity played a far bigger role in the City’s economy. It has become increasingly apparent that some of these areas will have only a limited role to play as industrial and business locations in the future.

2.55 Some of the City’s industrial and business areas, however, possess the attributes sought by modern industrial and business operators, such as good access to the strategic road network, the type of accommodation sought by industrial occupiers and a better quality of environment. These areas were identified as Strategic Industrial and Business Areas in City Plan 2. Some of these areas have also been identified as Strategic Economic Investment Locations (SEILs) in the SDP Proposed Plan.

Map 7:

Industrial and Business Areas



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“The transition to a more sustainable land use pattern requires a review of existing industrial and business areas”

2.56 Around 10% of the City’s industrial and business floorspace is vacant, although vacancy rates as high as 30% are experienced in some areas. This can present a barrier to new investment and create an environment which encourages existing occupiers to relocate, often outwith the city. Scottish Government planning policy indicates that vacant and derelict land and obsolete commercial and industrial property can act as a constraint on the economic growth of towns and cities and that a proactive approach to encouraging the reuse of buildings and previously developed land should be encouraged. The transition to a more sustainable land use pattern requires a review of existing industrial and business areas to ensure they remain appropriate.

2.57 This review will consider:

- Whether the current Strategic Industrial and Business Areas, designated in City Plan 2 policy IB 2, remain appropriate.
- Whether certain industrial and business areas (excluding the areas identified in City Plan 2, policy IB 2) should remain in whole or part in industrial and business use or whether any of the areas merit a change in designation to a Strategic Industrial and Business Area.

2.58 It is anticipated that this review will release areas for alternative uses. The outcome should identify a range of defensible industrial and business areas and provide clear land use guidance to the property sector as it emerges from the current market uncertainty.

2.59 Where an industrial and business area is redesignated or partially redesignated for alternative uses, the City Council will investigate opportunities for the relocation of any displaced business to industrial and business areas elsewhere in the City.

Option 2.7: Review of Industrial and Business Areas

OPTION 2.7 A (Preferred Option)

The Council will undertake a review of the City's industrial and business areas, excluding the SEILs identified in the SDP Proposed Plan. This review will consider:

Whether the current Strategic Industrial and Business Areas, designated in City Plan 2, policy IB 2, remain appropriate.

Whether certain industrial and business areas (excluding the areas identified in City Plan 2, policy IB 2) should remain in whole or part in industrial and business use or whether any of the areas merit a change in designation to a Strategic Industrial and Business Area.

This Option is Preferred because ...

- The character of some of the City's Industrial and Business Areas may have changed, since City Plan 2 and the review would ensure that the designation remained appropriate.
- Some industrial and business areas may not be viable as industrial and business locations. Redesignating them for appropriate alternative uses could provide for a more sustainable land use pattern.

OPTION 2.7 B (Alternative Option)

Retain all existing industrial and business areas.

This Option is Not Preferred because ...

- The structural changes in the City's economy have had a significant impact on the character of many of the City's industrial and business areas, with many characterised by vacant and obsolete property.
- These structural changes are forecast to continue and it is unlikely all these areas will be fully utilised in future.
- Retaining all existing industrial and business areas would not address the scale of vacant and obsolete property and would not represent the most effective, efficient or sustainable use of land.



Issue 2.8 – Protecting Existing Jobs in Industrial and Business Areas

- 2.60** Any review of industrial and business areas needs to recognise that these areas continue to accommodate a significant number of businesses, providing much needed employment. It is, therefore, important to manage any land use change to ensure that the maximum regeneration benefit is secured whilst maintaining and safeguarding existing businesses and employment.

2.61 The City Council will investigate options for enabling the strategic rationalisation of industrial and business areas, but which also safeguard existing businesses and employment. It will explore opportunities to secure developer contributions where alternative uses come forward within the context of a masterplan for the entire area. These contributions would be used to facilitate improvements to the element retained for industrial and business use or the costs of relocating businesses displaced by the alternative uses. Where appropriate, the contributions could also be used to fund improvements to other industrial and business areas which are being retained for that purpose.

**Option 2.8:
Protecting Existing Jobs in Industrial and Business Areas**

<p>OPTION 2.8 A (Preferred Option)</p>
<p>The Council will investigate potential options for improving those areas on which some industrial and business use is to be retained, including use of planning agreements or masterplanning, and for retaining existing jobs on these sites.</p> <p>This Option is Preferred because ...</p> <ul style="list-style-type: none"> • It would allow for appropriate alternative uses on some areas, and some parts of these areas, whilst providing options for the safeguarding of the jobs which these sites currently host.
<p>OPTION 2.8 B (Alternative Option)</p>
<p>The Council could help fund the improvement of areas on which some industrial and business use is to be retained</p> <p>This Option is Not Preferred because ...</p> <ul style="list-style-type: none"> • The Council is not a major landowner of existing business and industrial areas in the City. Where the Council does have a controlling ownership, any redevelopment options would be brought forward in accordance with Preferred Option 2.8 A. • In relation to the remaining sites, public funding to help retain employment on these sites is highly unlikely to be forthcoming as a result of constrained public finances.
<p>OPTION 2.8 C (Alternative Option)</p>
<p>Make no provision for the retention of existing employment and businesses in those industrial and business areas which are to be redesignated for an appropriate alternative use, either in whole or part.</p> <p>This Option is Not Preferred because ...</p> <ul style="list-style-type: none"> • Whilst many industrial and business areas are unattractive to new businesses, cumulatively they host a significant number of jobs, which efforts should be made to retain. The current economic circumstances reinforce the need to safeguard jobs, wherever possible.

Question 4 Do you agree with the issues considered in relation to a sustainable, strong economy? If not, please expand.

Question 5 Do you think the Council's preferred options are the correct ones? If not, which options do you think the Council should pursue in the LDP?

“Local communities have a great understanding of the potential of their areas and the key issues which require to be addressed”



3. Sustainable, Strong Communities

Through guiding new development effectively, the LDP can deliver the enhanced living environments and life opportunities that can help sustain and strengthen communities. Amongst other things, this means ensuring that there is sufficient land to meet the need for affordable housing and that the plan's policies and strategies are geared to tackling multiple deprivation, realising the potential of major investment programmes (such as the Commonwealth Games) and furthering social, economic and environmental improvements.

Just as importantly, however, is the process of engaging effectively with local communities to ensure that they play a significant role in shaping the future of their areas. Local communities have a great understanding of the potential of their areas and the key issues which require to be addressed to deliver real benefits. They will be aware of the multitude of small things which, addressed together, can result in big improvements in an area. In addition, the very act of becoming involved in the process can be beneficial in bringing communities more closely together and delivering more effective outcomes.

The LDP, therefore, should aim to combine the physical regeneration agenda with an enhanced approach to involving communities.

Issue 3.1 – Engaging with Local Communities

- 2.62** Engaging local communities in the future development of their areas is as important for their future success as the actual design of the buildings, streets and spaces. To this end, the LDP will continue to be supported by a series of planning frameworks, including Area Development Frameworks, Local Development Strategies; Town Centre Action Plans; Masterplans; and Campus Plans.
- 2.63** The Council is currently examining the means by which consultation and engagement on these planning frameworks can be enhanced. It is anticipated that this will result in the publication of guidance on how, and when, public engagement and consultation will take place on planning frameworks.
- 2.64** Section 4 sets out where the Council proposes to bring forward planning frameworks as supplementary guidance to the new Plan.

Option 3.1: Engaging with Local Communities

OPTION 3.1 A (Preferred Option)
<p>Bring forward guidance setting out how to expand engagement/build on current good practice with local communities on the preparation of planning frameworks.</p> <p>This Option is Preferred because...</p> <ul style="list-style-type: none"> • It would build on previous public engagement good practice, including during the formative stages of the preparation of planning frameworks.
OPTION 3.1 B (Alternative Option)
<p>Consult on planning frameworks by inviting comment on the finalised documents.</p> <p>This Option is Not Preferred because ...</p> <ul style="list-style-type: none"> • Whilst this would meet Scottish Government requirements for consultation on supplementary guidance, it would not utilise the expertise of local communities to the full in bringing forward planning frameworks.

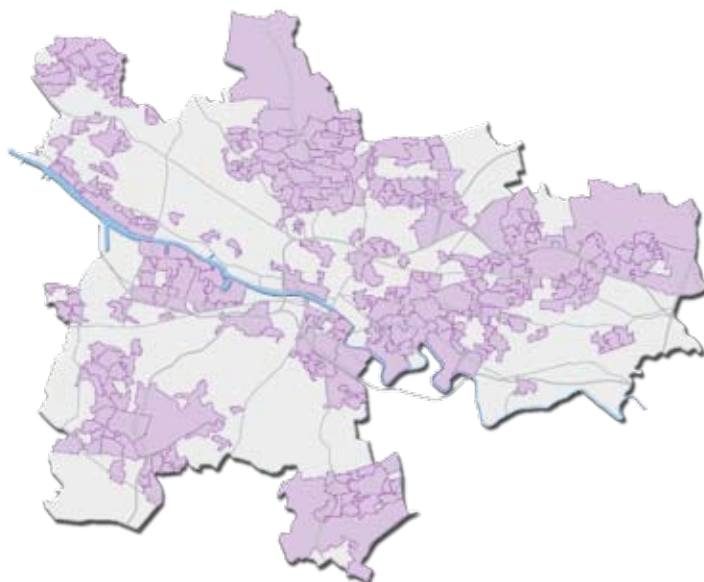


Issue 3.2 – Multiple Deprivation

- 2.65** The Scottish Index of Multiple Deprivation (SIMD) 2009 indicates that 44% of Glasgow’s datazones are within the 15% most deprived datazones in Scotland (see Map 8). Whilst this is a welcome fall from 54% in 2004, multiple deprivation remains a major issue, and one that could increase with current economic circumstances. The areas most affected tend to be characterised by high unemployment, increased dependency on public transport and urban blight. The divide between affluent and deprived areas contributes to striking inequalities in life expectancy across the city. It also impacts on personal physical and mental health and wellbeing and can create negative perceptions of the area and the people living in it.

Map 8:

15% Most Deprived Datazones



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2.66 It is considered that continuing to pursue a strategy of community based renewal and regeneration, therefore, should be a central part of the LDP's strategy. This should include:

- safeguarding the role of the City Centre;
- improving access to key services and job opportunities by public transport from throughout the City;
- directing investment to town centres and enhancing their community focus role;
- directing new development to brownfield, rather than greenfield, locations, redeveloping vacant and derelict land;
- safeguarding key employment locations and seeking new employment opportunities accessible to local communities; and
- protecting and enhancing the natural and built heritage of the City.

2.67 The current, City Plan 2 approach, however, will be complemented by an enhanced focus on placemaking, health and sustainability, including the promotion of local services and amenities in major new development (issue 6.2); alternative uses for vacant and derelict land (issue 1.5); and continuing to engage local communities in the future development of their neighbourhoods (issue 3.1). Further work will also be undertaken with regard to, for example:

- the retention of business and industrial areas and the best use of areas which may no longer need to be safeguarded (issue 2.7);
- ensuring opportunities for regeneration presented by the Commonwealth Games are maximised (issue 3.6); and
- the City's network of centres (issue 2.2).

“The current, City Plan 2 approach, however, will be complemented by an enhanced focus on placemaking, health and sustainability”

“Great progress has been made in improving the quality of the socially rented housing stock”



Option 3.2: Addressing Multiple Deprivation

OPTION 3.2 A (Preferred Option)
Continue to pursue a comprehensive approach to strategy/policy-making which remains focussed on renewal and regeneration, with an enhanced emphasis on placemaking, health and sustainability issues.
This Option is Preferred because ...
<ul style="list-style-type: none"> It will help ensure that the Plan takes a comprehensive approach to addressing multiple deprivation.
OPTION 3.2 B (Alternative Option)
Continuing to pursue a strategy/policy of renewal and regeneration, and associated policy responses, as a means of addressing multiple deprivation.
This Option is Not Preferred because ...
<ul style="list-style-type: none"> Whilst this approach has a significant role to play in addressing multiple deprivation, it is considered that a stronger focus on placemaking and sustainability offers opportunities to deliver a more comprehensive approach to tackling deprivation.

Issue 3.3 - Affordable Sector Housing Need

2.68 The affordable housing sector is diverse. It is dominated by social rented housing, provided by housing associations, and also includes other intermediate housing options, including properties purchased under shared equity and shared ownership schemes. Great progress has been made in improving the quality of the socially rented housing stock, but there remain some low demand and physical redundancy issues. Over time, the Housing Needs and Demand Assessment (HNDA) assumes that there will be a reduction in the City’s social rented stock from 109,756 in 2008-09 to 96,754 in 2024-25.

2.69 The range of need identified by the HNDA is as follows:

Time Period	Affordability Range:		Annual Need (Maximum)
	Minimum:	Maximum:	
2008-2016	24,645	31,904	3,988
2016-2020	12,674	15,689	3,922
2020-2025	7,314	9,990	1,998
Total 2008-2025	44,633	57,583	3,387

2.70 The results from the HNDA for the affordable housing sector in Glasgow differ considerably from previous studies (the Glasgow Social Housing Demand Reviews 2004 and 2007). The latter indicated that the City was in a position of surplus social rented housing whilst the HNDA figures point to a possible sizeable affordable housing need (social rented and intermediate tenures) between 2008 and 2025. Further analysis indicates particular pressure on affordable housing supply in the West and South of the city. Whilst an increase in affordable housing need is understandable, particularly in the current economic climate, the scale of need generated by the HNDA model requires further examination, particularly given the size, social and physical complexities of Glasgow’s Housing Market.

2.71 The HNDA outputs should be considered realistically in terms of likely funding and other resources available to deliver new affordable housing stock. To place these requirements in context, the approval of around 5,400 social rented units in the last five years has been funded by £410m of Housing Association Grant allocated to housing association partners. A key contextual factor is that the Local Housing Strategy (LHS) (currently in development and to be finalised in 2001) will be required to consider requirements for affordable housing in a much more difficult financial climate. The LHS will present housing targets and, if required, provision will be made in the LDP to address these requirements (see also issue 1.1).

**Option 3.3:
Level of Affordable Housing Need?**

<p>OPTION 3.3 A (Preferred Option)</p>
<p>The scale of affordable housing need in the City to be determined (as a range) through ongoing work on the LHS.</p> <p>This Option is Preferred because ...</p> <ul style="list-style-type: none"> • It is clear that there is a large disparity between the level of affordable housing need identified through the HNDA and what might have been expected in the City based on previous estimates. • There are significant public sector funding/deliverability issues in addressing the scale of affordable housing need identified through the HNDA.
<p>OPTION 3.3 B (Alternative Option)</p>
<p>Accept the affordable housing need figures for Glasgow identified in the HNDA in full.</p> <p>This Option is Not Preferred because ...</p> <ul style="list-style-type: none"> • Further consideration is required of the particular underlying complexities of the affordable housing sector in Glasgow. • The level of land allocations implied by this scale of need could undermine the sustainable long-term strategy. • This scale of need is unlikely to be fundable/ deliverable in the current economic circumstances.



“Work on the Local Housing Strategy will help clarify the scale of affordable housing which is likely to be achievable, and which the new LDP will aim to address.”

“Urban density has an important role to play in delivering good quality, sustainable places.”

Issue 3.4 -

Meeting Affordable Housing Requirements across the City

2.72

Work on the Local Housing Strategy will help clarify the scale of affordable housing which is likely to be achievable, and which the new LDP will aim to address. It is considered, however, that, in order to employ available resources efficiently, the Council should also consider mechanisms for increasing the supply of land for affordable housing, should this be necessary. Three options have been identified:

(i) Affordable Housing Policy

One possible solution could be the use of a quota-based affordable housing policy (either for areas of particular need or city-wide). Such a policy could specify, for example, that a specific proportion of a private sector residential development should be given over to affordable housing. In the context of the wider economic challenges contributing to lower levels of private house building, however, the amount of additional affordable housing delivered may be marginal. This indicates that the early introduction of such a policy could be counter-productive. In such circumstances, one option could be for the plan to introduce a quota-based affordable housing policy which would only become effective once agreed indicators of recovery in the housing market had been met.

(ii) Urban Density

Urban density has an important role to play in delivering good quality, sustainable places. To this end, policy requires to find the right locational balance between e.g. housing need, design, townscape and accessibility issues. The opportunity should be taken, therefore, to renew the role of density policy, particularly in respect of where higher densities may be most appropriate, in the creation of new urban environments (see also Issue 6.2).

(iii) Land Supply

Whilst the Council considers there to be a sufficient number of effective housing sites to meet demand for private sector housing (see issue 1.1), there may be scope (depending on future land requirements) to consider whether it may be appropriate for the private sector land supply to make a contribution to meeting additional affordable housing needs. This is an untested option, and one which would require examination in greater detail to establish its feasibility. As stated previously, however, the scale of social need has to be viewed within a context of actual funding/deliverability.

Option 3.4: Meeting Affordable Housing Requirements across the City

OPTION 3.4 A (Preferred Option)
<p>Should the ongoing work on the LHS establish a requirement to meet an additional affordable housing need to 2025, the Council will consider the following options for meeting demand:</p> <ul style="list-style-type: none"> • an affordable housing policy. • reviewing density policy (see also preferred option 6.2A). • use of the private sector land supply. <p>This Option is Preferred because ...</p> <ul style="list-style-type: none"> • It remains unclear whether the identified land supply will be sufficient to meet the demand for affordable homes.
OPTION 3.4 B (Alternative Option)
<p>Should the ongoing work on the LHS establish a requirement to meet an additional affordable housing need to 2025, the Council will consider greenfield land release in addition to the options considered in Option 3.4A.</p> <p>This Option is Not Preferred because ...</p> <ul style="list-style-type: none"> • It would run counter to the preferred spatial strategy. • Greenfield sites are not, generally, co-incidental with the location of affordable housing need.



Issue 3.5 – Providing Local Services and Amenities

- 2.73** Having services and amenities (such as local shops, growing spaces and health facilities) close at hand means that walking and cycling become more attractive as a means of accessing them, thereby reducing the potential expense of journeys by car or public transport and associated greenhouse gas emissions. The proximity of such facilities can also help increase social interaction, promote healthier lifestyles and address deprivation and social exclusion.
- 2.74** City Plan 2 promotes a better mix of uses in large residential developments. However, whilst there is a policy framework in place to deliver greenspace (including provision for allotments and play areas), there is no such mechanism for delivering the other uses (e.g. local shops, community halls, primary schools) which help create sustainable communities.

“The key question in respect of the provision of such ‘community infrastructure’ is how it is paid for/delivered.”

2.75 Some of these other uses are effectively private businesses, e.g. shops or GPs surgeries, meaning that the planning system cannot ‘force’ their provision (although the density of development can be a factor in whether such uses become viable or not – see issue 6.2). However, it can provide for the space or the basic infrastructure necessary for their operation. Where such infrastructure is provided, it can be designed to be readily adaptable to other uses (e.g. residential) should demand for its planned use not materialise.

2.76 The key question in respect of the provision of such ‘community infrastructure’ is how it is paid for/delivered. In the current economic climate, it is unlikely that the Scottish Government, local government or the private sector could access the levels of funding required to deliver on such an objective. Innovative mechanisms will be required, therefore, if this issue is to be addressed, at least in the short-medium term. For example, this could involve:

- a ‘rolling’, Government administered, infrastructure fund to enable front funding of essential infrastructure;
- greater involvement by utility providers in delivering local infrastructure;
- phased payments when development is completed or occupied, rather than when it receives planning permission;
- the preparation of infrastructure costing/delivery plans for larger developments to which all parties sign up;
- consideration of different forms of planning contribution e.g. a tariff system.

2.77 Requiring the provision of local services or community infrastructure in the Plan will require a new, or substantially revised, policy approach. This would likely have to take account of issues such as development thresholds, access to current levels of provision and identified need for particular services/amenities. The detail of such a policy would be set out in Supplementary Guidance.

Option 3.5: Providing For Local Services in New Residential Development

OPTION 3.5 A (Preferred Option)

Develop a new policy approach to secure the provision of local services or community infrastructure in association with new development, where appropriate. The approach will require to address the most appropriate means of securing community infrastructure in the current economic circumstances.

Supplementary guidance will be prepared to set out the detailed workings of the policy.

This Option is Preferred because ...

- Providing services and amenities within walking/cycling distance can help reduce greenhouse gas emissions, increase social interaction, promote active travel and healthier lifestyles and can help address deprivation and social exclusion.

**OPTION 3.5 B
(Alternative Option)**

Retain the City Plan 2 approach to the provision of facilities and amenities in new development. This requires provision of greenspace in new residential development, but is not explicit in requiring other facilities.

This Option is Not Preferred because ...

- It is less likely to deliver the wider local amenities, facilities and services which are considered critical to delivering healthy, sustainable places and helping meet the Council's commitments with regard to reducing greenhouse gas emissions.



Issue 3.6 –

The Commonwealth Games as a Catalyst for Regeneration and Renewal

2.78 The Scottish Government, City Council and Commonwealth Games Scotland all have ambitious plans to generate a lasting social, economic, environmental and sporting legacy from the 2014 Commonwealth Games. This will dramatically improve the physical landscape of parts of the City and result in the uptake of significant areas of vacant and derelict land.

2.79 Development will take place at various locations, many of which lie within the national strategic regeneration priority of the Clyde Corridor, including:

Clyde Gateway/East End:

- Athletes' Village – which, after the Games, will become a sustainable new residential neighbourhood, comprising a total of 1,400 homes, including 300 for social rent.
- National Indoor Sports Arena (NISA) and Sir Chris Hoy Velodrome;
- Glasgow Green Hockey Centre;
- Tollcross Park Leisure Centre extension; and
- Upgrading of Dalmarnock Rail Station and the completion of the M74 and East End Regeneration Routes.

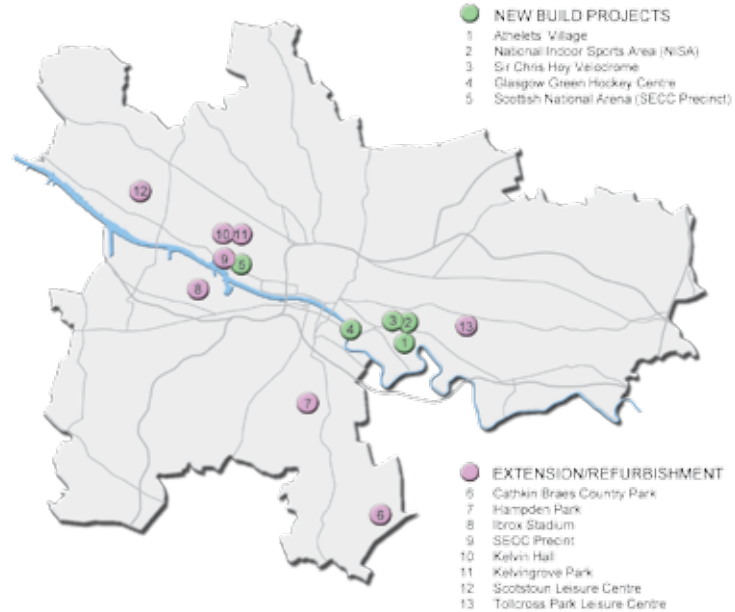
Clyde Waterfront/West End:

- SECC Precinct/Scottish National Arena;
- Scotstoun Leisure Centre extension; and
- Kelvin Hall renovation.

“The Scottish Government, City Council and Commonwealth Games Scotland all have ambitious plans to generate a lasting social, economic, environmental and sporting legacy from the 2014 Commonwealth Games.”

Map 9:

Commonwealth Games Investment



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“It is anticipated that this investment will help to kickstart further regeneration and redevelopment efforts.”

2.80 It is anticipated that this investment will help to kickstart further regeneration and redevelopment efforts. Placemaking, community engagement, the delivery of green network priorities and active and sustainable travel opportunities, therefore, are amongst the variety of issues which will require co-ordination over a larger area than that immediately affected by the proposals themselves.

2.81 As such, it may be necessary for the Council to revisit, in conjunction with communities and with, e.g. Clyde Gateway, certain elements of the East End Local Development Strategy (EELDS) and the masterplan for the redevelopment of the SECC campus, with a view to producing updated development frameworks for the LDP.

**Option 3.6:
The Commonwealth Games as a Catalyst for Regeneration
and Renewal**

**OPTION 3.6 A
(Preferred Option)**

Assess need to review aspects of the EELDS and the masterplan for the redevelopment of the SECC campus, to ensure they take cognisance of the opportunities for regeneration presented by the Commonwealth Games.

This option is Preferred because...

- The Council and partner organisations are looking to maximise the benefit of the major elements of new infrastructure within the Clyde Gateway and Clyde Waterfront and to have them act as significant catalysts for regeneration in the surrounding areas.

**OPTION 3.6 B
(Alternative Option)**

Assess need for new/revised planning frameworks for the areas around all of the commonwealth games facilities.

This Option is Not Preferred because ...

- There may be merit in assessing the regeneration opportunities which all commonwealth games facilities present, but this is unlikely to be a priority in a time of constrained finances.
- The other facilities have fewer development implications and many are located in parts of the City where the existing urban structure is well established and provides little scope for regeneration.

Question 6

Do you agree with the issues considered in relation to sustainable, strong communities? If not, please expand.

Question 7

Do you think the Council's preferred options are the correct ones? If not, which options do you think the Council should pursue in the LDP?

“The Plan will also be important in safeguarding opportunities for the development of new and enhanced transport infrastructure”



4. Sustainable Connections

Transport is Scotland’s fastest growing contributor to greenhouse gas emissions. In attempting to deliver the greenhouse gas emissions targets set out in the Climate Change Act, the LDP will have a significant role to play in promoting a pattern of development which both reduces the need to travel and encourages active travel and travel by public transport. The Plan will also be important in safeguarding opportunities for the development of new and enhanced transport infrastructure and ensuring an appropriate planning context within which to realise the opportunities for regeneration, placemaking and economic development which such developments offer.

Such an approach can have positive and widespread consequences. It can promote social inclusion, improved health and life chances and increase opportunities for creating places centred on the needs of people, and not motor vehicles.

Issue 4.1 – Future Public Transport Network

2.82 In promoting a fundamental shift to public transport in the City, it is clear that the Council will have to work closely with Transport Scotland, Strathclyde Partnership for Transport (SPT) and other partners to identify and deliver a modern, high quality public transport system, which ensures good coverage of the urban area. Whilst some initiatives are being taken forward (e.g. subway modernisation), a number of other issues require to be considered, including:

- how best to extend current network coverage to those parts of City currently relatively poorly served by public transport;
- how best to deliver public transport access to major new facilities such as the new South Glasgow Hospitals complex and to existing facilities such as Glasgow International Airport;
- the best means of connecting the Community Growth Areas (Robroyston/Millerston, Baillieston/ Broomhouse/Carmyle, Easterhouse/ Gartloch) to the public transport network;
- the potential for new rail stations to serve major catchments such as Parkhead Forge, Ibrox and Robroyston/Millerston;
- how best to integrate the operation of the existing and proposed new networks and interchange between them, including existing rail networks north and south of the Clyde;
- how to optimise regeneration opportunities, and the potential benefits of a central Glasgow High Speed Rail terminal;
- the implications of other projects (e.g. the Edinburgh – Glasgow (Rail) Improvements Project (EGIP)) for the options which may be available for consideration;
- the extent to which use of the surface street network for LRT or Bus Rapid Transit routes may be acceptable, particularly in the city centre; and
- the resources which are likely to be available to deliver identified infrastructure proposals and the timing of their delivery.

“A modern, high quality public transport system is considered critical to the future longer term regeneration of the City”

2.83 A modern, high quality public transport system is considered critical to the future longer term regeneration of the City and to sustaining its role as Scotland’s main employment hub. The Scottish Government considers that the development of the Strategic Transport Projects Review (STPR) Intervention 24, which aims to address rail capacity issues in Glasgow and increase public transport access to areas of economic activity, will have a role to play in determining the favoured outcome. However, this project is at an early stage of development. This, the scale of work involved, and the lack of funding commitment/clarity, means that the identification of an appropriate, long-term public transport solution for the City is unlikely in the near future. Investment in strategic public transport infrastructure, therefore, is unlikely to keep pace with the regeneration process. It is probable, therefore, that this work will be utilised in any review of the Local Transport Strategy and the next iteration of the Local Development Plan.

**Option 4.1:
Future Public Transport Network**

OPTION 4.1 A (Preferred Option)
<p>Work with SPT, Transport Scotland and others to identify and deliver a modern, high quality public transport system for the City which is achievable within the resources available. If work has progressed sufficiently, outcomes can be incorporated into the Proposed Plan.</p> <p>This Option is Preferred because ...</p> <ul style="list-style-type: none"> • It constitutes the best option for ensuring that the public transport network meets the Council’s aspirations for the regeneration of the City and reducing greenhouse gas emissions.
OPTION 4.1 B (Alternative Option)
<p>Continue to develop the public transport network for the conurbation on an ad-hoc basis, where opportunities arise and allow.</p> <p>This Option is Not Preferred because ...</p> <ul style="list-style-type: none"> • It is considered that a comprehensive approach to the development and delivery of a modern, high quality public transport system for the City is necessary to meet the Council’s aspirations for the regeneration of the City and reducing greenhouse gas emissions.

**Issue 4.2 –
High Speed Rail Terminus and Route**

2.84 NPF2 identifies a high speed rail line to London from Glasgow City Centre, with good connections to the rest of the rail network, as a national project which can help reduce carbon emissions associated with longer distance journeys and break down distances to economic markets.



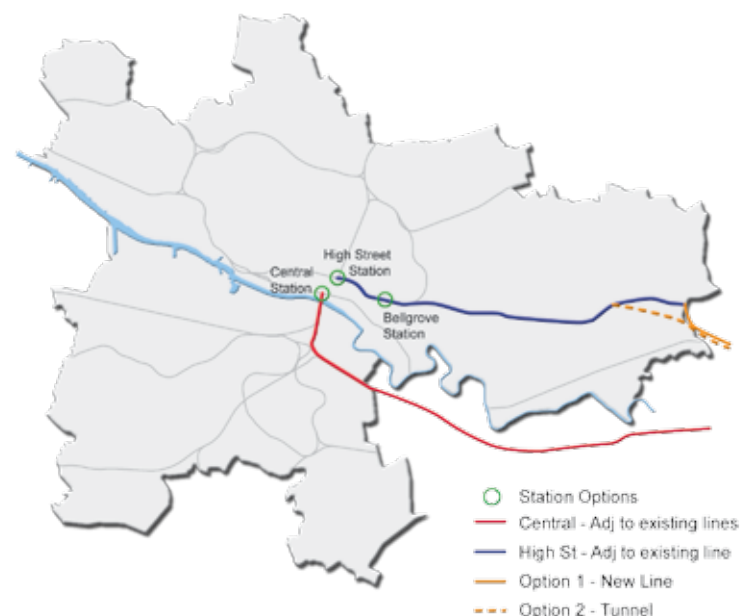
2.85 In consequence, the SDP indicates a need to identify a location for a High Speed Rail terminal in central Glasgow which will serve to maximise economic return through integration with existing and planned transport networks. For the LDP, the issues to be addressed are the route which the HSR link should take through the City and the best location(s) to safeguard for a terminus.

2.86 Potential locations for a terminus (see Map 10) include:

- **Central Station** – however, Network Rail have advised that this would necessitate extending the station beyond its current western boundary to accommodate existing local services or re-routing some of the local services currently terminating at Central, e.g., via Crossrail. In the absence of Crossrail, though, identifying an alternative route for these services becomes problematic. The likely route into Central Station would be the existing West Coast Main Line within the City. A major consideration is the ability to achieve gauge clearance on the West Coast Main Line/Central Station to take European standard rolling stock.
- the abattoir site on **Bellgrove Street** – whilst this has the potential to offer good interchange opportunities to the suburban and intercity rail networks, and regeneration benefits, it lies outwith the City Centre and would not provide the benefits of a more central location.
- Immediately **east of High Street** – advantages of this site include its potential for excellent connectivity to existing national and international transport infrastructure and regeneration potential and it's City Centre location. The likely route into this new station is envisaged to run alongside the existing Airdrie-Bathgate line to the city boundary, joining the line linking Edinburgh and Carstairs, to the north of the existing Carstairs junction. From here, pending the construction of a cross-border, high-speed rail line, trains from this station would use the existing West Coast Main Line southwards and the Carstairs line into Edinburgh.

Map 10:

High Speed Rail Options



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**Option 4.2:
What is The Optimum Location for a High Speed Rail
Terminus and Route?**

<p>OPTION 4.2 A (Preferred Option)</p>
<p>Identify, and safeguard, High Street East as the location for the High Speed Rail Terminus, with a new line, running alongside the existing Airdrie-Bathgate line, as the favoured route into the City.</p> <p>This Option is Preferred because ...</p> <ul style="list-style-type: none"> • It offers a city-centre location with potentially excellent connectivity to existing national and international transport infrastructure and regeneration potential.
<p>OPTION 4.2 B (Alternative Option)</p>
<p>Identify Glasgow Central Station as the location for the High Speed Rail Terminus with the West Coast Main Line providing the access route and safeguard options for extending capacity.</p> <p>This Option is Not Preferred because ...</p> <ul style="list-style-type: none"> • Whilst it offers a city centre location, there is limited capacity to accommodate additional rail services. • The existing difficulties for passengers who wish to transfer to trains for journeys to the north of Glasgow would remain.
<p>OPTION 4.2 C (Alternative Option)</p>
<p>Identify, and safeguard, Bellgrove as the location for the High Speed Terminus with a new line, running alongside the existing Airdrie-Bathgate line, as the favoured route into the City.</p> <p>This Option is Not Preferred because ...</p> <ul style="list-style-type: none"> • This option offers potentially excellent connectivity to existing national and international transport infrastructure and regeneration potential • However, it would not provide a city centre location and would not provide the benefits of a more central location.



**Issue 4.3 –
Delivery of Local Rail Infrastructure**

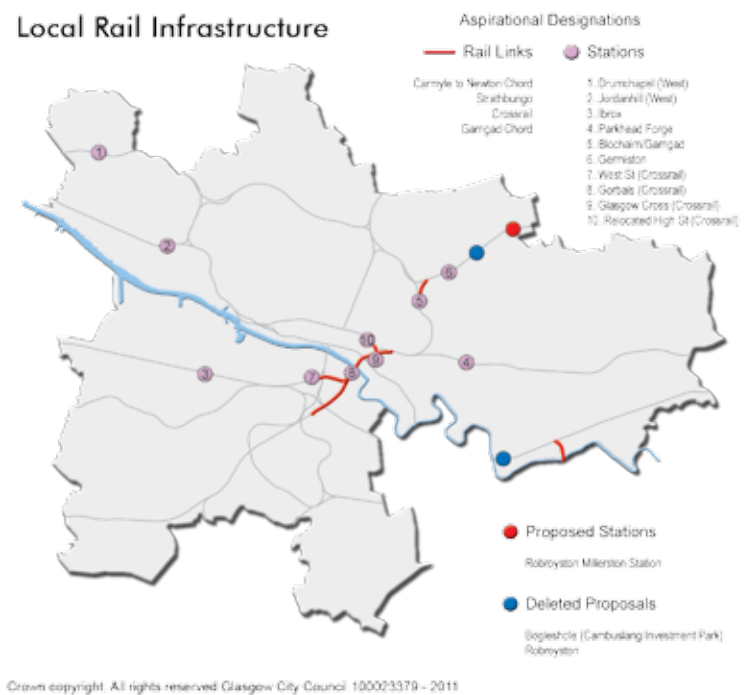
2.87 City Plan 2 policy TRANS 1: Transport Route Reservations safeguards the alignments for 4 rail routes and the sites for 12 stations. This policy was devised at a time when the suburban rail network was controlled by SPT. Control has now moved to Transport Scotland (TS), with Network Rail (NR) responsible for the rail infrastructure.

“As funding organisations, Transport Scotland and Network Rail have indicated that they would not support certain of the City Plan 2 rail schemes being taken forward into the LDP”

- 2.88** Under the Planning etc (Scotland) Act 2006, an Action Programme requires to be prepared, setting out the delivery details of each of the proposals contained in the Plan. As funding organisations, Transport Scotland and Network Rail have indicated that they would not support certain of the City Plan 2 rail schemes being taken forward into the LDP, expressing only limited support for new rail alignments and no support for additional stations on the network. Both organisations appear to take a very narrow view of the National Transport Strategy by focussing on “reducing journey times” over other requirements such as improving connections (including “making the best use of our urban rail network for commuting”), reducing emissions (including promoting “better synergies between land use and transport planning”) and giving people a choice of public transport.
- 2.89** In consequence, it is necessary to review the status of the proposals for local rail infrastructure and consider how they should be taken forward.
- 2.90** The various parties’ positions on the City Plan 2 rail reservations are as follows:
- Crossrail** – supported by Network Rail, SPT and the Council. Transport Scotland do not have a proposal to develop this scheme. The strategic significance of Crossrail is recognised by the Glasgow Economic Commission in their final report of July 2011.
- Carmyle to Newton Chord** – supported by Network Rail, SPT and the Council. Transport Scotland do not have a proposal to develop this scheme.
- Strathbungo Link** – supported by Network Rail, SPT and the Council. Transport Scotland do not object to this scheme.
- Garngad Chord** – supported by SPT and the Council. Network Rail and Transport Scotland consider that the existing opportunities for turning back at Springburn mean this chord is not necessary for the Edinburgh – Glasgow (Rail) Improvements Project.
- Glasgow Airport Rail Link (GARL)** – withdrawn by the Scottish Government. In effect, this refers to the spur to the Airport (within Renfrewshire), as the elements of the scheme which fall within Glasgow are already progressing – the third track and additional platform provision at Glasgow Central. As such, the physical implications for this Plan are minimal.
- 2.91** The lack of support for new rail stations will make it more difficult to maximise opportunities for creating sustainable patterns of land use and travel in areas such as the Robroyston/Millerston Community Growth Area.
- 2.92** However, whilst there is, as yet, no funding commitment to certain of these schemes (and, as a consequence, they will not appear as LDP proposals, nor in the accompanying Action Programme), they do remain important components of the City’s wider regeneration agenda in promoting more sustainable patterns of land use and travel. As such, it is intended that any land required for their implementation should continue to be safeguarded in the Plan, and that the schemes be identified as “aspirations” rather than firm proposals, providing for their development at a future date, should the funding position, and other considerations, allow. The status of such aspirational designations will be subject to ongoing review.

2.93 As a result, it is proposed to identify the Garngad Chord, Crossrail, the Strathbungo Link and the Carmyle to Newton Chord designated as “aspirational reservations” in the LDP. In terms of stations, it is proposed to take Robroyston/Millerston Station forward as a proposal, on the basis that a fixed public transport link was viewed as a critical element of the CGA land release and that the developer has indicated their willingness to fund the construction of the station. The other stations identified as proposals in City Plan 2 should be designated as “aspirational reservations”, with the exception of Bogleshole (which has a limited catchment) and Robroyston (which is too close to Millerston), both of which should be deleted as proposals.

Map 11:



**Option 4.3:
Delivery of Local Rail Infrastructure**

**OPTION 4.3 A
(Preferred Option)**

Review the City Plan 2 rail designations to identify proposals and aspirational designations, as identified in para 2.93 and shown on Map 11:

This Option is Preferred because ...

- It identifies infrastructure projects which the Council considers important if the City’s medium/longer term regeneration potential is to be realised and Scottish Government objectives relating to sustainable economic growth are to be met.

**OPTION 4.3 B
(Alternative Option)**

Retain all, or significantly more, of the City Plan 2 rail schemes as proposals for the LDP.

This Option is Not Preferred because ...

- It is clear that there is no commitment to the funding of all of these schemes from Transport Scotland and Network Rail. As such, it is considered that only certain proposals could be included the LDP Action Programme.



**Issue 4.4-
Development of the Local Road Network**

2.94

Whilst the key gaps in Glasgow’s strategic road network will soon be filled, there is still a requirement for new local roads in order to enable development, e.g. in relation to the Community Growth Areas (CGA’s) and the New Neighbourhoods. City Plan 2 safeguards reservations for local roads and, other than the completed sections of the East End Regeneration and North Clydeside Development Routes, it is considered that the need for these remains to facilitate new development and regeneration. These roads are: the Bishopbriggs Relief Road (dualling); Blackhill Road Upgrade (Summerston); Crookston Spine/Bus Link Road; Duke Street realignment (Parkhead); Easterhouse Regeneration Route; Gartloch Road Upgrade; Robroyston/Millerston Spine/Bus Link Road; and any remaining uncompleted sections of the East End Regeneration and North Clydeside Development Routes.

“Whilst the key gaps in Glasgow’s strategic road network will soon be filled, there is still a requirement for new local roads in order to enable development”

Map 12:

Major Road Proposals



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“In addition, investigative work is required to establish opportunities for better integrating the M8 interchanges at Anderston and Townhead into the current road network”

2.95 City Plan 2 also refers to the requirement for a feasibility study for a north circumferential route to assist the development of North Glasgow, including the Ruchill/Cowlairs New Neighbourhood. This feasibility study is still outstanding. In addition, investigative work is required to establish opportunities for better integrating the M8 interchanges at Anderston and Townhead into the current road network and facilitating local environmental improvements.

**Option 4.4:
Development of the Local Road Network**

<p>OPTION 4.4 A (Preferred Option)</p>
<ul style="list-style-type: none"> • Retain the local roads safeguarded in City Plan 2 and the potential M8 interchange proposals (identified in paras 2.94 – 2.95 and Map 12) as proposals/aspirations in the LDP. Generally, it is expected that these schemes will be funded through new development, but their final status as aspirations or proposals will require to be determined for the Proposed Plan. • Investigate further the need for and potential options for, a north circumferential route. This could be identified as an aspiration in the LDP, if appropriate. <p>This option is Preferred because...</p> <ul style="list-style-type: none"> • The local roads safeguarded in City Plan 2 are considered necessary to facilitate development and regeneration. • The potential of a north circumferential route is worthy of investigation. The road would likely be a large undertaking that may not be possible to deliver in the plan period.
<p>OPTION 4.4 B (Alternative Option)</p>
<p>Reduce the number of local roads being taken forward in the LDP.</p> <p>This Option is Not Preferred because ...</p> <ul style="list-style-type: none"> • Whilst it may be necessary to identify some as aspirations rather than proposals, it is considered that these roads are necessary to facilitate development and regeneration.



**Issue 4.5 –
Clyde Fastlink and Developer Contributions to Transport Infrastructure**

2.96 City Plan 2 supports the implementation of bus rapid transport routes (Clyde Fastlink) on the north and south banks of the Clyde, westwards from Central Station. The proposed north bank route would terminate in Clydebank and that on the south bank in Renfrew. The Scottish Government has indicated its willingness to contribute to the costs of the scheme in support of the Commonwealth Games. SPT, as promoters for the project, are in discussions with Transport Scotland over funding for a core section from Central Station to the SECC and to the Southern General Hospital.

“One such route that is being considered is the Fastlink East route... intended to serve the Commonwealth Games Village and London Road.”

2.97 Since the adoption of City Plan 2, the Council has implemented a policy and guide (TRANS 8 and DG/TRANS 4) seeking developer contributions for developments close to the Fastlink routes in the City. It is proposed that this developer contribution would continue in the LDP. TRANS 8 also seeks developer contributions for transport infrastructure for major new development (e.g. Community Growth Areas) where this would be required to overcome deficiencies.

2.98 TRANS 8: indicates that developer contributions should be sought not just to the Fastlink routes currently identified in City Plan 2, but also to future routes when these are established. One such route that is being considered is the Fastlink East route (see Map 13), intended to serve the Commonwealth Games Village and London Road. Fastlink contributions are currently negotiated on the basis of robust trigger points to provide for delayed payment. In the current economic climate, however, it may be more equitable for this delayed payment to be formalised using a standardised approach, such as 2 years after the completion of a phase. There is also a need to update the City Plan 2 development guide, which specifies the level of developer contributions, in line with the road construction price index.

Map 13:

Clyde Fastlink Extension



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2.99 In relation to developer contributions for transport infrastructure for major new development, this is particularly an issue with major new development such as Community Growth Areas, Greenfield Release sites and New Neighbourhoods. These developments often need new spine roads to provide access for general traffic and buses and require the provision and support of new public transport services, including new rail stations, in order to enable development. Where several developers are involved, it is important that a mechanism is devised to fairly allocate the costs of the necessary provision. It is considered that a more robust approach is, therefore, required to the delivery of public transport infrastructure and services in major new development. Detail could be set out in Supplementary Guidance.

**Option 4.5:
Clyde Fastlink and Developer Contributions**

**OPTION 4.5 A
(Preferred Option)**

Give consideration to extending the Fastlink route reservations and developer contribution requirement to include the potential East Route and updating the level of developer contributions by the cost index for road construction. Give consideration to standardising the delayed payment position.

Develop a more robust approach, including supplementary guidance, to secure the provision and funding of new transport infrastructure and public transport services to enable major new development.

This Option is Preferred because ...

- It takes account of the development of the proposed Fastlink network and particularly the major developments proposed in the East End for the Commonwealth Games. It also deals with the need to update the level of developer contributions which have remained unchanged since they were set in 2006.
- The provision of new transport infrastructure and services is critical to delivering sustainable development in major new development.

**OPTION 4.5 B
(Alternative Option)**

Continue with the existing route reservations and developer contribution requirements, and the City Plan 2 approach to the provision of new transport infrastructure and services, as outlined in policy TRANS 8.

This Option is Not Preferred because ...

- It does not provide for the consideration of extending the proposed Fastlink Network to serve other parts of the City.
- TRANS 8 is not sufficiently explicit about how new transport infrastructure and services are to be provided.

“Better design of streets and places can help provide a good environment for walking and cycling at the local level”



**Issue 4.6 –
Strategic Cycle Routes**

2.100 Better design of streets and places can help provide a good environment for walking and cycling at the local level (see issue 6.1). Providing for walking and cycling over longer distances is more challenging. Whilst the City has an extensive footway network, retrofitting cycle routes into such complex environments can be extremely challenging and contentious.

2.101 To this end, the Council is preparing a Core Paths Plan, identifying a network of paths around Glasgow to facilitate both recreational and functional journeys by foot and bike. In addition, it is proposed that the safeguarded pedestrian/cycle links, identified in City Plan 2, be retained for the LDP. However, in isolation, they may not deliver the sorts of direct, dedicated routes necessary to increase the attractiveness of cycling as a mode of travel, particularly for commuting purposes.

“Cycling can be an attractive alternative to the car over short-medium distances where routes are safe, direct and can bypass the delays posed by traffic signals.”

2.102 Cycling can be an attractive alternative to the car over short-medium distances where routes are safe, direct and can bypass the delays posed by traffic signals. A review of the opportunities for creating such routes is critical to establishing a strategic network that can be protected and promoted through the LDP. In particular, opportunities may be available in those parts of the City expected to experience significant development activity, and these should be identified and safeguarded wherever possible.

**Option 4.6:
Strategic Cycle Routes**

<p>OPTION 4.6 A (Preferred Option)</p>
<p>Review potential opportunities for the creation of strategic cycle routes with a view to establishing a Network of Strategic Cycle Routes that can be protected and promoted through the LDP.</p> <p>This Option is Preferred because ...</p> <ul style="list-style-type: none"> • It will help identify the potential for strategic cycle routes, optimising the potential of areas expected to undergo significant regeneration or development and providing for the safeguarding of potential off-road sections.
<p>OPTION 4.6 B (Alternative Option)</p>
<p>Continue with the incremental development of cycle routes in the City.</p> <p>This Option is Not Preferred because ...</p> <ul style="list-style-type: none"> • It is considered that a strategic approach could identify opportunities for the development of safe, direct and fast routes suitable for commuting, helping to promote a modal shift from motorised vehicles.

**Issue 4.7 –
Making Best Use of Enhanced Connectivity**

2.103 Passenger rail services between Airdrie and Bathgate resumed in December 2010, providing for the running of trains between the west of Scotland and Edinburgh Waverley, via Queen Street low level. Whilst the frequency of the stopping service will only be two trains an hour, this change in accessibility could have implications for the stations east of the City Centre (High Street; Bellgrove; Carntyne; Shettleston; Garrowhill and Easterhouse) and for the land surrounding them. In addition, the Council has a long-term aspiration to develop a new station at Parkhead, which would also benefit from the improved connections.



Map 14:

Reopening of Airdrie-Bathgate Line



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“the Council has a long-term aspiration to develop a new station at Parkhead, which would also benefit from the improved connections.”

- 2.104** City Plan 2 policy indicates that such highly accessible locations should be developed at higher densities, including mixed uses where appropriate. However, whilst City Plan 2 defines high accessibility in terms of a particular location’s frequency of public transport services (number per hour), this takes little cognisance of the proportion of the City which is served by these services, or the number of public transport modes (bus, rail and or subway) serving the location. Locations such as Partick or Bridge Street, for example, would be deemed very highly accessible under such an approach.
- 2.105** Consideration should be given, therefore, to how best (taking into account urban capacity, design and townscape, etc, issues) to maximise the benefits of the City’s most accessible locations and the re-opening of the Airdrie-Bathgate line.

Option 4.7: Making Best Use of Enhanced Connectivity

OPTION 4.7 A (Preferred Option)

Investigate options for maximising the potential social and development benefits of existing/new high accessibility locations.

This Option is Preferred because ...

- It could help identify options for promoting regeneration and maximising the benefits of high and improved accessibility in the areas surrounding e.g. the Airdrie/Bathgate rail line stations.

**OPTION 4.7 B
(Alternative Option)**

Rely on existing City Plan 2 policy on public transport accessibility and related locational requirements to address development and other proposals as they come forward. This promotes the development of locations with high accessibility at higher densities, but doesn't differentiate between relative accessibility within high accessibility locations.

This Option is Not Preferred because ...

- This may not provide for the positive promotion of measures which can take best advantage of the new services to and from Edinburgh, and might not make most appropriate use of the very high accessibility offered at other locations.



“Glasgow City Centre is extremely well served by public transport.”

**Issue 4.8 –
City Centre Car Parking Provision**

2.106 The Sustainable Glasgow Report recommends that existing car parking provision and regulation be reviewed with the objective of reducing the availability/attractiveness of City Centre parking. Glasgow City Centre is extremely well served by public transport. In consequence, City Plan 2 sets maximum car parking standards for new development in the City Centre that are considerably more restrictive than the national standards. A further tightening of the maximum standards in the City Centre, however, could undermine its attractiveness as a location for new investment and development, particularly when other destinations, with much lower accessibility by public transport, allow for higher levels of provision.

2.107 City Plan 2 policy TRANS 11: Permanent and Temporary Public Car Parks aims to ensure that public car parking supports the shopping and business needs of the City Centre whilst restraining private car commuting. As a result, it limits the amount of permanent public car parking in the City Centre to existing provision (plus proposals with planning permission and specified additional provision at two locations), around 14,600 spaces in all. Reducing the amount of permanent public parking in the City Centre, however, could be detrimental to its longer term future and could enhance the “attractiveness” of other, less sustainable locations which offer free parking.

2.108 A number of temporary car parks in the City Centre have been permitted in recent years, often as a means of temporarily improving the appearance of vacant/derelict sites. City Plan 2 policy indicates that they require to be in excess of 50 spaces, a scale sufficient to provide for the landscaping necessary to improve the site's appearance. The economic downturn, however, means that temporary parking spaces are not being taken up for development to the same degree as would previously have been the case. This is resulting in a growth in the number of these spaces within the city centre, an element of which appears to be targeted at commuters through lower charges.

“A reduction in temporary parking provision, therefore, would go some way to meeting Sustainable Glasgow objectives of reducing City Centre parking”

2.109 A reduction in temporary parking provision, therefore, would go some way to meeting Sustainable Glasgow objectives of reducing City Centre parking whilst also reinforcing the aim of discouraging commuting by car (see also issue 1.5 on alternative uses for vacant and derelict land).

**Option 4.8:
City Centre Car Parking Provision**

<p>OPTION 4.8 A (Preferred Option)</p>
<p>Retain the City Centre parking standards and public parking provision policy approaches set out in City Plan 2. Allow no further temporary car parks in the City Centre and do not renew planning applications for those which lapse.</p> <p>This Option is Preferred because ...</p> <ul style="list-style-type: none"> • It helps support the essential functions of the City Centre, maintaining its attractiveness as a location for new investment and making best use of its sustainable transport provision. • It addresses the growth in temporary car parking spaces in the City Centre.
<p>OPTION 4.8 B (Alternative Option)</p>
<p>Retain the City Centre parking standards and public parking provision policy approaches set out in City Plan 2. No change to the policy on temporary car parks in the City Centre.</p> <p>This Option is Not Preferred because ...</p> <ul style="list-style-type: none"> • Although it maintains parking standards for new development which are lower than the national standards, it does not address the growth in temporary car parking spaces in the City Centre.
<p>OPTION 4.8 C (Alternative Option)</p>
<p>Reduce the maximum parking standards for the City Centre and do not provide for the replacement of existing public parking provision in the City Centre when it is lost. Allow no further temporary car parks in the City Centre and do not renew planning applications for those which lapse.</p> <p>This Option is Not Preferred because ...</p> <ul style="list-style-type: none"> • In theory, this could reduce car travel to the city centre. • However, it has the potential to undermine the attractiveness of the City Centre as a location for new investment, and could serve to make other, less sustainable, locations more attractive investment propositions.



Issue 4.9 – Managing Noise

- 2.110** The Environmental Noise (Scotland) Regulations 2006 apply to environmental noise to which humans are exposed, in particular in built-up areas, public parks or other quiet areas in an agglomeration, near schools, hospitals, and other noise sensitive buildings and areas. Glasgow is one of the agglomerations affected (the regulations address noise from road, railway, and airport sources, and industrial noise, but not noise from domestic or workplace activities).
- 2.111** The regulations require the publication of Action Plans to address noise in these locations. The Glasgow Agglomeration Action Plan (2008) recommended a number of Noise Management Areas (NMA's) and Quiet Areas (QA's).

Map 15:

Noise Management Areas (NMAs) and Quiet Areas



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“By guiding development to the right locations and where necessary, specifying design and layout issues, planning authorities can help to prevent and minimise the consequences of noise.”

- 2.112** By guiding development to the right locations and where necessary, specifying design and layout issues, planning authorities can help to prevent and minimise the consequences of noise. As set out in Planning Advice Note (PAN) 1/2011: Planning and Noise, development plans have an important role to play in helping to limit the overall number of people exposed to the potential adverse effects of noise.
- 2.113** As a result, it is considered that the LDP should bring forward policy which aims to manage noise in the Noise Management Areas and discourage noisy development affecting the Quiet Areas. It may also be necessary to produce Supplementary Guidance to set out how this policy will work in detail.

Option 4.9: Managing Noise

OPTION 4.9 A (Preferred Option)

Under separate legislation, the Council has identified 37 Noise Management Areas and 10 Quiet Areas. The new plan will include policy which aims to manage noise in the Noise Management Areas and discourage noisy development affecting the Quiet Areas. The detailed workings of this policy are likely to be set out in supplementary guidance.

This Option is Preferred because ...

- The Environmental Noise Directive (END) 2002/49/EC requires each member state to publish Action Plans identifying prioritised areas and outlining their intentions to address these locations.
- The planning process has an obvious role in managing environmental noise and discouraging potentially noisy developments in specific areas.

OPTION 4.9 B (Alternative Option)

No policy, or associated supplementary guidance, to manage noise in the Noise Management Areas and discourage noisy development affecting the Quiet Areas.

This Option is Not Preferred because ...

- It would restrict the means available to the Council to address noise issues in prioritised areas, with the result that noise issues in these areas could worsen.

Question 8

Do you agree with the issues considered in relation to sustainable connections? If not, please expand.

Question 9

Do you think the Council's preferred options are the correct ones? If not, which options do you think the Council should pursue in the LDP?

“Glasgow’s natural and historic environments help establish much of the recognisable character of the City.”

5. Sustainable Environment

Glasgow’s natural and historic environments help establish much of the recognisable character of the City. The conservation areas, listed buildings, ancient monuments, archaeological sites, streetscapes and townscapes are complemented by a backdrop of attractive landscapes and other natural heritage elements which enhance the City’s distinctiveness. They form a strong basis for a placemaking and regeneration agenda and the City’s tourism offer. The LDP has a key role to play in protecting and enhancing these natural and historic features as an important element of the city’s sustainable economic development and regeneration.

However, the natural environment, in particular, fulfils a much wider range of functions than purely aesthetic ones. It helps connect habitats and provide for the movement of species, acts as a carbon sink, provides routes for active travel and a resource for relaxation, social interaction and formal and informal recreation. It also “holds” water, releasing it gradually into the drainage system, and helping to ameliorate flooding.

In order to fulfil these functions, the green network requires to be managed and developed appropriately.



“Historic environments are a significant factor in the City’s attractiveness to both existing and prospective residents”

Issue 5.1 – Potential for New/Extended Conservation Areas

- 2.114** Historic environments are a significant factor in the City’s attractiveness to both existing and prospective residents, particularly in those areas most frequented by visitors, including the City Centre and West End. Many such environments are accorded a degree of protection through Conservation Area status.
- 2.115** There are 23 Conservation Areas in the City, and the Council is in the process of preparing Conservation Area Appraisals (CAA’s) for each of them, with 15 having already been completed. CAA’s identify the features that make up an area’s special character as well as opportunities for enhancement and the review of existing boundaries.

Map 16:

Potential Conservation Areas



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2.116 In City Plan 2, the Council indicated it would undertake a review to establish whether any further areas merited designation as conservation areas. The Council will investigate potential conservation area status for a number of additional areas, including:

- Broomhill;
- Partick;
- Glasgow Green/Richmond Park/Clyde riverbanks;
- Waverley Park;
- Mosspark; and
- Former Maryhill Barracks/Wyndford Housing Estate

2.117 Bridgeton Cross was designated as a Conservation Area in August 2011.

Option 5.1: New/Extended Conservation Areas

OPTION 5.1 A (Preferred Option)

The Council will investigate the areas set out in para 2.116, and shown on map 16, with a view to designating them as Conservation Areas:

This Option is Preferred because ...

- Investigating these areas would help establish whether they are suitable for designation as conservation areas and help meet the commitment to undertake a city-wide review of the potential for additional conservation areas set out in City Plan 2.

**OPTION 5.1 B
(Alternative Option)**

No investigation of further parts of the City for designation as Conservation Areas.

This Option is Not Preferred because ...

- It would not provide for the protection of all the areas of special architectural or historic interest, potentially resulting in new development which would have an adverse affect on their character or appearance. This could reduce the City's attractiveness to existing and prospective residents.



**Issue 5.2 –
Flooding and Drainage**

- 2.118** Climate change predictions suggest that the number and severity of storm events across Scotland is likely to increase, with an increased likelihood of flooding from e.g. pluvial (surface water) and fluvial (watercourses such as rivers or burns) sources.
- 2.119** To help address these issues, the Flood Risk Management (Scotland) Act 2009 requires local authorities to reduce flood risk, promote sustainable flood risk management and produce Flood Risk Management Plans (FRMPs) by 2015, setting out detailed actions to tackle surface water flooding. FRMPs require to be taken into account in the preparation of development plans.
- 2.120** Under the terms of the Act, the Council requires applicants for planning permission to provide an assessment of flood risk where development is likely to result in a material increase in the number of buildings at risk of being damaged by flooding. Whilst City Plan 2 policy forms a suitable basis on which to deliver this requirement, some adjustment may be necessary in relation to issues such as:
- addressing the sources and pathways of flood waters and the impacts of flooding through flood risk management measures;
 - restoring natural features and characteristics of catchments, so as to slow, reduce or manage flood waters and provide for enhanced biodiversity; and
 - ensuring that the area of impermeable surfaces is minimised in all new developments.
- 2.121** The Metropolitan Glasgow Strategic Drainage Partnership (MGSDP) recognises the need for substantial improvements in drainage infrastructure (e.g. new water treatment plants) and water catchment management. This is to both reduce flood risk and support regeneration and economic development, especially in the east of the city. It also recognises the need to improve water quality in bodies of water.
- 2.122** The MGSDP has undertaken work to model the relationships between the City's rivers, sewers and watercourses during normal and storm conditions, with a view to identifying the most effective flood management and drainage

“The Metropolitan Glasgow Strategic Drainage Partnership (MGSDP) recognises the need for substantial improvements in drainage infrastructure”

solutions. It aims to co-ordinate the delivery of such solutions with other investment and projects, such as the M74 Extension, East End Regeneration Route, Commonwealth Games Athlete's Village and the development of the Glasgow and the Clyde Valley Green Network. Solutions include improved surface water management, to prevent the waste water system from being overwhelmed, by diverting into 'green corridors', flood plains or storage areas until a storm passes.

2.123 Capacity restrictions within the waste water system can act as a constraint on development – e.g. within the combined sewer network. To overcome these problems and help facilitate the ongoing regeneration of these areas, surface water management plans (SWMPs) are being prepared. These will identify the scope for removing surface water from the combined sewer network and discharging it directly to the River Clyde, or nearest watercourse, thereby freeing up capacity for foul discharges from new development.

2.124 A Glasgow Surface Water Management Study (GSWMS) is being undertaken which aims to provide strategic direction for SWMPs, ensuring they deliver a range of integrated measures across Metropolitan Glasgow. It will identify drainage communities and provide surface water planning, modelling and retrofit guidance support to subsequent Design Studies and/or Masterplans.

2.125 The MGSDP is identified as a national priority in the National Planning Framework 2 and the new LDP will require to contribute to the delivery of its objectives, and those of the new Act.

**Option 5.2:
Flooding and Drainage**

<p>OPTION 5.2 A (Preferred Option)</p>
<p>Meet the requirements of the Flood Risk Management (Scotland) Act 2009 through continuing to work with partners in the MGSDP and delivering its objectives through new or revised policy.</p> <p>This option is Preferred because...</p> <ul style="list-style-type: none"> • Working in partnership is the best way to deliver a comprehensive approach to flood management across the City. • New/revised policy is likely to be required to fulfil the requirements of the 2009 Act and maximise green network benefits.
<p>OPTION 5.2 B (Alternative Option)</p>
<p>Retain the City Plan 2 approach to flooding and drainage.</p> <p>This Option is Not Preferred because ...</p> <ul style="list-style-type: none"> • This approach may not fulfil the requirements of the 2009 Act nor maximise green network benefits.



“Networks of linked, good quality open space are important for their contribution to amenity and their role in nature conservation, biodiversity, recreation, physical activity and health and wellbeing.”

Issue 5.3 – Green Network Priorities

- 2.126** Networks of linked, good quality open space are important for their contribution to amenity and their role in nature conservation, biodiversity, recreation, physical activity and health and wellbeing. They also provide opportunities for sustainable travel. National Planning Framework 2 recognises the step change in environmental quality which the development of a green network, on a large scale, could bring about in Central Scotland. It identifies the Central Scotland Green Network as a national development which will create, amongst other things, a strategic network of woodland and other habitats, active travel routes, greenspace links, watercourses and waterways, helping improve the health and resilience of the natural environment and making Central Scotland a more attractive place in which to live, do business and visit. At the regional level, the benefits of the Central Scotland Green Network will be delivered via the work of the Glasgow and the Clyde Valley Green Network Partnership.
- 2.127** The SDP Proposed Plan highlights the importance of prioritising investment, in the context of severe public expenditure restraint, already committed public investment programmes and difficult trading conditions for private sector investors. It identifies a number of key spatial green network priorities as the focus for concerted action, based on an analysis of strategic biodiversity opportunities, active travel opportunities, economic development/regeneration priorities and areas of multiple deprivation. These locations are considered to be the ones liable to deliver maximum return for available resources by delivering multiple benefits. Within Glasgow, the locations are: Yoker, Govan/Ibrox, Gorbals/Toryglen, Clyde Gateway, Castlemilk, Greater Easterhouse and Lambhill/Possil (see map).

Map 17:

Green Network Strategic Priorities



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- 2.128** These locations provide a strategic agenda for Glasgow, some of which is already being pursued through the preparation of green network strategies, e.g. for the Clyde Gateway and Clyde Waterfront. However, it is considered that there is also a need to examine opportunities for green network enhancement at a much finer grain, helping identify specific local priorities for action. This is a process which will be pursued with the Glasgow and Clyde Valley Green Network Partnership with a view to informing the Glasgow Open Space Strategy (GOSS). The Council has appointed consultants to prepare the GOSS, which will set out the vision for new and improved open space, aim to address any deficiencies identified and provide the justification for seeking contributions from developers. It may also give rise to potential changes in environmental designations within the City. These, and other recommendations arising from GOSS, will be subject to a period of public consultation.

- 2.129** The green network priorities identified using these processes will be integrated with those produced by the SDP to provide a basis for action. Mechanisms for the physical delivery and enhancement of the green network will require to be established which take account of circumstances in each priority location.

- 2.130** Addressing these issues is likely to involve direct action on behalf of the Glasgow and Clyde Valley Green Network Partnership and the delivery of elements of the green network through the development process, particularly in those parts of the City undergoing substantial regeneration, such as the Clyde Waterfront and Clyde Gateway. In such instances, it will be important that any supplementary guidance regarding the redevelopment of these areas (such as masterplans or local development strategies) considers the potential of green network enhancements and makes appropriate provision for their delivery. In the current economic circumstances, other potential means of delivery will also require to be considered, particularly in the short-medium term.

**Option 5.3:
Green Network Priorities**

OPTION 5.3 A (Preferred Option)
<p>Identify priorities for the delivery of green network enhancements through the Open Space Strategy and through work with the Glasgow and Clyde Valley Green Network Partnership to interpret the priorities identified in the SDP at a more local level.</p> <p>This Option is Preferred because...</p> <ul style="list-style-type: none"> • It will help identify those parts of the City on which enhancements could be targeted to deliver multiple benefits and maximum returns. • Prioritisation of green network enhancements is considered necessary in the current financial climate.
OPTION 5.3 B (Alternative Option)
<p>Pursue green network enhancements without prioritisation.</p> <p>This Option is Not Preferred because ...</p> <ul style="list-style-type: none"> • It is considered that this option is not feasible in the current financial climate.



“Glasgow supports a wide range of species and habitats that form important ecological networks and ecosystems”

“Ecosystems are the basis on which the food we eat, the water we drink and the air we breathe are made available and replenished”

Issue 5.4 – Ecosystems and Integrated Habitat Networks

- 2.131** Local Authorities have a duty to further the conservation of biodiversity under the Nature Conservation (Scotland) Act 2004 and international obligations to protect certain species and habitats also apply. Glasgow’s Local Biodiversity Action Plan (GLBAP) sets out how the Council proposes to conserve and enhance populations of particular animal and plant species, or to protect and enhance valuable habitats. City Plan 2 policy reflects this approach, indicating that “all development within the City shall take cognisance of, and be compatible with, the GLBAP”.
- 2.132** However, Glasgow supports a wide range of species and habitats that form important ecological networks and ecosystems, many of which are sensitive or vulnerable to change but not always protected in their own right. In addition, many species (including protected ones) are mobile and dependent on networks of habitats to flourish or survive. Loss of even some of these habitats, or the connections between them, can, therefore, be critical. An integrated approach to the protection of these species and habitats is, therefore, necessary, taking into account issues such as: the functioning of the wider networks and their ability to adapt to change; potential cumulative impacts; and the creation of better linkages and features that act as “stepping stones” for migratory species (e.g. green roofs).
- 2.133** Such an approach should also reflect the wider role which ecosystems and biodiversity play in underpinning our well being, life-support systems and economic activity. Ecosystems are the basis on which the food we eat, the water we drink and the air we breathe are made available and replenished – they provide the “ecosystem services” that we need to survive and prosper. The LDP can play a key role in safeguarding the continued delivery of these ecosystem services through a variety of mechanisms, including the safeguarding and promotion of an integrated green network which, as well as providing habitats, also allows for the migration of species and habitats which may be necessary for them to adapt to climate change.

Option 5.4: Ecosystems and Integrated Habitat Networks

OPTION 5.4 A (Preferred Option)

An integrated policy approach which protects, and promotes the expansion and enhancement of, habitat networks, helping safeguard species and habitats and the ecosystem services they provide.

This option is Preferred because...

- It should bring benefits for species and habitats from new development.
- It should help safeguard the long term future of ecological resources and ecosystem services which underpin our well being, life-support systems and economic activity.



“Geological sites and features can be important on grounds of their educational value, their historical significance and other cultural and aesthetic value”

**OPTION 5.4 B
(Alternative Option)**

Retain City Plan 2 approach to biodiversity, which has a focus on the species and habitats identified in the GLBAP.

This Option is Not Preferred because ...

- This approach is valuable in protecting certain species and habitats.
- However, it does not address the full range of issues necessary to ensure an integrated approach to the protection of species and habitats, nor the full range of strategic priorities and expectations such as those set out in the UKBAP.

**Issue 5.5 –
Geodiversity**

2.134

There is a need to support opportunities for enjoyment and understanding of the natural heritage, including geological and physiographical features. Geological sites and features can be important on grounds of their educational value (including for scientific study), their historical significance and other cultural and aesthetic value, particularly for promoting public awareness and enjoyment. City Plan 2 provides for the protection of a limited number of geological features of importance as either a Site of Special Scientific Interest (as designated by Scottish Natural Heritage) or a Site of Importance for Nature Conservation (designated by the Council).

2.135

Whilst recognised geological resources within the City are protected via this mechanism, the Council is aware that there may be other geological features which have not yet been identified and which may also warrant protection through the LDP. As a result, it is considered that there are good grounds for an assessment to identify potentially important geological features, with a view to affording them protection through policy/supplementary guidance.

**Option 5.5 –
Geodiversity**

**OPTION 5.5 A
(Preferred Option)**

Undertake an assessment to ascertain whether there are additional geological features worthy of protection through the LDP.

This option is Preferred because...

- It could help to protect features which provide a valuable understanding of the way in which the earth, and this part of the world, formed and subsequently developed.

**OPTION 5.5 B
(Alternative Option)**

Continue to protect only those geological features safeguarded through City Plan 2.

This Option is Not Preferred because ...

- Whilst certain geological features are already protected through City Plan 2 policy, there may be others in the City worthy of protection.

Question 10

Do you agree with the issues considered in relation to a sustainable built and natural environment? If not, please expand.

Question 11

Do you think the Council's preferred options are the correct ones? If not, which options do you think the Council should pursue in the LDP?

“Distinctive, high quality places and buildings are important to the social, environmental and economic success of the City”



6. Sustainable Design

Distinctive, high quality places and buildings are important to the social, environmental and economic success of the City. The design of buildings, streets and spaces, and the location, type and mix of uses within them, are important factors in influencing how people choose to use and move about the City. Potential positive impacts include increased social interaction and physical fitness and reduced emissions of greenhouse gases and particulates.

A well-designed urban environment plays a significant role in maximising the city’s attractiveness to current and potential residents, visitors and investors.

Design is also important at the more intimate scale. Substantial reductions in the energy needs of new buildings can be achieved through, for example, siting, orientation, materials, use of daylight and solar heat gain.

Issue 6.1 – Designing Streets and Places

- 2.136** Designing Streets (Scottish Government, 2010) requires that new residential development incorporates the six qualities of successful places, namely that they are: distinctive; safe and pleasant; easy to move around; welcoming; adaptable; and resource efficient.
- 2.137** The Council is developing a design guide for new residential development which will interpret these requirements for application by developers in Glasgow. It will also address related issues such as the provision of sustainable urban drainage systems (SUDS) infrastructure, residential density, housing mix, parking, landscaping works, etc. It is intended that this will constitute Supplementary Guidance to the new Plan.

Option 6.1: Designing Streets and Places

OPTION 6.1 A (Preferred Option)

Produce a “Design for Residential Development” as Supplementary Guidance.

This Option is Preferred because ...

- It will enable the Council to guide development to create successful, sustainable new places which reflect Glasgow’s specific circumstances.

**OPTION 6.1 B
(Alternative Option)**

No supplementary guidance on how to design new streets and places.

This Option is Not Preferred because ...

- It is considered important to, not only address the requirements of Designing Streets, but also to provide clear guidance on the best way street and place design can address wider issues, such as active travel.



“Higher densities can provide positive advantages in promoting the creation of healthy, sustainable places.”

**Issue 6.2 –
Residential Densities and Types of Homes**

- 2.138** Higher densities can provide positive advantages in promoting the creation of healthy, sustainable places. They can help establish a local market for the provision of infrastructure, including decentralised energy, and local facilities and services, by creating the demand which can underpin their viability (see issue 3.5). However, new development also has to take account of a range of other policy matters related to, e.g., design, location, context and setting, the scale and massing of adjacent buildings and public transport accessibility/capacity. This effectively means that higher densities are, generally, more appropriate in the traditional inner-city areas of Glasgow, where tenements dominate and public transport services are denser, and less so in the outer areas.
- 2.139** Planning for climate change mitigation and for healthier, more sustainable communities, however, may make it appropriate to consider higher densities elsewhere in the City, particularly in proximity to transport nodes and key public transport routes.
- 2.140** Consideration also requires to be given to the potential demand for particular types of housing which might arise from the City’s changing demographic structure. The HNDA population projection for Glasgow assumes that there will be a continued loss of families from the City, an issue which the Council is keen to address. Projected demographic change also suggests that additional pressure for family housing, and housing suitable for a more elderly population, may arise in future.
- 2.141** Future density policy, therefore, would require to more closely balance need with design and accessibility.

Option 6.2: Residential Densities and Types of Homes

OPTION 6.2 A (Preferred Option)
<p>Review current policy in order to take account of the issues raised in paragraphs 2.138 – 2.141 with a view to identifying how density policy can best contribute to the delivery of more sustainable urban environments.</p> <p>This Option is Preferred because ...</p> <ul style="list-style-type: none"> • It would enable an enhanced emphasis to be placed on need, design and accessibility issues.
OPTION 6.2 B (Alternative Option)
<p>Retain the City Plan 2 approach to the density of new development. This provides for densities which vary, mainly within a set range, with location (inner/outer urban area), and with some flexibility where accessible to public transport.</p> <p>This Option is Not Preferred because ...</p> <ul style="list-style-type: none"> • Whilst this approach is generally sound, it is less likely to encourage the provision of public transport and other services in the outer urban area. • Further emphasis on aspects of quality design/layout, site characteristics/ housing mix, etc, rather than thresholds, is considered appropriate in determining final densities.



“Planning for long-term climate change mitigation and adaptation suggests a more limited role for the motor car in the Glasgow of the future”

Issue 6.3 – Residential Parking Requirements

- 2.142** Planning for long-term climate change mitigation and adaptation suggests a more limited role for the motor car in the Glasgow of the future, at least in its current, petrol-driven form. However, it is possible that whilst cars will be used more sparingly in future, many households may continue to own, or aspire to own, them (either directly or through car sharing schemes).
- 2.143** Providing parking for cars off-street can help to minimise safety issues (including access for emergency services and pedestrian visibility) and reduce visual impact in residential areas. Extensive land-take for parking provision, however, can also reduce residential densities and the amount of amenity space available to residents, potentially undermining demand for public transport and local services. In view of this, City Plan 2 policy permits variation on a basic standard, of 1.25 spaces per dwelling unit for new build development, in order to reflect public transport availability, townscape and design requirements, greenspace and density considerations, etc.

“Visual impact and design will continue to be key considerations in determining the acceptable level of residential car parking for a new development.”

2.144 Where car parking requires to be provided, the options are:

- on-street – can provide for dedicated amenity space in back courts and other private and public space but can have implications for road safety;
- off street, surface level – can reduce residential amenity and residential densities, but can free-up street space;
- off street, ground floor – can mean that no active street frontage is provided, although has advantage of freeing-up street space;
- off street, below ground – can both free-up street space and provide for enhanced density and amenity, but may not be a financially feasible option for many new developments; or
- off street, separate (e.g., communal provision, but in a local multi-storey block) – can free-up street space and provide for enhanced density and amenity, but may not be a financially feasible option for many new developments.

2.145 Visual impact and design will continue to be key considerations in determining the acceptable level of residential car parking for a new development.

**Option 6.3:
Residential Parking Requirements**

OPTION 6.3 A (Alternative Option)
Reducing the basic standard of residential parking requirements from 1.25 spaces per dwelling unit.
This Option is Not Preferred because ...
<ul style="list-style-type: none"> • This approach, at least in the short-medium term, may result in increased parking on street, with associated problems.
OPTION 6.3 B (Preferred Option)
Limited change to City Plan 2 policy to require developers to provide residential parking underground, or in separate provision, off street, wherever feasible.
This Option is Preferred because ...
<ul style="list-style-type: none"> • It retains the variation provided by City Plan 2 in terms of public transport availability, townscape and design, etc. • This solution is likely to be most appropriate in new flatted developments in predominantly flatted areas, where the problems of on-street parking are generally most problematic.

**OPTION 6.3 C
(Alternative Option)**

No change to City Plan 2 policy.

This Option is Not Preferred because ...

- Whilst the current approach is considered generally sound, it can reduce the amount of amenity space available to residents and can result in reduced residential densities. Providing for parking below ground, or off street in separate provision, where feasible, could address these issues in some instances.



“The Climate Change (Scotland) Act requires Councils to contribute to delivering a 42% reduction in greenhouse gas emissions attributable to human activity by 2020 and 80% by 2050.”

**Issue 6.4 –
Reducing the Need for Energy in New Developments**

- 2.146** The Climate Change (Scotland) Act requires Councils to contribute to delivering a 42% reduction in greenhouse gas emissions attributable to human activity by 2020 and 80% by 2050. The Act also introduces a new section (3F) into the Town and Country Planning (Scotland) Act 1997, meaning local development plans must include a policy requiring all new developments to be designed “to ensure that all new buildings avoid a specified and rising proportion of the projected greenhouse gas emissions ... through the installation and operation of low and zero-carbon generating technologies”.
- 2.147** The Sullivan Report (2007) recommended improving energy standards for new buildings by 30% (on 2007 standards) by 2010, 60% by 2013, to net zero carbon by 2016 and to total life zero carbon by 2030. The first round of Sullivan recommendations has been incorporated into the Building Regulations from October 2010, with the indication being that these will continue to be revised upwards.
- 2.148** Section 3F means that a rising (over time) proportion of the improved energy standards which would be delivered through the Building Regulations, will require to be delivered through low and zero-carbon generating technologies (those that utilise renewable energy sources, such as solar, wind, hydro or geothermal). The Council will examine the options for revising existing, or bringing forward new, policy to address the implications of section 3F, including the proportion(s) of energy savings which low and zero carbon technologies should deliver, and to consider which other objectives policy should aim to address – e.g. City Plan 2 currently uses the EcoHomes and BREEAM methodologies which give a better indication of the “overall” sustainability of proposed developments, including impacts on ecology, water usage, transport accessibility, etc.

“Opportunities are also emerging for reducing energy need when redevelopment is taking place.”

2.149 Other important policy considerations which will be brought forward (and reviewed, where necessary) from City Plan 2 include the use of, e.g., siting, design and layout to influence energy use. Opportunities are also emerging for reducing energy need when redevelopment is taking place. With historic buildings, for example, the advantages of slim-profile double glazing (which can be fitted into existing single pane window fittings) are being recognised as a potential means of reducing energy needs, whilst maintaining historic character and appearance. The Council is keen to reduce energy demand from all of the building stock and will work with Historic Scotland to identify potential opportunities for doing so.

**Option 6.4:
Reducing the Need for Energy in New Developments**

OPTION 6.4 A (Preferred Option)
<p>Revise existing policy to ensure that;</p> <ul style="list-style-type: none"> (i) all new buildings contribute to meeting specified reductions in greenhouse gas emissions/energy use through a combination of low and zero carbon technologies and other planning considerations including design, siting, layout etc (ii) the opportunities to retrofit carbon/energy reduction measures in existing buildings e.g. historic buildings is promoted more fully. <p>Supplementary guidance may be required to set out the detail of such an approach.</p> <p>This Option is Preferred because ...</p> <ul style="list-style-type: none"> • It would meet the requirements of the Climate Change Act, whilst, potentially, retaining the advantages of the current City Plan 2 approach.
OPTION 6.4 B (Alternative Option)
<p>Revise existing policy to ensure that all new buildings contribute to meeting specified reductions in greenhouse gas emissions/energy use through the installation and operation of low and zero-carbon generating technologies.</p> <p>Supplementary guidance may be required to set out the detail of such an approach.</p> <p>This Option is Not Preferred because ...</p> <ul style="list-style-type: none"> • Whilst it would meet the requirements of the Climate Change Act, it is overly focussed on technology only and does not take into account what might be achieved in relation to older properties.



“Living more sustainably involves making better uses of the resources we have at our disposal”

“A number of issues would require to be addressed if adaptation/urban retro-fitting was to be pursued in Glasgow”

Issue 6.5 – Retro-fitting of the Urban Environment

- 2.150** Retro-fitting low carbon technologies into existing infrastructure and buildings will have a key role to play in reducing carbon emissions. Living more sustainably involves making better uses of the resources we have at our disposal, including vacant and derelict land, but also the existing built environment, buildings, streets and spaces. The role which adaptation of the existing built environment can play in helping contribute to climate change mitigation and adaptation, and the reduction of the City’s ecological footprint, is now being increasingly recognised.
- 2.151** Adapting, or ‘retro-fitting’, the urban environment can take a number of forms, including:
- Green Roofs - adapting existing roofs to, for example, slow rainwater runoff and create habitats for native flora and fauna;
 - Growing Roofs/Rooftop Greenhouses can complement local food growing;
 - Re-skinning buildings – with new thermal covers to help enhance energy efficiency of older buildings, or with photovoltaic cells; and
 - Adapting Streets - to introduce more trees and other green spaces, providing shade and wind breaks and opportunities for retrofitting SUDS into urban landscapes.
- 2.152** A number of issues would require to be addressed if adaptation/urban retro-fitting was to be pursued in Glasgow, including:
- impact on the historic environment/listed buildings;
 - structural loadings;
 - climate, including wind; and
 - fragmented property ownership.
- 2.153** The role of the planning system in retro-fitting the existing environment is likely to focus on the redevelopment and refurbishment of existing buildings. Where extensions are proposed, it may be possible to set a policy requirement relating to the existing building, stipulating that an energy audit be undertaken to identify any means of improving the energy efficiency of the total footprint of the existing building and extension.

Option 6.5: Retro-Fitting the Urban Environment

OPTION 6.5 A (Preferred Option)

Investigate options for retro-fitting the urban environment to help contribute to climate change mitigation and adaptation and the reduction of the City’s ecological footprint. Should this investigation indicate that retro-fitting would be appropriate/feasible, produce policy indicating in which circumstances, and in what forms, it would be encouraged, including investigation of a specific policy for extensions to existing buildings.

This Option is Preferred because ...

- It would set a positive, pro-active policy response to an issue which could increase in importance in future years.

**OPTION 6.5 B
(Alternative Option)**

Assess options for retrofitting the urban environment on a case by case basis, taking into account other policy positions.

This Option is Not Preferred because ...

- This wouldn't provide for a pro-active, anticipatory response to an issue which could increase in importance.



Issue 6.6 –

Student Accommodation and Other Large Scale Quasi Residential Uses

- 2.154** With the slow-down in the mainstream residential market, there has been an increase in the number of proposals for large, commercially-operated quasi-residential uses, such as student accommodation; short-stay serviced apartments; back-pack/ tourist accommodation; hotels; boarding and guest houses; and hostels. Such proposals (both new-build and conversion) can often promote high density accommodation, with little in the way of supporting on-site amenity/social/recreational infrastructure. This can place additional pressure on existing local amenity and facilities.
- 2.155** As a result, it is proposed that new policy be brought forward in the LDP to ensure on-site facilities are provided that are appropriate to the nature, context and scale of the development and the needs/ characteristics of the population of the development (e.g. short or long stay, all student etc). Such facilities could include outdoor provision (e.g. amenity space/seating area, games court) and/or internal provision (e.g. communal area, games room, gymnasium etc.).
- 2.156** An associated issue is the potential for concentrations of student accommodation and quasi-residential uses to impact upon residential amenity and wider aspirations for developing balanced communities. The Council will investigate this issue further with a view to determining what role the proposed new policy could play in addressing such concerns.

**Option 6.6:
Student Accommodation and Other Large Scale Quasi Residential Uses**

**OPTION 6.6 A
(Preferred Option)**

Bring forward policy to ensure the provision of on-site facilities in new student accommodation and other large scale quasi-residential uses and, potentially, to ensure concentrations of such developments do not impact on residential amenity. This may require the production of supplementary guidance to set out the detail of such a policy.

This Option is Preferred because ...

- It will help address the additional pressures which developments of this type can place on existing local amenity and facilities.

**OPTION 6.6 B
(Alternative Option)**

No new policy to address the provision of on-site facilities in new student accommodation and other large scale quasi-residential uses or the impacts of their concentration in particular areas.

This Option is Not Preferred because ...

- It will not address the additional pressures which developments of this type can place on existing local amenity and facilities.

Question 12 Do you agree with the issues considered in relation to sustainable design? If not, please expand.

Question 13 Do you think the Council's preferred options are the correct ones? If not, which options do you think the Council should pursue in the LDP?

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THE SPATIAL STRATEGY: A REGENERATION FRAMEWORK AND SUPPORTING INFORMATION

The Preferred Spatial Strategy

- 3.1** The spatial strategy is based on a number of key elements:
- those **preferred spatial options** identified in relation to the issues considered in Section 2 of this MIR;
 - **retained elements** – spatial policy elements (such as support for town centres and protection/maintenance of environmental designations (e.g. green belt, conservation areas)) and proposals which, should be retained from City Plan 2;
 - **SDP proposals** – proposals identified in the SDP; and
 - **National Developments** – identified in National Planning Framework 2 as essential elements of the strategy for Scotland’s long-term development, namely: the West of Scotland Strategic Rail Enhancements (WSSRE); a High-Speed Rail Link (HSR) to London; the Central Scotland Green Network; the Metropolitan Glasgow Strategic Drainage Scheme; and Commonwealth Games Facilities and Infrastructure. The WSSRE and HSR are longer term projects.
- 3.2** The preferred Spatial Strategy is one of renewal and regeneration, but with an enhanced emphasis on sustainable development, health, climate change mitigation and adaptation and placemaking (see paragraph 4.1). As with City Plan 1 and 2, the focus of the strategy is on promoting brownfield development.

Strategic Spatial Agenda Maps

- 3.3** Three Strategic Spatial Framework (SSF) Maps give geographic expression to the Council’s preferred spatial strategy:

1 – The Spatial Regeneration Framework Map

- 3.4** This map illustrates the key actions (both proposed and aspirational) which are considered important in delivering the plan’s strategy. The key focus for regeneration activity is the SDP’s Development Corridor, comprising the City Centre, Clyde Waterfront and Clyde Gateway. These areas offer opportunities for further transformational change aimed at meeting multiple objectives, including:
- reconnecting communities with the river, and north/south of the river;
 - generating large-scale economic activity within easy reach of these communities;
 - maximising sustainable travel opportunities;
 - re-cycling previously developed land; and
 - developing a critical mass for infrastructure, public transport and service investment.

“The key focus for regeneration activity is the SDP’s Development Corridor, comprising the City Centre, Clyde Waterfront and Clyde Gateway.”

- 3.5** Activity within the Development Corridor is supported by a variety of other proposals and aspirations across the rest of the City, including housing led initiatives (such as the Glasgow Housing Association’s Transformational Regeneration Areas and the three Community Growth Areas), transport projects and investigative work, (e.g. into potential locations for district heating or new conservation areas). The map also illustrates the location of submitted Proposals proposed for inclusion in the preferred spatial strategy after consideration in the site assessment process. (see paras 3.11 – 3.17)

2 – The Spatial Policy Framework Map

- 3.6** This map illustrates key spatial policies which are proposed to be taken forward into the new LDP from City Plan 2, the SDP or from other sources, such as Scottish Natural Heritage or Historic Scotland. It illustrates how policies to protect and promote certain City assets or opportunities impact spatially across Glasgow. These include:

- Town centres (including those identified in the SDP’s network of Strategic Centres);
- Strategic industrial sites and the SDP’s Strategic Economic Investment Locations (SEILs); and
- Environmental designations (such as Sites of Special Scientific Interest, Conservation Areas or Scheduled Ancient Monuments).

3 – The Spatial Planning Activity Framework Map

- 3.7** This map illustrates where more localised planning guidance has been put in place/or is required for the regeneration or development of particular parts of the City, e.g., in the form of masterplans, local development strategies, town centre action plans or campus plans, etc.

- 3.8** This map, in combination with SSF Maps 1 and 2, illustrates the city-wide approach to addressing regeneration and realising the potential of, and opportunities in, various parts of the City. It is proposed that the key elements of the SSF Maps will be combined with other regeneration activity (economic, health, etc initiatives) at the more local level in the form of a series of Local Area Maps covering the entire City. It is proposed that coverage will correspond with the 10 community planning partnership areas, in order to provide an appropriate level of local detail (these maps will be for information purposes and, as such, will not form part of the LDP).

- 3.9** The “actionable” components of the SSF Maps will form the basis of the Proposed Plan’s proposals map and accompanying action programme. Other components, which are not funded/have no delivery timescale, but are considered relevant to the delivery of the longer term LDP strategy, will be shown as “aspirations” in the Proposed LDP, as part of the Council’s longer term regeneration agenda. Some of these elements are also examined in detail on the maps accompanying the issues considered in Section 2 of this MIR (e.g. new/extended conservation areas (Issue 5.1)).

The Council would welcome your views on the content of all of these map sets.

Question 14 Do you agree with the strategy as set out in the Spatial Framework Maps?

Supporting Information

- 3.10** The Site Assessment provides an analysis of the relative merits of potential development sites (over 10 units in size, in relation to housing proposals) considered during the drafting of this MIR, namely: the Housing Land Supply 2010 for the period 2014 to 2017; Urban Capacity Study identified for the Strategic Development Plan for the period 2017 to 2024; Industry and Business Sites; and Proposals submitted in response to the pre-MIR questionnaire issued by the Council in the Summer 2010. It indicates those sites which the Council is proposing to take forward to the preferred spatial strategy and Proposed Plan. (This assessment is additional to that undertaken by the Strategic Environmental Assessment)
- 3.11** The sites examined (see Appendix 1) in the Assessment fall into one of two streams:
- those elements which are part of an established land supply identified through prior consultation/liaison (e.g. housing or industrial land supplies); and
 - those elements which have not been subject to such a process, i.e. the proposals submitted in response to the pre-MIR questionnaire (consideration of these sites provides an indication of those the Council may be more/less likely to support).
- 3.12** The aim of the assessment process is to:
- assess how sites might best deliver maximum regeneration outcomes;
 - indicate the sites which are more/less likely to 'fit' with/should be included in the preferred spatial strategy;
 - highlight where there may be a requirement for a change in the Development Policy Principle (DPP) designation of a site (i.e. where a change of use may be required); and
 - flag-up where a response may be necessary (e.g. by way of environmental mitigation, or enhancement of facilities or public transport) to enable the development of a site.
- 3.13** The assessment process only considers those sites where the principle of development taking place has yet to be decided (i.e. sites without planning permission) and where the views received in response to the MIR could, therefore, have an impact on the principle of development. Also excluded are options where the boundaries are still to be determined (e.g. Easterhouse/Gartloch Community Growth Area) and small housing sites below 10 units.

- 3.14** All development will, of course, need to meet the relevant policy requirements of the new LDP, including:
- high standards of design;
 - appropriate sustainable drainage systems;
 - connections to the potable water supply; etc
- 3.15** The assessment outcomes will be used to inform any masterplanning, planning brief etc being prepared for an area which includes proposals relevant to one or more of these sites.
- 3.16** Transport/Land Use Modelling has been undertaken by Strathclyde Partnership for Transport for the Council to inform the Baseline position for the LDP in 2014 from a 2011 base. Examination of the modelling outputs indicates the existing areas of pressure on the trunk road network, but comparisons between 2011 and 2014 show negligible change in the levels of traffic near the Community Growth Areas. The main changes in the strategic network are the result of changes in travel patterns brought about by the completion of the M74.
- 3.17** The next stage of the modelling work is to roll the modelled year forward to 2024 to analyse the impact of the land use and transport changes being projected to occur in the LDP preferred spatial strategy for the period 2014 to 2024. This is the subject of ongoing work.

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POLICY RESPONSE

4.1 The policy framework reflects the need for:

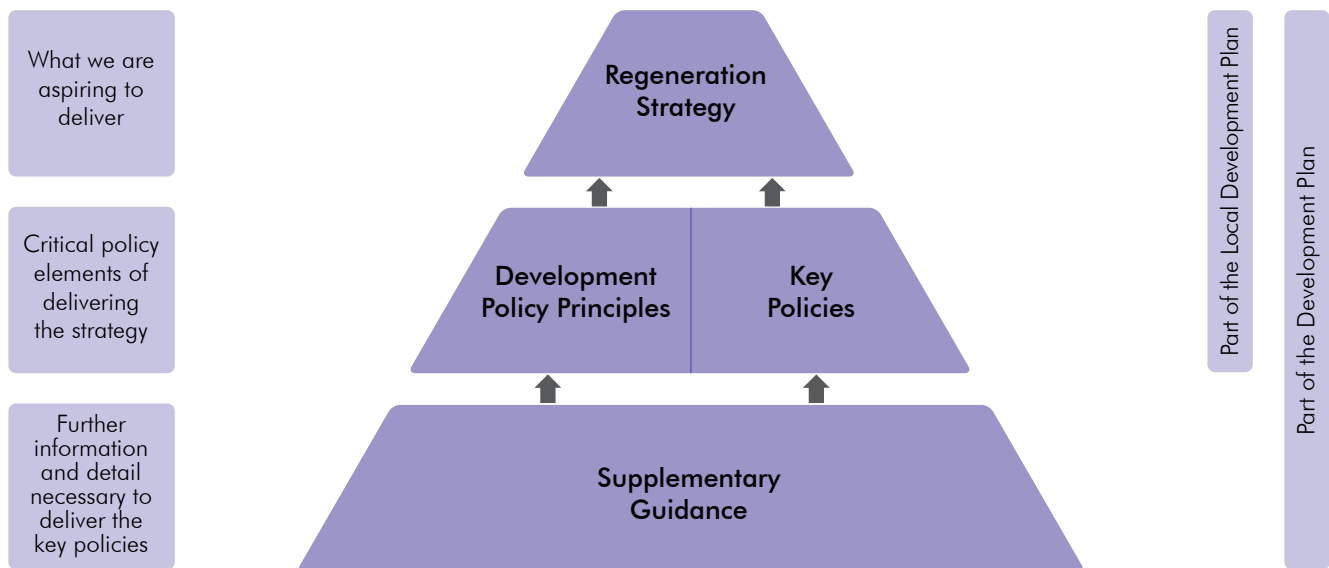
- an **enhanced sense of place**, delivered through protecting, enhancing and capitalising on the best elements of the existing urban environment, whilst delivering new housing and other development which is of high quality, promotes active travel and human interaction and comprises an appropriate mix of uses, at densities which support access to public transport and a range of other services;
- a continuing focus on the **development of brownfield land** over Greenfield, with sustainable use of the City's brownfield resource to meet the need for new housing and other forms of development and also, where appropriate, urban food production, recreational and natural green spaces, flood management, biomass and other complementary uses;
- continuing to direct major investment to the **City Centre** to reinforce its role as the core of the city and wider region and to capitalise on its accessibility by public transport and other sustainable modes;
- a **network of other centres** which provide a variety of uses and will provide a focus for economic and community life in their areas and for sustainable transport systems;
- a portfolio of **attractive business and industrial sites** offering a high quality environment for new and existing businesses and jobs for residents and others;
- promoting **greater use of public transport and active travel** by: directing significant new development to locations well served, or potentially well served, by public transport; prioritising investment in public transport and active travel infrastructure; and designing new development to facilitate and promote walking and cycling and access to public transport;
- an urban fabric designed to enable **more efficient use of resources**, including water, energy, building materials and waste (including re-use, recycling and, potentially, energy from waste and use of locally sourced materials and waste minimisation);
- an **enhanced Green Network** which provides for, inter-alia, open spaces, growing spaces, green corridors and pathways, playing spaces, parks, trees, enhanced biodiversity and ecosystem management, coppicing, flood management and a green "backdrop" to the City, critical in fostering a sense of place and enhancing and maintaining the City's appeal;
- the promotion of **renewable sources of energy and heat**, including opportunities for, e.g., ground source heat as the basis for district heating, wind, biomass and other forms of renewable energy and decentralised power plants, often based on alternative technologies, and delivering combined heat-and-power (CHP);
- **prioritisation** – in the current economic environment, choices will need to be made about where greatest impact from public investment can be derived; and
- effective **partnerships** between the public, private and third sectors and communities, and across disciplines, are likely to be critically important in ensuring the long-term success of regeneration projects.

4.2 This Section of the MIR, therefore, sets out how the policy framework of current policies in City Plan 2 may evolve in response to the emerging issues identified in Section 2 and the requirements of new legislation, Directives, etc.

4.3 The Council’s intention is that the Proposed Local Development Plan will be a succinct document, setting out the Council’s strategy for development and the main policies and proposals for facilitating its delivery. To this end, the policy content of the Proposed Plan will centre on:

- Development Policy Principles; and
- Key Policies (see paragraph 4.6)

4.4 These will be supported, in turn, by more detailed Supplementary Guidance.



4.5 Much of this SG will be brought forward to become operative alongside the adopted LDP (scheduled for Autumn 2014). It may be the case, however, that other SG will be brought forward in the post-adoption period, as and when circumstances are appropriate and finances allow. All SG will be subject to public consultation and approval by Scottish Ministers and will form part of the development plan, together with the approved SDP and LDP. As such, it will remain integral to the Council’s assessment of planning applications.

As with the rest of the MIR, comments on Section 4 are welcomed.

Strategic Policies

4.6 It is proposed that the Strategic Policies will consist of two main policy sets:

- **Development Policy Principles (DPPs)** – which will cover the entire city and indicate, in broad, land use terms, how the Council is likely to respond to a development proposal on a particular site. The intention is to retain the 12 DPPs used in City Plan 2 (although it may be necessary to review some of these designations in order to reflect the outcomes of the consultation process).
- **Key Policies** – which will form the backbone of the new LDP’s strategic policy direction. For each of the plan’s 6 themes, one or more key policies will be developed, setting out the major policy aims which the council will consider when assessing new development proposals. A potential structure for these policies is set out below. As intimated above, these will be supported by SG.

DEVELOPMENT POLICY PRINCIPLES (DPPs)

DEV 1: Transport Infrastructure	Retain policy and review designated areas. Consider adding the River Clyde as a transport route.
DEV 2: Residential and Supporting Uses	Retain policy and review designated areas.
DEV 3: Industry and Business	Retain policy and review designated areas.
DEV 4: Town Centre	Retain policy and review town centre boundaries.
DEV 5: Principal Retail Area (City Centre)	Retain policy.
DEV 6: Principal Office Area (City Centre)	Retain policy.
DEV 7: Other Retail and Commercial	Retain policy and review designated areas. Potential minor text changes.
DEV 8: Mixed Development	Retain policy and review designated areas. Consider reviewing wording to clarify mixed use development.
DEV 9: Civic, Hospital and Tertiary Education	Retain policy.
DEV 10: Stadium	Retain policy and review designated areas. Potential minor text changes.
DEV 11: Green Space	Retain policy and review designated areas. Potential minor text changes.
DEV 12: Green Belt	Retain policy and review designated areas.

KEY POLICIES

1. SUSTAINABLE USE OF RESOURCES	
KP 1: Brownfield Land Resource	New key policy outlining the key role which the reuse of brownfield land, over Greenfield land, has in delivering the preferred strategy, including housing land and temporary uses for vacant and derelict land (see issues 1.1 and 1.5).
KP 2: Energy and Related Developments	New key policy outlining what is/is not likely to be supported – detail in Sustainable Resources Supplementary Guidance. Likely to set out the Councils' approach to promoting renewable energy production and low carbon heating/combined heat and power (see issues 1.2 and 1.3) and lighting (issue 1.6).
KP 3: Waste Management and Recycling	New key policy outlining what is/is not likely to be supported – detail to be set out in Sustainable Resources Supplementary Guidance. May be need to include reference to Council's preferred option for the treatment of residual waste (see issue 1.4).

2. SUSTAINABLE, STRONG ECONOMY	
KP 4: The City Centre	New key policy outlining the key role of the City Centre in securing the sustainable economic development of Glasgow – detail to be set out in Sustainable, Strong Economy Supplementary Guidance.
KP 5: Industry and Business Development (includes office development)	New key policy outlining what is/is not likely to be supported – detail to be set out in Sustainable, Strong Economy Supplementary Guidance.
KP 6: Retail and Commercial Leisure Development	New key policy outlining what is/is not likely to be supported and where – may need to reflect outcome re issue 2.5. Detail to be set out in Sustainable, Strong Economy Supplementary Guidance.

3. SUSTAINABLE, STRONG COMMUNITIES	
KP 7: Development in Residential Areas	New key policy outlining the Council’s intentions to safeguard amenity in residential areas – detail to be set out in Sustainable Strong Communities Supplementary Guidance. May need to include an affordable housing policy, depending on outcome of work being done on meeting need in the affordable sector (see issues 3.3 and 3.4).
KP 8: Infrastructure	New key policy approach to secure the provision of local services or community infrastructure in association with new development and, where appropriate, a more comprehensive approach to strategy/policy making which focuses more strongly on sustainability/placemaking and health issues (see issue 3.5). Detail to be set out in Sustainable, Strong Communities Supplementary Guidance.

4. SUSTAINABLE CONNECTIONS	
KP 9: Transport, Access and Parking	New key policy outlining what is/is not likely to be supported (including in relation to noise – see issue 4.9) – detail to be set out in Sustainable Connections Supplementary Guidance.
KP 10: Developer Contributions – Transport Infrastructure	New key policy outlining what is/is not likely to be requested in terms of developer contributions for transport infrastructure – detail to be set out in Sustainable Connections Supplementary Guidance.

5. SUSTAINABLE ENVIRONMENT	
KP 11: Environment and Green Space	New key policy (based on existing policy DES 4: Protecting and Enhancing the City’s Natural Environment) outlining what is/is not likely to be supported – detail to be set out in Sustainable Environment Supplementary Guidance. Likely to set out the Councils’ approach to promoting the expansion, and enhancement of, integrated habitat networks (see issue 5.4) and to securing open space in new development.
KP 12: Conservation and Archaeology	New key policy (based on existing policy DES 3: Protecting and Enhancing the City’s Historic Environment) outlining what is/is not likely to be supported – detail to be set out in Sustainable Environment Supplementary Guidance.
KP 13: Flood Prevention and Land Drainage	New key policy outlining what is/is not likely to be supported – detail to be set out in Sustainable Environment Supplementary Guidance.

6. SUSTAINABLE DESIGN	
KP 14: Sustainable Development and Design, etc	New key policy setting out the essential principles for development, detail to be set out in Sustainable Design Supplementary Guidance. Likely to set out the Council's approach to delivering on section 3F requirements (see issue 6.4), in addition to other sustainable design considerations.
KP 15: Residential Development (new development)	New key policy outlining what is/is not likely to be supported – detail to be set out in Sustainable Design Supplementary Guidance. Likely to address residential densities and types of homes and residential parking requirements (issues 6.2 and 6.3 respectively).

Proposed Supplementary Guidance (SG)

- 4.7** It is proposed that the Key Policies will be supported by SG. The purpose of producing SG, as opposed to policy, is not to diminish the worth of its content, but to facilitate the production of a shorter, more succinct and more easily read and understood LDP. As such, the intention is to retain the detail of City Plan 2 policies as SG wherever it continues to have relevance to the delivery of the strategy.
- 4.8** The following section sets out how the SG could be structured, using the same sustainable regeneration themes (see paragraph 1.1) used to group the issues addressed in Section 2 of this MIR. The tables should be read as an indication of the scope of the subject matter.

1. SUSTAINABLE USE OF RESOURCES SG		
Topic	Retain relevant detail from City Plan 2 Policies:	Action Proposed
Energy	ENV 15: Energy	Retain as guidance and update, as required – changes likely to be required to reflect outcomes of Council’s consideration of potential offered by various forms of renewable energy (issue 1.2) and proposals to meet the requirements of the new section 3F of the Town and Country Planning (Scotland) Act 1997 (issue 6.4).
Combined Heat and Power/District Heating		New guidance to reflect outcomes of consideration of opportunities for low carbon sources of heat and power (issues 1.3, possibly issue 1.4).
Treatment of Waste and Recycling Materials	ENV 11: Treatment of Waste and Recycling Materials	Retain as guidance and update, as required – may need to reflect outcome of process to identify a preferred option for the treatment of residual waste (see issue 1.4).
	DES 12: Provision of Waste and Recycling Space	Retain as guidance and update, as required – any changes likely to be minor
Sustainable Use of Resources	ENV 12: Development of Brownfield Land and Contaminated Sites	Retain as guidance and update, as required – any changes likely to be minor
	DES 6 + DG/DES 7: Public Realm and Lighting and DG/DES 8: Architectural Lighting	Retain policy and guidance and update, as required – changes likely to be necessary to set out new guidance on a comprehensive approach to urban lighting with aim of reducing light pollution and energy consumption (issue 1.6). May be appropriate place to set out guidance on the use of vacant land for temporary uses, such as growing spaces (see issue 1.5).

2. SUSTAINABLE, STRONG ECONOMY SG		
Topic	Retain relevant detail from City Plan 2 Policies:	Action Proposed
City Centre		New guidance to set out detail of measures intended to safeguard and promote role and functions of the City Centre – e.g. in relation to setting limits on the amount of retail development that is acceptable at locations outwith the City Centre (see issue 2.1).
Industry and Business	<p>IB 1: Industrial and Business Land Supply</p> <p>IB 2 + DG/IB 1: Strategic Industrial and Business Areas</p> <p>IB 3: Safeguarded High Amenity Locations</p> <p>IB 4: Office and Business Class Development</p> <p>IB 5: Non-Industrial or Non-Business Uses in Industrial and Business Areas</p> <p>IB 6: Local Industrial and Business Uses</p> <p>IB 7: Live-Work Units</p> <p>IB 8: Telecommunications</p> <p>IB 9: Low Amenity Industrial Operations</p>	<p>Review to reflect the outcome of issue 2.6.</p> <p>Retain as guidance and update, as required – any changes likely to be minor – see issues 2.6 (in relation to how the industrial land supply requirement may be revised) and 2.7 (in relation to the City’s SIBA’s).</p> <p>Retain as guidance and update, as required – needs to be revised in the light of new Government guidance to conform with the Strategic Development Plan</p> <p>Retain as guidance and update, as required – further consideration likely to be required for suitable locations for office development</p> <p>Retain as guidance and update, as required – any changes likely to be minor</p> <p>Retain as guidance and update, as required – any changes likely to be minor.</p> <p>May be the appropriate place to set out guidance on how best to safeguard existing businesses and jobs in any rationalisation of industrial and business areas (see issue 2.8).</p> <p>Retain as guidance and update, as required – any changes likely to be minor</p> <p>Retain as guidance and update, as required – any changes likely to be minor</p> <p>Retain as guidance and update, as required – any changes likely to be minor</p>

2. SUSTAINABLE, STRONG ECONOMY SG		
Topic	Retain relevant detail from City Plan 2 Policies:	Action Proposed
Retail and The City's Network of Centres	SC 1 + DG/SC 1: The City's Network of Centres	Retain as guidance and update, as required – may need modification depending on the outcome of the proposed review of the network of centres (see issue 2.2).
	SC 2: Policy Objectives for Tier 1 and 2 Town Centres	Retain as guidance and update, as required – may need modification depending on the outcome of the proposed review of the network of centres (see issue 2.2).
	SC 3: The Sequential Approach for Retail and Commercial Leisure Development	Retain as guidance and update, as required – further clarification of approach likely to be required
	SC 6: Retention of Retail and Commercial Leisure Floorspace within Tier 1-3 Town Centres	Retain as guidance and update, as required – any changes likely to be minor.
	SC 10: Non-Retail Uses in Tier 1, 2 and 3 Town Centres	Retain as guidance and update, as required – any changes likely to be minor.
	SC 8: Sales of Goods in Large Retail Stores Outwith Town Centres	Retain as guidance and update, as required – may be changes arising from issue 2.5.
	SC 9: Retail Development – Related Matters	Retain as guidance and update, as required – any changes likely to be minor May be the appropriate place to set out supplementary guidance on how best to aid the promotion and enhancement of town centres (see issue 2.2).
Large Scale Retail or Commercial Leisure Opportunities	SC 4: Large Scale Retail or Commercial Leisure Development	Retain as guidance and update, as required – e.g. in relation to issue 2.1.
Protecting and Promoting Local Shopping Provision	SC 7: Protection and Promotion of Local Shopping Centres and Local Shops	Retain as guidance and update, as required – further guidance may be required for local centres (see also Sustainable, Strong Communities SG on community infrastructure in relation to the promotion of local shops in new development (issue 3.5)).
Food, Drink and Entertainment	SC 11: Food, Drink and Entertainment Uses	Retain as guidance and update, as required – some modification required to clarify such use within the city centre.

Note that, for the LDP, it is considered that City Plan 2 policy SC 5: Town Centre Action Plans, Local Development Strategies and Masterplans, which sets out the status of these documents in relation to the City Plan 2 policies, may no longer be necessary. Such documents may be brought forward as supplementary guidance to the Plan and, under the Planning etc (Scotland) Act 2006, will have enhanced status as part of the development plan. The merits of retaining SC 5 will be considered in greater detail for the Proposed Plan.

3. SUSTAINABLE, STRONG COMMUNITIES SG		
Topic	Retain relevant detail from City Plan 2 Policies:	Action Proposed
Community Infrastructure		New guidance detailing how, when and in what circumstances local services or community infrastructure should be provided in association with new development (see issue 3.5).
Affordable Housing		Potential New guidance detailing how, when and in what circumstances provision of affordable housing might be required in new development (see issues 3.3 and 3.4).
Residential Amenity	<p>RES 2: Residential Layouts</p> <p>RES 4 + DG/RES 2: Barrier Free Homes</p> <p>RES 5: Conversion and Subdivision to Residential Use</p> <p>RES 6: Residential Development in Lanes and Gardens</p> <p>RES 8: Short-Stay Serviced Apartments</p> <p>RES 10: Multiple Occupancy</p> <p>RES 11: Commercial Uses in Residential Property</p> <p>RES 12: Non Residential Development within Residential Areas</p> <p>RES 13: Day Care Nurseries</p> <p>RES 14: Care in the Community Developments</p> <p>RES 15: Guest Houses</p> <p>RES 16 + DG/RES 1: Alterations to Dwellings and Gardens</p>	<p>Retain those relevant elements not replaced by the proposed Design for Residential Development SG (see Sustainable Design SG).</p> <p>Review the requirement for retaining planning guidance, in relation to whether building regulations may achieve the same ends.</p> <p>Retain as guidance and update, as required – any changes likely to be minor.</p> <p>Retain as guidance and update, as required – some further clarification may be required applying to specific areas.</p> <p>Retain as guidance and update, as required – any changes likely to be minor</p> <p>Retain and Review as guidance in the light of the proposed changes to the Housing (Scotland) Act via section 5 of the Private Rented Housing Bill and the links to HMO licensing.</p> <p>Retain as guidance and update, as required – any changes likely to be minor.</p> <p>Retain as guidance and update, as required – any changes likely to be minor.</p> <p>Retain as guidance and update, as required – any changes likely to be minor.</p> <p>Retain as guidance and update, as required – any changes likely to be minor.</p> <p>Retain as guidance and update, as required (e.g. further guidance for extensions to bungalows). Consideration to be given to extending the guidance to indicate in which circumstances, and in what forms, retro-fitting will be encouraged, including for extending existing buildings in ways which will help to contribute to climate change mitigation and adaptation and the reduction of the City’s ecological footprint (see issue 6.5).</p>

3. SUSTAINABLE, STRONG COMMUNITIES SG		
Topic	Retain relevant detail from City Plan 2 Policies:	Action Proposed
Development and Design Guidance for the River Clyde Corridor	DES 5 + DG/DES 6: Development and Design Guidance for the River Clyde Corridor	Retain and separate the guidance for the River Corridor and the Forth and Clyde Canal Corridor in City Plan 2 into SG and update, as required – may need to address land use matters in Firth of Clyde Marine Spatial Plan, where relevant to Glasgow.
Development and Design Guidance for the Forth and Clyde Canal Corridor	DES 5: Development and Design Guidance for the Forth and Clyde Canal Corridor	Retain and separate the guidance for the River Corridor and the Forth and Clyde Canal Corridor in City Plan 2 into SG and update, as required – further guidance required for development along the canal corridor.
Development and Design Guidance for the City Centre	DES 7: Development Affecting City Centre Lanes, Wynds and Courtyards	Retain guidance and update, as required – any changes likely to be minor
	DG/DES 5: Development and Design Guidance for the City Centre	Retain guidance and update, as required – any changes likely to be minor

Spatial Supplementary Guidance (SG)

During the life of the Plan, it is likely that spatial SG will be required. This is likely to arise where new, or changed, circumstances require, for example, a review of Development Policy Principles in a particular area. Such circumstances are often driven by opportunities and the aim of such guidance will be to ensure that development interventions are directed to achieve the benefits, and address the issues, outlined in this document. Previous examples of this type of document include the Forth and Clyde Canal Masterplan; East End Local Development Strategy and the Ruchill/Keppoch Local Development Strategy. Masterplans and other planning documents will still be produced for areas where refinement of policy is required. Consideration is being given to those areas that are not currently covered by Map 3 – the Spatial Planning Activity Framework. These areas will be identified in the Proposed Plan.

4. SUSTAINABLE CONNECTIONS		
Topic	Retain relevant detail from City Plan 2 Policies:	Action Proposed
Transport Route Reservations	TRANS 1: Transport Route Reservations	Retain as guidance – reservations to reflect proposals and aspirations identified through issues 4.2, 4.3, 4.4, 4.5 and 4.6.
Development Locational Requirements	TRANS 2: Development Locational Requirements	Retain as guidance and update, as required – consideration to be given to taking elements of this guidance into the sustainable development and design key policy as a fundamental development principle.
	DG/TRANS 3: Public Transport Accessibility Zones	Retain as guidance and update, as required – any changes likely to be minor and to reflect current accessibility. Also may need to incorporate amendments arising from issue 4.7.
Parking Standards	TRANS 4: Vehicle Parking Standards (all non-residential)	Retain as guidance and update, as required, including removal of residential parking standards into separate guidance. Modifications possible in relation to provision of power points in new developments and elsewhere for electric vehicles, etc.
	TRANS 6: Cycle Parking Standards	Retain as guidance and update, as required – any changes likely to be minor.
Developer Contributions – Transport Infrastructure	TRANS 8 + DG/TRANS 4: Clyde Fastlink – Developer Contributions	Retain as guidance and update as required – will need to reflect the outcomes of consideration of issue 4.5 re standardising approach to delayed payment of developer contributions and securing the provision and funding of new transport infrastructure and public transport services to enable major new development.
Management of Noise		New guidance which aims to manage noise in the Noise Management Areas and discourage noisy development affecting the Quiet Areas (see issue 4.9).
Air Quality	TRANS 9: Air Quality	Retain as guidance and update, as required – to reflect changes in areas designated as Air Quality Management Areas, and procedure for assessing proposals affecting AQMA's.
Active Travel	TRANS 5: Providing for Pedestrians and Cycling in New Development	Retain as guidance and update, as required – may require to take account of outcome of issue 4.6.
	ENV 10: Access Routes and Core Path Network	Retain as guidance and update, as required – where necessary, to reflect Core Paths Plan.

4. SUSTAINABLE CONNECTIONS		
Topic	Retain relevant detail from City Plan 2 Policies:	Action Proposed
Traffic Management and Traffic Calming	TRANS 3: Traffic Management and Traffic Calming	Retain as guidance and update, as required – any changes likely to be minor
Permanent and Temporary Public Car Parks	TRANS 11: Permanent and Temporary Public Car Parks	Retain as guidance and update, as required – changes may be necessary to address temporary consents for city centre parking provision (see issue 4.8).
Transport Assessments and Travel Plans	DG/TRANS 1: Transport Assessments	Retain as guidance and update, as required – any changes likely to be minor but with increased emphasis on development locational requirements.
	DG/TRANS 2: Travel Plans	Retain as guidance and update, as required – changes may be necessary to provide for a more effective means of monitoring compliance with mode share targets.
Freight Transport Facilities	TRANS 7: International Freight Transport Facilities	Retain as guidance and update, as required – changes may be required to reflect SDP Proposed Plan.
Provision of Taxi/Private Hire Vehicle Stances in Retail and Commercial Leisure Developments	TRANS 10: Provision of Taxi/Private Hire Vehicle Stances in Retail and Commercial Leisure Developments	Retain as guidance and update, as required – any changes likely to be minor (potential for guidance on use of electric vehicle charging points – see issue 6.5).

Topic	Retain relevant detail from City Plan 2 Policies:	Action Proposed
Integrated Habitat Networks	<p>ENV 3: Development in the Green Belt</p> <p>ENV 6: Biodiversity</p> <p>ENV 1: Open Space Protection</p> <p>ENV 7 + DG/ENV 4: National, Regional and Local Environmental Designations</p> <p>ENV 8 + DG/ENV 3: Trees, Woodlands and Hedgerows</p> <p>ENV 17: Protecting the Water Environment</p>	<p>Retain as guidance and update, as required – any changes likely to be minor to clarify development potential.</p> <p>Retain as guidance and update, as required – changes likely to be required to take account of proposed approach to integrated habitat networks (see issue 5.4). May also need to reflect green network priorities (issue 5.3).</p> <p>Retain as guidance and update, as required – potentially greater clarity required on use and protection of water spaces – may need to reflect green network priorities (issue 5.3).</p> <p>Retain as guidance and update, as required – changes may be required in relation to geodiversity (see issue 5.5).</p> <p>Retain as guidance and update, as required – any changes likely to be minor, although may be implications arising from issue 5.4.</p> <p>Retain as guidance and update, as required – any changes likely to be minor with reference to European regulations.</p>
Flooding and Drainage	<p>ENV 4: Sustainable Drainage Systems (SUDS)</p> <p>ENV 5: Flood Prevention and Land Drainage</p> <p>DG/ENV 6: The River Clyde Flood Management Strategy Development Guide</p>	<p>Retain as guidance and update, as required – likely to be changes emerging from issue 5.2.</p> <p>Retain as guidance and update, as required – revisions to reflect requirements of the Flood Risk Management (Scotland) Act 2009 (see issue 5.2).</p> <p>Retain as guidance and update, as required – may be changes emerging from issue 5.2.</p>

5. SUSTAINABLE ENVIRONMENT SG		
Topic	Retain relevant detail from City Plan 2 Policies:	Action Proposed
Built Heritage	DG/DES 3: Design Guidance for Listed Buildings and Properties in Conservation Areas	Retain as guidance and update, as required – any changes likely will be minor (but will need to take account of potential new conservation areas (see issue 5.1)).
	ENV 13: Ancient Monuments and Scheduled Ancient Monuments	Retain as guidance and update, as required – any changes likely to be minor.
	ENV 14: Sites of Archaeological Importance	Retain as guidance and update, as required – any changes likely to be minor.
	ENV 16: The Antonine Wall	Retain as guidance and update, as required –will need to take account of the emerging cross-authority Supplementary Guidance for the Wall.
Minerals, Land Fill and Land Raise	IB 10: Minerals, Land Fill and Land Raise	Retain as guidance and update, as required – any changes likely to be minor
Landscape in New Development	DG/DES 4: Landscape in New Development	Retain as guidance and update, as required – any changes likely to be minor – consideration of proximity of buffer planting distances required.
Environmental Impact Assessments	DG/ENV 1: Environmental Impact Assessments	Retain as guidance and update, as required – any changes likely to be minor
Broad Environmental Mitigation Measures	DG/ENV 5: Broad Environmental Mitigation Measures	Retain as guidance and update, as required – may need to be adapted following conclusion of SEA assessments. May need to be given greater prominence.
Allotments	ENV 9: Allotments	Retain as guidance and update, as required – any changes likely to be minor.
Historic Battlefields		New guidance to be considered on how to manage change affecting historic battlefield sites and their settings
Possible – Retention of Traditional Sandstone Buildings Outside Conservation Areas	RES 9: Retention of Traditional Sandstone Buildings Outside Conservation Areas	Policy to be reviewed to determine whether it should be retained.

6. SUSTAINABLE DESIGN SG		
Topic	Retain relevant detail from City Plan 2 Policies:	Action Proposed
Sustainable Design and Construction	DES 1: Development Design Principles	Whilst the principles and other essential elements of development should be covered in Key Policy KP 14, retain detail as guidance and update as required.
	DES 2: Sustainable Design and Construction	Retain as guidance and update, as required – e.g. in relation to issues 5.4, 6.4, etc.
	RES 1: Residential Density	Review as guidance - changes may be necessary in relation to the issues highlighted in paragraphs 2.138 – 2.141 and, to make best use of enhanced accessibility elsewhere (see issue 4.7).
	DES 11: Tall Buildings	Retain as guidance and update, as required – further clarification of locations suitable for tall buildings required.
	ENV 2 + DG/ENV 2: Open Space and Public Realm Provision	Retain as guidance and update, as required.
Design for Residential Development	RES 2: Residential Layouts	New – RES 2 to be replaced, in large part, with Design for Residential Development SG (see issue 6.1) on how to design new development in Glasgow whilst addressing the Scottish Government’s ‘Designing Streets’ and ‘Designing Places’, documents, SUD’s requirements, etc. Other relevant elements of RES 2 to be included in Sustainable Communities SG on Residential Amenity.
Residential Parking	TRANS 4: Vehicle Parking Standards	Retain residential parking standards element of TRANS 4 as guidance with parking standards for other uses as separate guidance (see Sustainable Connections SG on Parking Standards). Update, as required – modifications may be necessary in relation to potential need for developers to provide residential parking underground, or in separate provision, off street (see issue 6.3). Other modifications possible in relation to on-street parking provision, the provision of power points in new developments and elsewhere for electric vehicles, etc.
	RES 7: Car Free Housing	Retain as guidance and update, as required – any changes likely to be minor.
Residential Development in the City Centre	RES 3: Residential Development in the City Centre	Retain as guidance and update, as required – any changes likely to be minor.
Signs and Advertising	DES 8 + DG/DES 1: Signs and Advertising	Retain as guidance and update, as required – any changes likely to be minor.
Alterations to Shops and Commercial Buildings	DES 9 + DG/DES 2: Alterations to Shops and Commercial Buildings	Retain as guidance and update, as required – any changes likely to be minor.

6. SUSTAINABLE DESIGN SG		
Topic	Retain relevant detail from City Plan 2 Policies:	Action Proposed
External Fittings to Buildings	DES 10 + DG/DES 9: External Fittings to Buildings	Retain as guidance and update, as required – again, changes may be necessary in relation to issue 6.5. Other changes likely to be minor, e.g. taking account of changes to the permitted development order.
New Student Accommodation		New guidance to ensure the provision of on-site facilities in new student accommodation and other large scale quasi- residential uses and, potentially, to ensure concentrations of such developments do not impact on residential amenity (see issue 6.6).

Question 15

Do you agree with the proposed approach to simplify the policy framework which supports the Plan’s development strategy? (detailed development and design guidance to be contained in Supplementary Guidance, in line with the Government’s guidelines for development plans)

Question 16

Are there any policy topics or Supplementary Guidance that you think should either be deleted from, or added to, the list? Do any additional areas of the city require their own Supplementary Guidance? (Please give your reasons)



APPENDIX 1

SITE ASSESSMENT

Delivering Housing Land Sites

The Housing Land Supply 2010 (HLS 2010) specifies the housing land sites to 2016-2017 as at March 2011. This provides for the first two years of the LDP and forms part of the Established Land Supply which has been agreed with the housebuilders (although these sites still have to be tested in the planning application process). The remainder of the period to 2024 is provided for by the Urban Capacity Study (UCS) sites identified for the Strategic Development Plan. The HLS 2010 and the UCS are proposed to form part of the Preferred Spatial Strategy, where they are additional to the 2014 Baseline position, for the LDP - the site locations will be available to view online.

The key planning assessment outcomes for the 211 HLS 2010 sites include:

- the potential treatment of contaminated land by the development of 89 sites;
- the need for public transport enhancement at 17 sites in order to bring provision up to Base Accessibility standards;
- the need for facility enhancement at 49 sites e.g. the provision of soft facilities such as children's play areas or hard facilities such as a library; and
- environmental, heritage, flood risk and hazard safety zone considerations.

There is a potential Development Policy Principle (DPP) conflict for 17 whole and 12 part sites. For 6 sites there is a requirement to consider the suitability of housing within the existing DPP (e.g. DEV 6 Principle Office Area). A further 4 sites are still in operational NHS use and one site is in tertiary education use. These will remain as DEV 9 Civic, Hospital and Tertiary Education until actually declared surplus to hospital/tertiary education requirements (should this occur during the LDP review period then a DPP change can be considered at that time). A DPP redesignation review is recommended for 12 complete and 10 part sites. The on-line Site Assessment spreadsheets provide further detail.

The key planning assessment outcomes for the 72 UCS sites include:

- the potential treatment of contaminated land by the development of 18 sites;
- the need for public transport enhancement at 7 sites in order to bring provision up to Base Accessibility standards;
- the need for facility enhancement at 30 sites e.g. the provision of soft facilities such as children's play areas and hard facilities such as a library; and
- environmental, heritage and hazard safety zone considerations.

There is a potential DPP conflict for 1 whole and 1 part sites. For 3 sites there is a requirement to consider the suitability of housing within the existing DPP (e.g. DEV 8: Mixed Development). A further site is still in operational NHS use, and although residential development accords with the DPP designation, will require the submission of a campus plan to support its development. A DPP redesignation review is recommended for 1 complete and 1 part sites. The on-line Site Assessment spreadsheets provide further detail.

Delivering Industry and Business Sites

The Industry and Business Sites 2010 (IBS 2010) specifies the sites available for development as at March 2010. The IBS 2010 form part of the 2014 Baseline position, with some limited amendments possible in the LDP following the review of sites proposed in the MIR Issue 2.7.

The key planning assessment outcomes for the 39 IBS 2010 sites include:

- potential treatment of contaminated land by the development of 20 sites;
- the need for public transport enhancement at 14 sites to support industrial, storage and distribution uses and 26 sites to support business uses; and
- environmental, heritage and hazard safety zone considerations.

In addition 24 sites form part of the Strategic Industrial and Business Areas covered by City Plan 2 policy IB 2.

Assessing Proposals Received in Response to Questionnaire

A total of 24 proposals were received. These included residential, retail, offices, mixed use and a marina. The total area covered by these proposals is 84.85ha (disregarding the overlap between sites). Location Plans are provided in Appendix 2.

The outcome of the Site Assessment process for the proposal sites can be seen, in detail, in the on-line Site Assessment spreadsheets and, in a summarised form, in Table A1.

Proposals for 8 sites accord with the site DPP designations (although 2 of these sites are still operational NHS facilities and all have considerations that need to be resolved).

Proposals for 15 sites (2 sites overlap) do not accord with their DPP designation. Four of these sites require further information for the proposal to be considered (particularly the implication for the DPP designation). Two sites have been the subject of a planning study (these overlap). Six of these sites have a major consideration in the form of City Plan 2 policy DEV 11: Green Space designation that requires to be assessed in accordance with policy ENV 1: Open Space Protection. A further 2 proposals for retail development are on DEV 2: Residential designations. As indicated in the MIR Issue 2.2, a review of retail capacity and town centre boundaries is to be undertaken for the LDP and until the results of this are available no change is proposed to the DPP designations at this stage.

Proposals for the residential development of the 3 operational NHS facilities submitted require the submission of campus plans to support the development of each hospital site before this can be considered (2 accord with their DPP designation). A proposal for the designation of a town centre at Robroyston requires a study to be undertaken to consider issues such as the potential consequences of designating a new town centre for existing town centres and the appropriate range (retail, community, leisure, etc) and scale of potential uses, before re-designation can be considered (see issue 2.3).

One proposal has been received for a leisure development in the form of a marina. This needs to be considered against the DEV 11: Green Space designation along with the environmental and heritage designations. This site overlaps with a residential proposal included in the 15 sites that do not accord with their DPP designation.

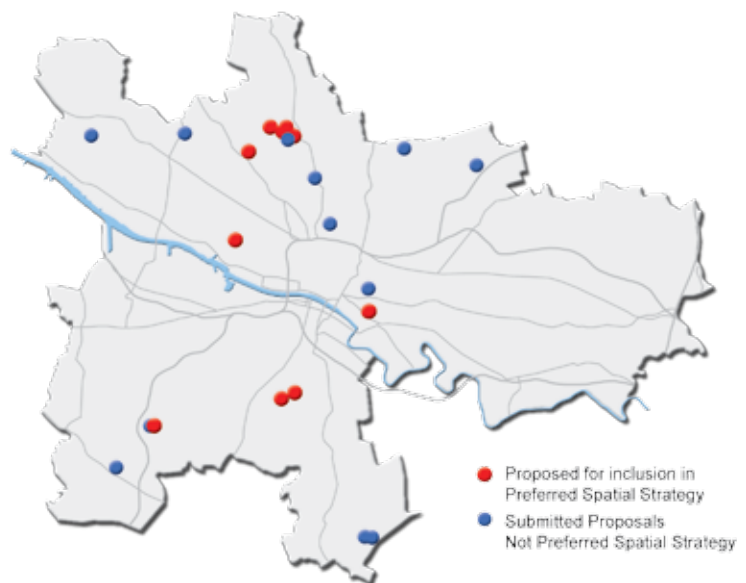
Two proposals are for development on the Green Belt in a prominent location, with major environmental and heritage considerations and with poor public transport access. Their release is not supported. A further proposal has been received for the development of a Green Belt site that is functioning as valuable green space. Its release is not supported; however the removal of Green Belt status is proposed in order to provide a better edge to the Green Belt.

A DPP re-designation review is recommended for 3 sites with the removal of a further site from the Green Belt (see Table A1).

Of the proposals received, the 8 sites that accord with the DPP designation, plus the 3 sites where DPP re-designation review is recommended, are proposed to be included in the Preferred Spatial Strategy. These are identified in Table A1 and Map 18.

Map 18

Submitted Proposals (Aug 2010 - May 2011)



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Table A1 - Site Assessment: Proposals

Site	Proposer	Proposal	Council Position	DPP Re-designation Review Recommended	Proposal Accords with DPP	PROPOSALS INCLUDED IN PREFERRED SPATIAL STRATEGY
1. Port Dundas	Diageo	Mixed Use, 11.03 ha	Further details required, in the form of a master plan, to enable consideration in LDP for a change to DPP 8 Mixed Development. To remain DEV 3 at this stage pending further information.			
2. Stronend Street	MacDonald Estates	Retail, 4572 sq m, 1.88 ha	Not demonstrated that there is a requirement for a retail development at this location. Identification of additional retail locations will be informed by an analysis of retail capacity and town centre boundaries for LDP. To remain as DEV 2 pending retail review.			
3. Gallowgate	MacDonald Estates	Retail, 4,645 sq m, 1.88 ha	Planning permission for retail granted (09/00294/DC) and start made on site. Identification of additional retail locations will be informed by an analysis of retail capacity and town centre boundaries for LDP. To remain as DEV 2 pending retail review.			
4. Templeton Business Centre	Credentia Holdings	Office/ Business and Car Parking, 2.14 ha	Proposal possible within DEV 2 Residential designation, however further details required to understand whether this proposal is compatible.	✓	✓	YES
5. Knightswood, Teal Drive	Credentia Holdings	Residential, 20 houses, 0.85 ha	Further details required (detailed flood risk and green space assessments) to enable consideration in LDP. To remain DEV 11 at this stage pending further information.			
6. Cowglen (Silverburn East)	Retail Property Holdings (SE) Ltd	Not Specified, 6.05 ha	Site forms part of Planning Study for wider Cowglen area. Proposal for this site considered under Prop0025 Cowglen (South).			
7. Old Dumbarton Road (No. 200)	Watkin Jones	Residential (student residences), 201 rooms, 0.09 ha	Already designated DEV 2 Residential so student residences would be in line with this. Full planning permission 10/02945/DC for student residences granted 5/5/2011.	✓	✓	YES

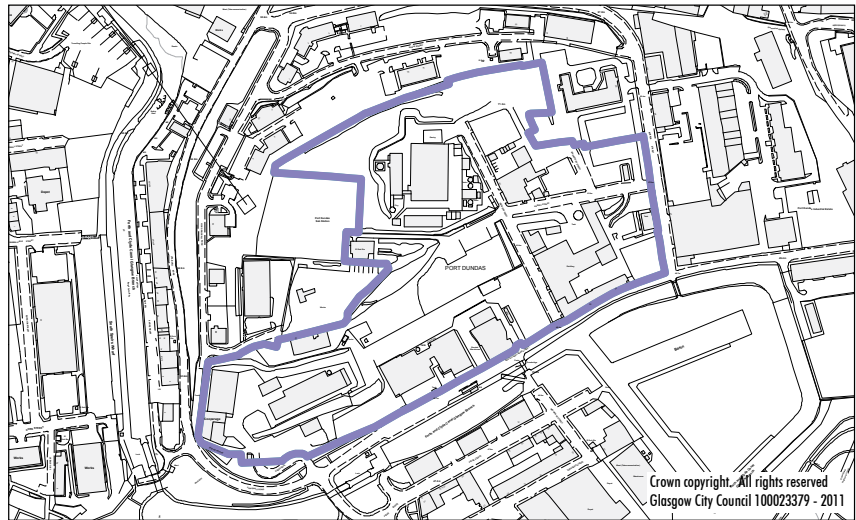
Site	Proposer	Proposal	Council Position	DPP Re-designation Review Recommended	Proposal Accords with DPP	PROPOSALS INCLUDED IN PREFERRED SPATIAL STRATEGY
8. Robroyston	Dawn Group	Town Centre, 15.01 ha	City Plan 2 identifies the potential for a town centre at Robroyston to serve the Robroyston/Millerston Community Growth Area. The City Council has produced a draft development brief intended to inform the production of a masterplan that will take forward the town centre concept. This masterplan has yet to be undertaken and therefore it would be premature to approve any change in designation at this stage.			
9. St Agnes School (Site 6)	Cadder Housing Association	Residential, 28 sheltered houses, 18 amenity houses, 27 houses, 0.86 ha	Proposal accords with DPP so no change required.	✓	✓	YES
10. Fara Street (Site 1)	Cadder Housing Association	Residential, 12 flats, 0.47 ha	Proposal accords with DPP so no change required.		✓	YES
11. Skirsa Street (Site 2)	Cadder Housing Association	Shops (300 sq m), Community Centre and Sports Hall (1,660sqm), 1.42 ha	Proposal accords with DPP (DEV 2 provides for local shops and public buildings) so no change required. Existing pitches an issue requiring consideration, particularly their replacement, in accordance with ENV 1 Open Space Protection. Environmental designations also an issue requiring consideration.		✓	YES
12. Herma Street (Site 3)	Cadder Housing Association	Residential, 28 flats, 0.38 ha	Redesignation review recommended (to DEV 2 Residential from DEV 11) in accordance with ENV 1 Open Space Protection. Environmental designations an issue requiring consideration.	✓		YES
13. Vailla Place (Site5)	Cadder Housing Association	Residential, 147 houses, 14.16 ha	Release for housing not justified against environmental and heritage considerations. To remain as DEV 11.			

Site	Proposer	Proposal	Council Position	DPP Re-designation Review Recommended	Proposal Accords with DPP	PROPOSALS INCLUDED IN PREFERRED SPATIAL STRATEGY
14. Vaila Place (Site 4)	Cadder Housing Association	Residential, 28 houses, 0.53 ha	Redesignation review recommended (to DEV2 Residential from DEV 11) in accordance with ENV 1 Open Space Protection. Environmental designations an issue requiring consideration.	✓		YES
15. Cathkin Rd - Ph1	John Coulter	Residential, 32 houses, 2.24 ha	Release for housing on this prominent site not justified due to environmental, heritage and public transport considerations. To remain as DEV 12 Green Belt.			
16. Cathkin Rd - Ph2	John Coulter	Residential, 12.39 ha	Release for housing on this prominent site not justified due to environmental, heritage and public transport considerations. To remain as DEV 12 Green Belt.			
17. Victoria Infirmary	NHSGGC	Residential, 3.66 ha	Site currently part of operational hospital. Campus Plan required to support the development of the complete hospital site. Proposal accords with DPP. Included in UCS.	✓	✓	YES
18. Mansionhouse Road	NHSGGC	Residential, 0.99 ha	Site currently part of operational hospital. Requires to be included in Campus Plan for the Victoria Infirmary to support the development of this site. Proposal accords with DPP.	✓	✓	YES
19. Stobhill Road	NHSGGC	Residential, 4.74 ha	Site currently part of operational hospital. Campus Plan required to support the development of the complete hospital site, including transport infrastructure requirements. To remain as DEV 9.			
20. Sandbank Street	British Waterways Scotland	Residential, 0.25 ha	Proposal accords with DPP, however environmental designations problematic.	✓	✓	YES
21. Anniesland - Lock 27	British Waterways Scotland	Residential, 26 houses, 0.38 ha	Release for housing not justified against environmental and heritage considerations. To remain as DEV 11.			

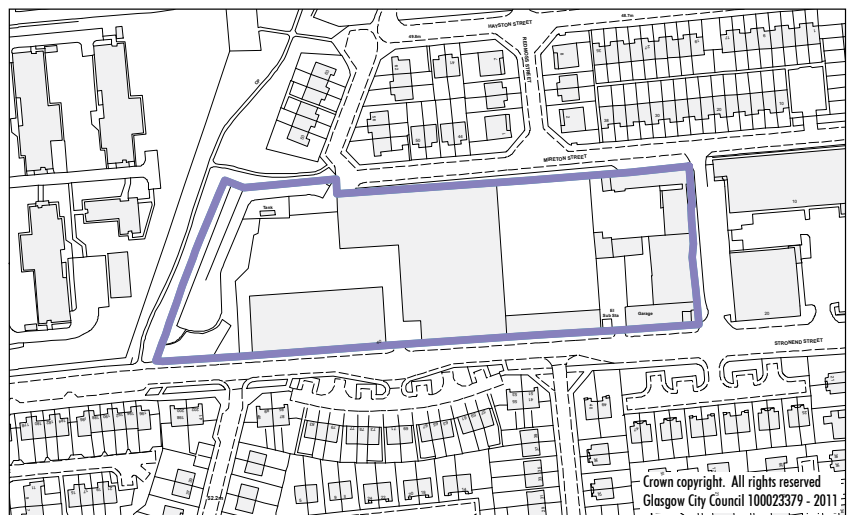
Site	Proposer	Proposal	Council Position	DPP Re-designation Review Recommended	Proposal Accords with DPP	PROPOSALS INCLUDED IN PREFERRED SPATIAL STRATEGY
24. Cadder	British Waterways Scotland	Marina, 10.5 ha	Proposal needs to be considered against DPP 11 designation, however environmental and heritage designations problematic.			
25. Cowglen (South)	Cowglen Planning Study	Offices, 7.04 ha	Site forms part of Planning Study for wider Cowglen area. Study proposes offices on this site. Redesignation review recommended (to DEV 8 Mixed Development from DEV 7 and 9).	√		YES
26. Corselet Road, Darnley	Mackay Planning	Residential, 2.41 ha	Site functioning as valuable greenspace and should remain as DEV 11. However the DEV 12 Green Belt designation should be reviewed for this pocket of land within the urban area.	√		

APPENDIX 2
SITE ASSESSMENT: PROPOSAL MAPS

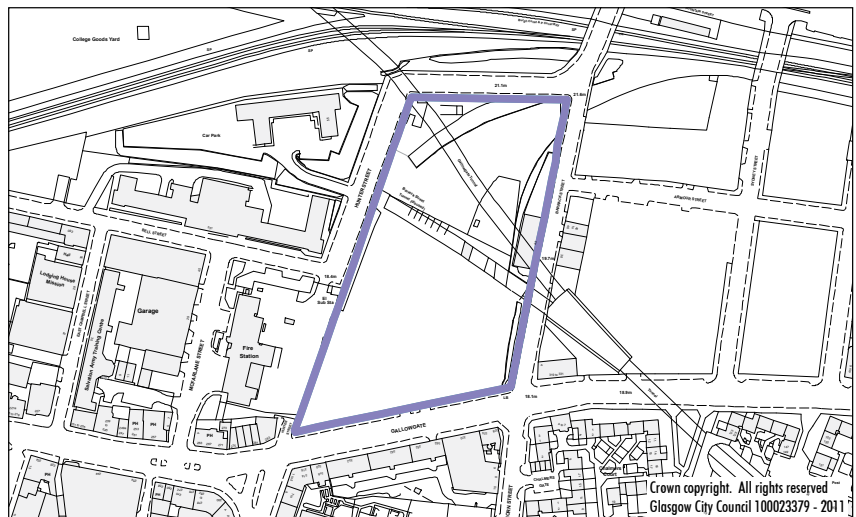
Proposals Site Assessment	
Ref:	Prop0001
Address:	Port Dundas
Proposer:	Diageo
Proposal:	Mixed
Exist DPP:	DEV 3 Industry and Business



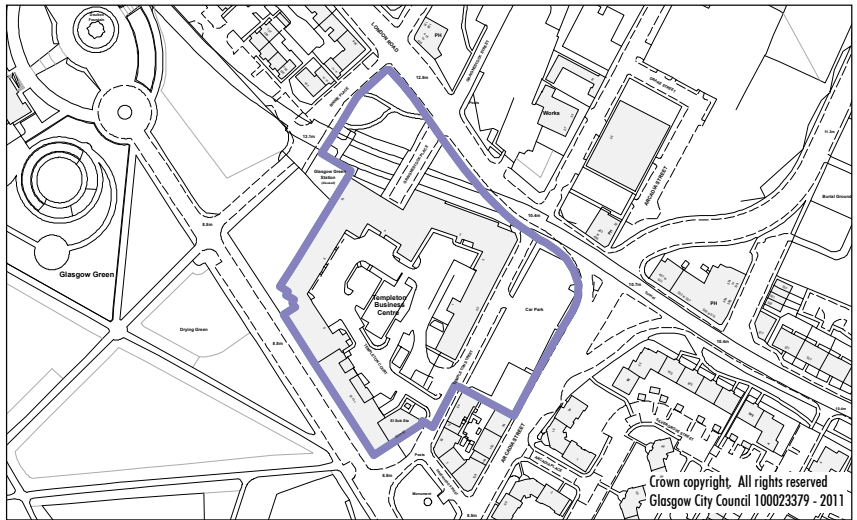
Proposals Site Assessment	
Ref:	Prop0002
Address:	Stronend St
Proposer:	MacDonald Estates
Proposal:	Retail
Exist DPP:	DEV2 Residential



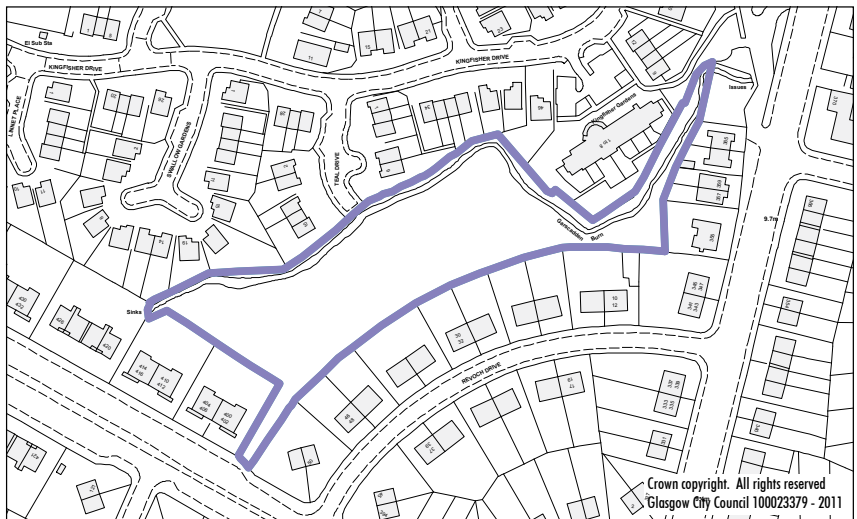
Proposals Site Assessment	
Ref:	Prop0003
Address:	Gallowgate
Proposer:	MacDonald Estates
Retail	Retail
Exist DPP:	DEV2 Residential/ DEV4 Town Centre



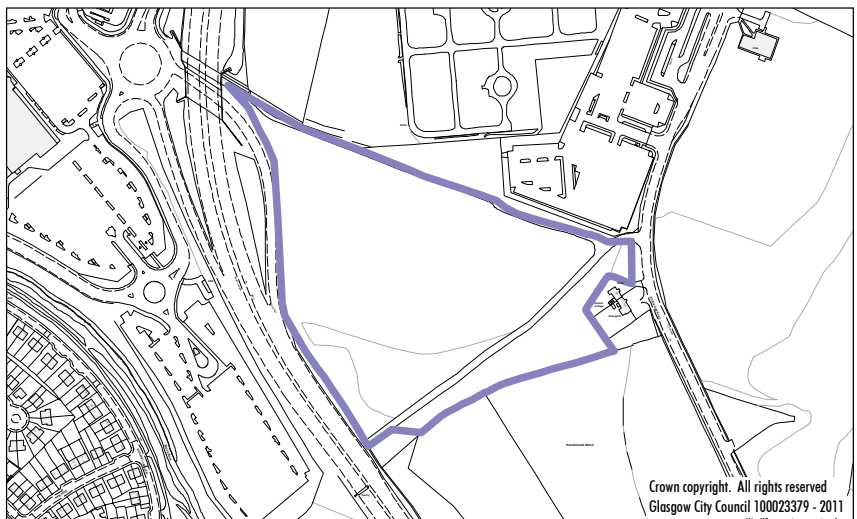
Proposals Site Assessment	
Ref:	Prop0004
Address:	Templeton Business Centre
Proposer:	Credential Holdings
Proposal:	Office/Business and Car Parking
Exist DPP:	DEV2 Residential



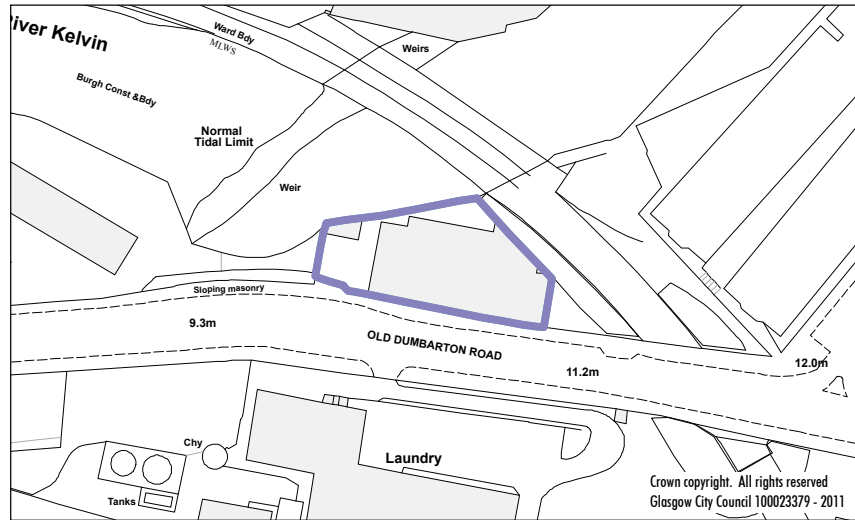
Proposals Site Assessment	
Ref:	Prop0005
Address:	Knightswood, Teal Drive
Proposer:	Credential Holdings
Proposal:	Residential
Exist DPP:	DEV11 Greenspace



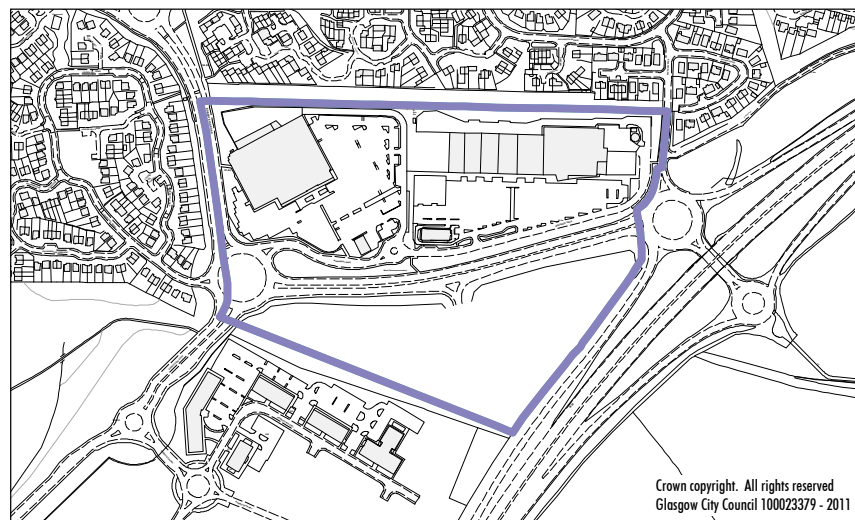
Proposals Site Assessment	
Ref:	Prop0006
Address:	Cowglen (Silverburn East)
Proposer:	Retail Property Holdings (SE Ltd)
Proposal:	Not Specified
Exist DPP:	DEV7 Other Retail and Commercial (subject to Planning Study)



Proposals Site Assessment	
Ref:	Prop0007
Address:	200 Old Dumbarton Rd
Proposer:	Watkin Jones
Proposal:	Residential (Student Residences)
Exist DPP:	DEV2 Residential



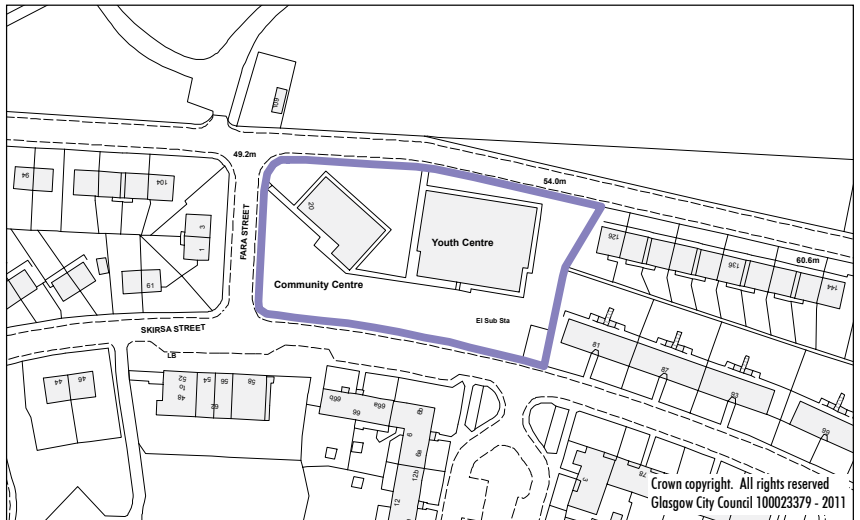
Proposals Site Assessment	
Ref:	Prop0008
Address:	Robroyston
Proposer:	Dawn Group
Proposal:	Town Centre
Exist DPP:	DEV7 Other Retail and Commercial



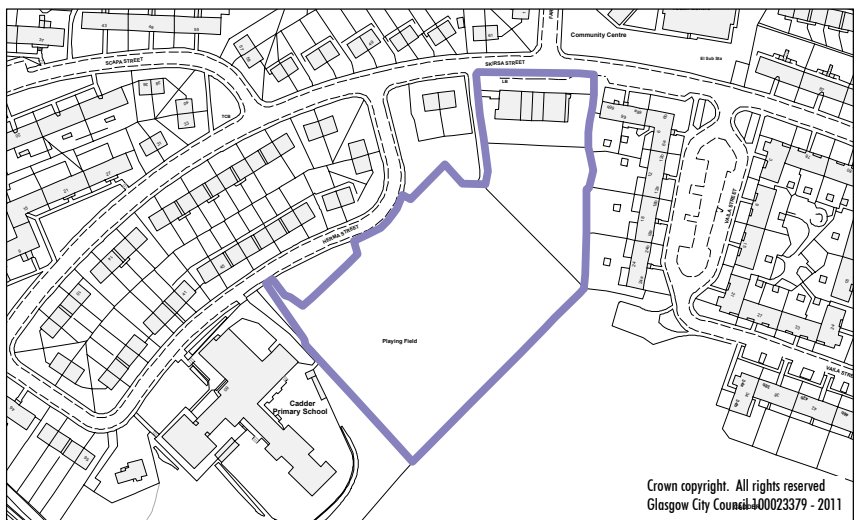
Proposals Site Assessment	
Ref:	Prop0009
Address:	St Agnes School (Site 6)
Proposer:	Cadder Housing Association
Proposal:	Residential (sheltered and amenity)
Exist DPP:	DEV2 Residential



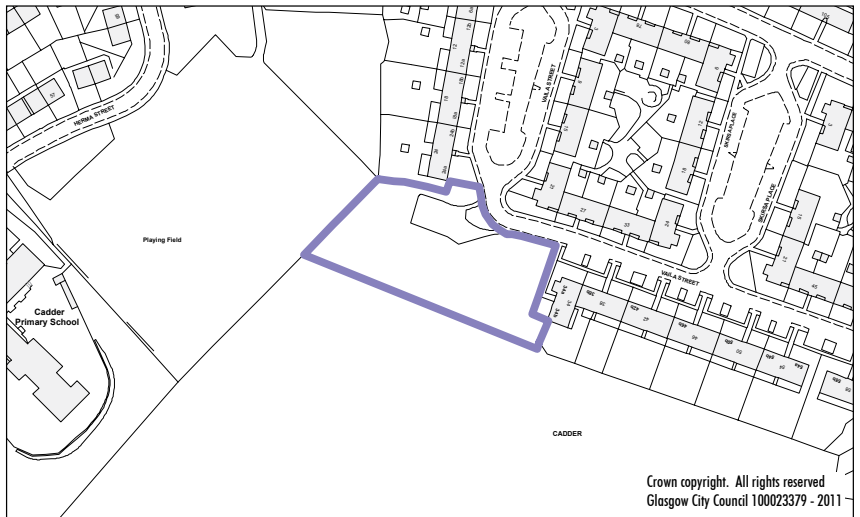
Proposals Site Assessment	
Ref:	Prop0010
Address:	Fara Street (Site 1)
Proposer:	Cadder Housing Association
Proposal:	Residential
Exist DPP:	DEV2 Residential



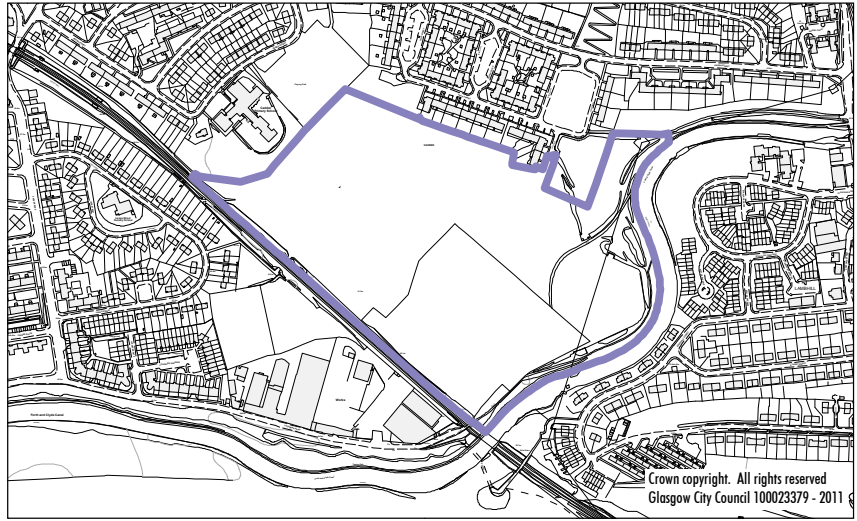
Proposals Site Assessment	
Ref:	Prop 0011
Address:	Skirsa Street (Site 2)
Proposer:	Cadder Housing Association
Proposal:	Shops, Community Centre and Sports Hall, Offices
Exist DPP:	DEV2 Residential



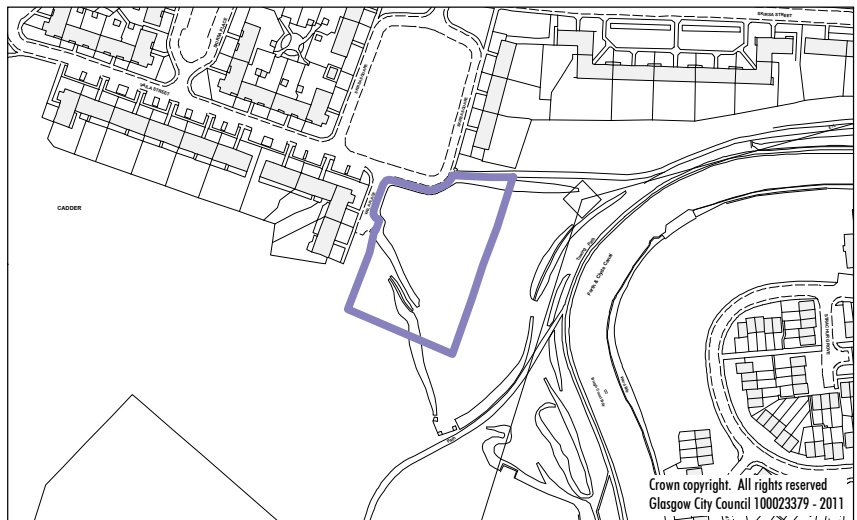
Proposals Site Assessment	
Ref:	Prop0012
Address:	Herma Street (Site 3)
Proposer:	Cadder Housing Association
Proposal:	Residential
Exist DPP:	DEV11 Greenspace



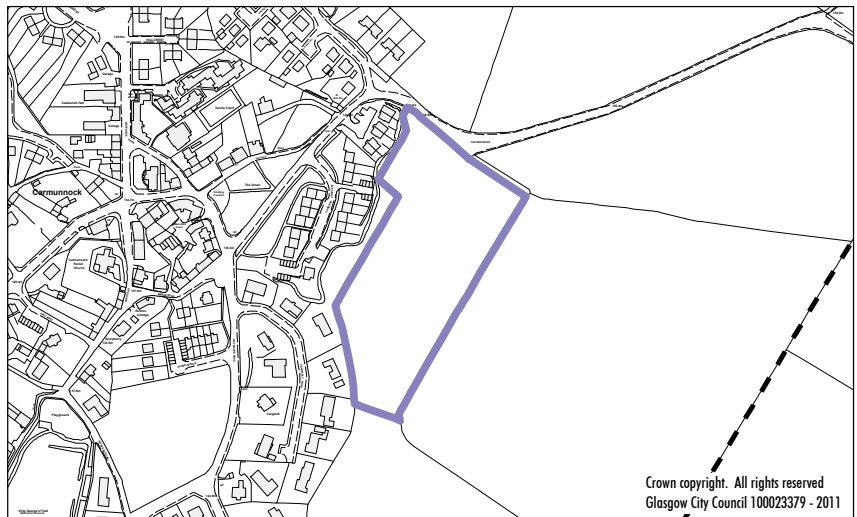
Proposals Site Assessment	
Ref:	Prop0013
Address:	Vaila Place (Site 5)
Proposer:	Cadder Housing Association
Proposal:	Residential
Exist DPP:	DEV11 Greenspace



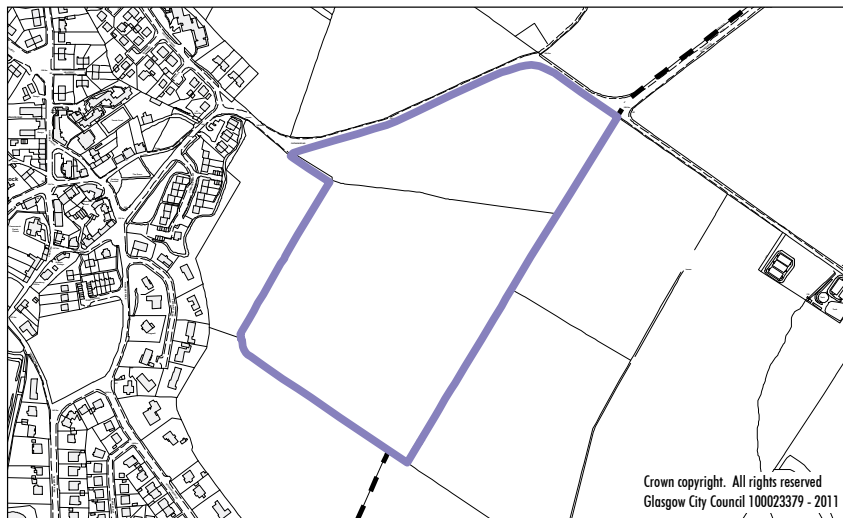
Proposals Site Assessment	
Ref:	Prop0014
Address:	Vaila Place (Site 4)
Proposer:	Cadder Housing Association
Proposal:	Residential
Exist DPP:	DEV11 Greenspace



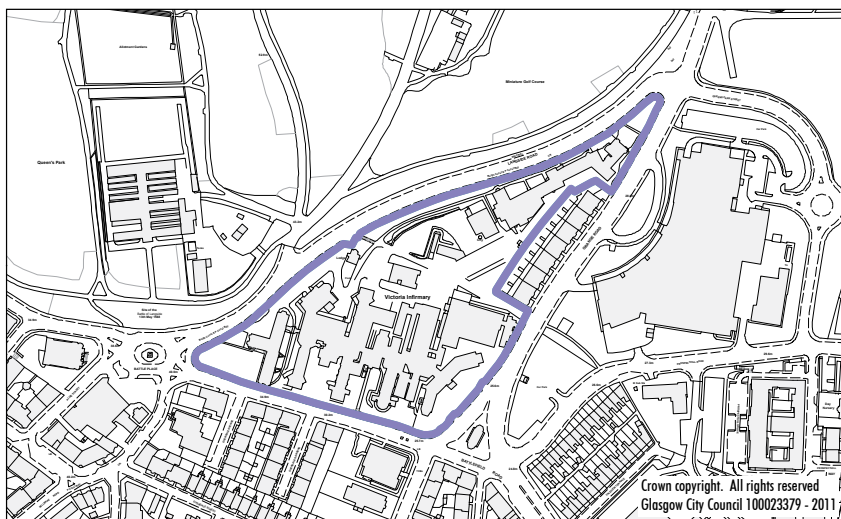
Proposals Site Assessment	
Ref:	Prop0015
Address:	Cathkin Rd (Ph1)
Proposer:	John Coulter
Proposal:	Residential
Exist DPP:	DEV12 Greenbelt



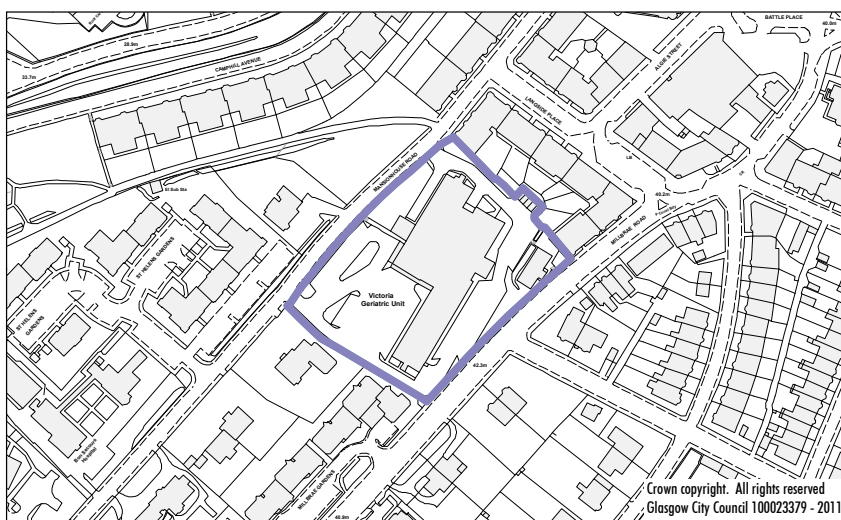
Proposals Site Assessment	
Ref:	Prop0016
Address:	Cathkin Rd (Ph2)
Proposer:	John Coulter
Proposal:	Residential
Exist DPP:	DEV12 Greenbelt



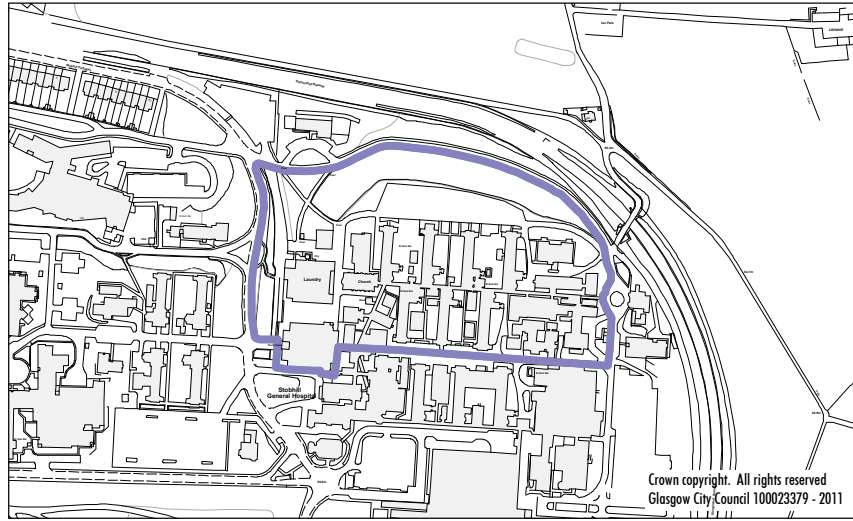
Proposals Site Assessment	
Ref:	Prop0017
Address:	Victoria Infirmary
Proposer:	NHSGGC
Proposal:	Residential
Exist DPP:	DEV2 Residential



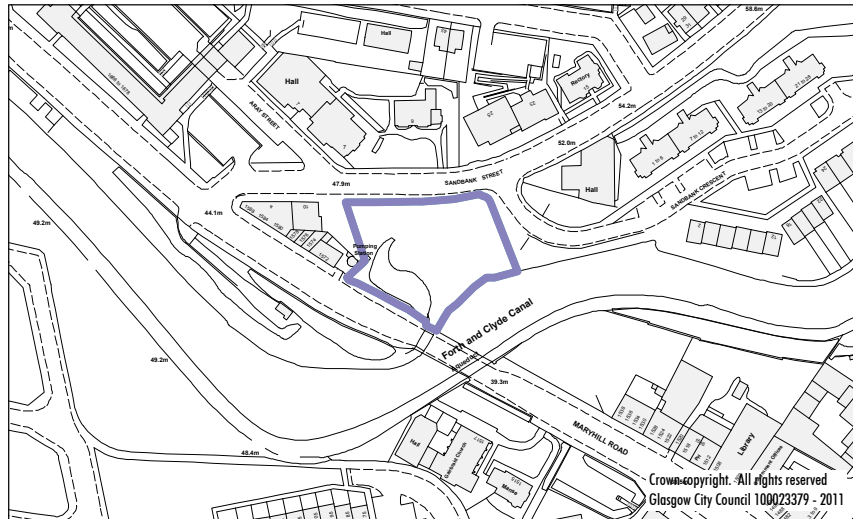
Proposals Site Assessment	
Ref:	Prop0018
Address:	Mansionhouse Road
Proposer:	NHSGGC
Proposal:	Residential
Exist DPP:	DEV2 Residential



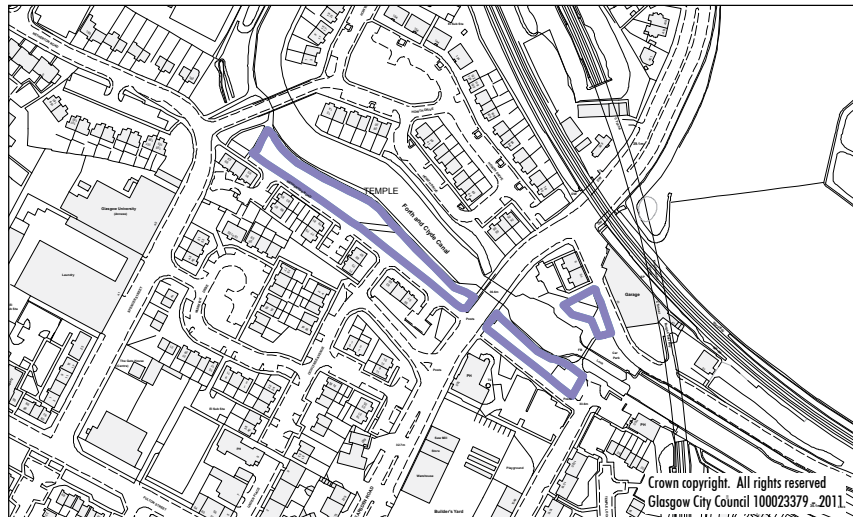
Proposals Site Assessment	
Ref:	Prop0019
Address:	Stobhill Road
Proposer:	NHSGGC
Proposal:	Residential
Exist DPP:	DEV9 Civic, Hospital and Tertiary Education



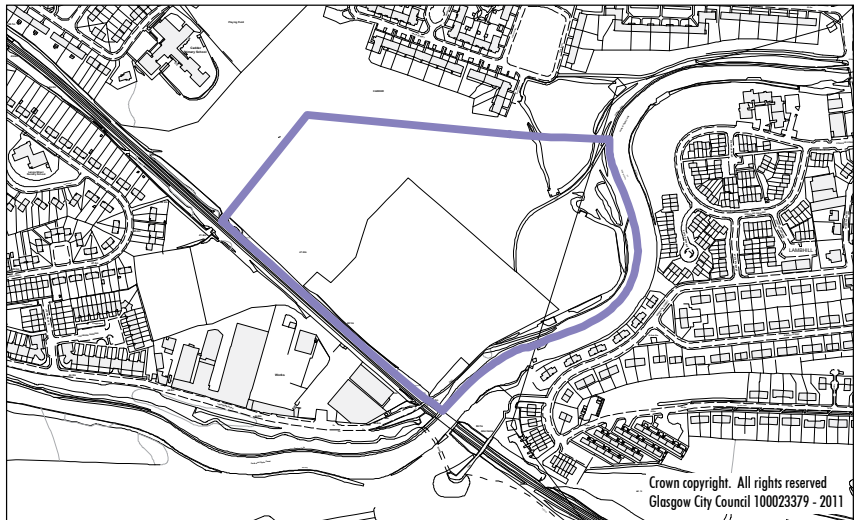
Proposals Site Assessment	
Ref:	Prop0020
Address:	Sandbank Street
Proposer:	British Waterways Scotland
Proposal:	Residential
Exist DPP:	DEV2 Residential



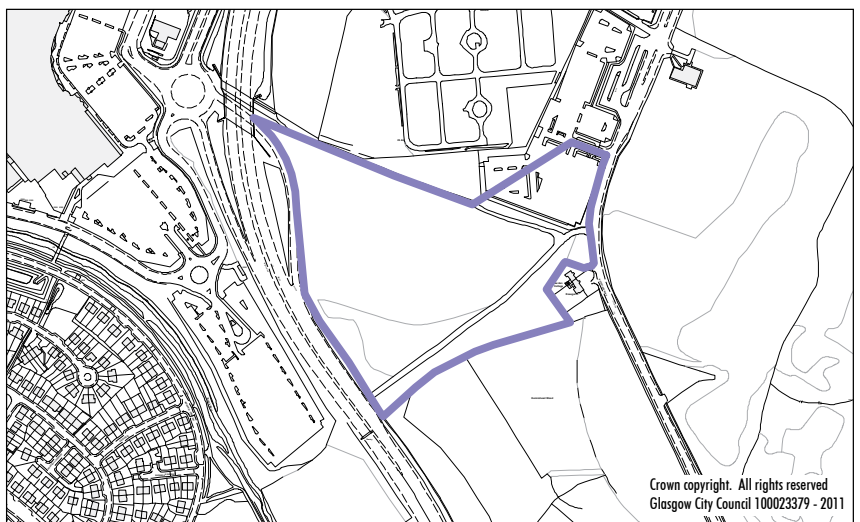
Proposals Site Assessment	
Ref:	Prop0021
Address:	Anniesland - Lock 27
Proposer:	British Waterways Scotland
Proposal:	Residential
Exist DPP:	DEV 11 Greenspace



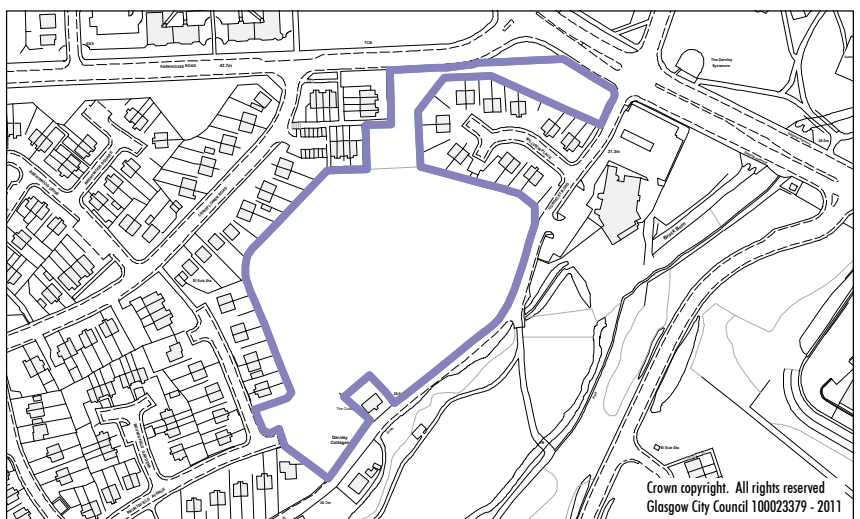
Proposals Site Assessment	
Ref:	Prop0024
Address:	Cadder
Proposer:	British Waterways Scotland
Proposal:	Marina
Exist DPP:	DEV11 Greenspace



Proposals Site Assessment	
Ref:	Prop0025
Address:	Cowglen (South)
Proposer:	Cowglen Planning Study
Proposal:	Offices
Exist DPP:	DEV7 Other Retail and Commercial/ DEV 9 Civic, Hospital and Tertiary Education



Proposals Site Assessment	
Ref:	Prop0026
Address:	Corselet Road, Darnley
Proposer:	Mackay Planning
Proposal:	Residential
Exist DPP:	DEV11 Greenspace/ DEV12 Greenbelt





Question 1 Do you agree with the future regeneration context set out above?

Question 2 Do you agree with the issues considered in relation to the sustainable use of resources? If not, please expand.

Question 3 Do you think the Council's preferred options are the correct ones? If not, which options do you think the Council should pursue in the LDP?

Question 4 Do you agree with the issues considered in relation to a sustainable, strong economy? If not, please expand.

Question 5 Do you think the Council's preferred options are the correct ones? If not, which options do you think the Council should pursue in the LDP?

Question 6 Do you agree with the issues considered in relation to sustainable, strong communities? If not, please expand.

Question 7 Do you think the Council's preferred options are the correct ones? If not, which options do you think the Council should pursue in the LDP?

Question 8 Do you agree with the issues considered in relation to sustainable connections? If not, please expand.

Question 9 Do you think the Council's preferred options are the correct ones? If not, which options do you think the Council should pursue in the LDP?

Question 10 Do you agree with the issues considered in relation to a sustainable built and natural environment? If not, please expand.

Question 11 Do you think the Council's preferred options are the correct ones? If not, which options do you think the Council should pursue in the LDP?

Question 12 Do you agree with the issues considered in relation to sustainable design? If not, please expand.

Question 13 Do you think the Council's preferred options are the correct ones? If not, which options do you think the Council should pursue in the LDP?

Question 14 Do you agree with the strategy as set out in the Spatial Framework Maps?

Question 15 Do you agree with the proposed approach to simplify the policy framework which supports the Plan's development strategy? (detailed development and design guidance to be contained in Supplementary Guidance, in line with the Government's guidelines for development plans)

Question 16 Are there any policy topics or Supplementary Guidance that you think should either be deleted from, or added to, the list? Do any additional areas of the city require their own Supplementary Guidance? (Please give your reasons)