



CITY DEVELOPMENT PLAN 2017

SG12: Delivering Development

SUPPLEMENTARY PLANNING GUIDANCE

April 2017

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CITY DEVELOPMENT PLAN POLICIES	CITY DEVELOPMENT PLAN SUPPLEMENTARY GUIDANCE
CDP 1 The Placemaking Principle	SG 1: The Placemaking Principle
CDP 2 Sustainable Spatial Strategy	<i>SDF City Centre</i> <i>SDF Glasgow North</i> <i>SDF Govan Partick</i> <i>SDF Greater Easterhouse</i> <i>SDF Inner East</i> <i>SDF River</i> <i>LDF Drumchapel</i> <i>LDF Pollok</i> <i>LDF South Central</i>
CDP 3 Economic Development	SG 3 Economic Development
CDP 4 Network of Centres	SG 4 Network of Centres
CDP 5 Resource Management	SG 5 Resource Management
CDP 6 Green Belt and Green Network	SG 6 Green Belt and Green Network
CDP 7 Natural Environment	SG 7 Natural Environment
CDP 8 Water Environment	SG 8 Water Environment
CDP 9 Historic Environment	SG 9 Historic Environment
CDP 10 Meeting Housing Needs	SG 10 Meeting Housing Needs
CDP 11 Sustainable Transport	SG 11 Sustainable Transport
CDP 12 Delivering Development	SG 12 Delivering Development

Policies CDP 1 (The Placemaking Principle) and CDP 2 (Sustainable Spatial Strategy) are overarching policies which, together with their associated Supplementary Guidance, must be considered for all development proposals to help achieve the key aims of The Plan.

Policies CDP 3 to CDP 12 (and associated Supplementary Guidance) provide more detail on specific land use elements which contribute to meeting the requirements of the overarching policies.

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1. INTRODUCTION

Need for an Agreement

- 1.1 Every development has the potential to impact upon the City's infrastructure and it is vital that the City can absorb this impact and still provide the facilities that people who live and work in Glasgow will expect. This guidance outlines the mechanisms the Council will use to secure contributions to deliver on specified infrastructure actions as well as broader bespoke requirements that may emerge in relation to a particular development or location.
- 1.2 The statutory context for developer contributions is set out in Circular 3/2012 which is described in *Policy CDP12 Delivering Development* in the Plan. This emphasises that planning obligations should: be necessary in planning terms; serve a planning purpose; where possible, reflect a need identified in the Development Plan; relate to the proposed development and its impacts; be proportionate in scale to the proposed development; and be reasonable.
- 1.3 In line with Policy CDP12, SG12 focusses on four key areas for contributions and requires to be read, where specified, in conjunction with other SG documents supporting the Plan along with the CDP Action Programme, which identifies the overarching infrastructure requirements that inform the guidance. The four identified infrastructure requirements relate to:
- the provision of Open Space throughout the entire City;
 - the requirements of development within the Fastlink Development Contribution Zone;
 - the surface water drainage and flood management requirements of development; and
 - the Transport needs of Development (including active travel and public transport).
- 1.4 Along with these specified infrastructure requirements, Policy CDP 12 sets out that mitigation for new development may also be required in relation to development in particular locations, such as major Housing Land Supply locations, Economic Development locations, the Network of Centres and the 6 Strategic Development Framework Areas. At Section 6 (Areas of Major Change), this guidance sets out the context for progressing individual assessments within these locations and should be read in connection with SG1 Placemaking (in particular Community Facilities), CDP 10 Meeting Housing Needs and CDP 11 Sustainable Transport.

Relationship to Supplementary Guidance SG6

- 1.5 Policy CDP6 states that standards for the provision of open space in new development will be brought forward through the City's Open Space Strategy (OSS) and will form the basis for the production of Supplementary Guidance aimed at enhancing and extending the Green Network. SG6 sets out this approach in some detail, and is being published for public consultation alongside this SG. As such, and to avoid duplication, this SG provides only a brief overview of the approach taken in SG6. Those interested in establishing what developer contributions may be required towards the delivery/enhancement of open space to support a new development should consult SG6.

1.6 Where a development is going to create additional pressure for use of any of these infrastructure requirements (as set out below) the Council will consider whether a legal agreement can be used to mitigate the impacts or would result in a scheme that satisfies policy. The Council will seek to enter into a planning agreement when a development, which is otherwise acceptable in planning terms, requires mitigation that cannot be secured through planning conditions. This may be within the development site, although in many cases the delivery will be more appropriate in an off-site location.

1.7 This guidance sets out the justification for the four specified infrastructure requirements including locational restrictions, the calculation methodology and the protocols for engagement and payment of contributions along with financial viability and cases where exemptions may apply.

Action Programme

1.8 The CDP Action Programme outlines the context of the four identified infrastructure requirements in terms of spatial location, the nature of the infrastructure action, the timetable (where applicable), funding streams and progress. In the case of the four identified requirements the Action Programme sets out that these will be funded, at least in part, by developer contributions via new planning applications. Along with the spatial identification of infrastructure requirements in the Action Programme, the guidance below and Policy CDP12 of the Plan provides further details of contribution zones or the location of infrastructure investment.

1.9 As the Action Programme is a live document that will be updated through the life of the Plan, it may be the case that infrastructure requirements may change. This will be reflected in what infrastructure contributions may be sought.

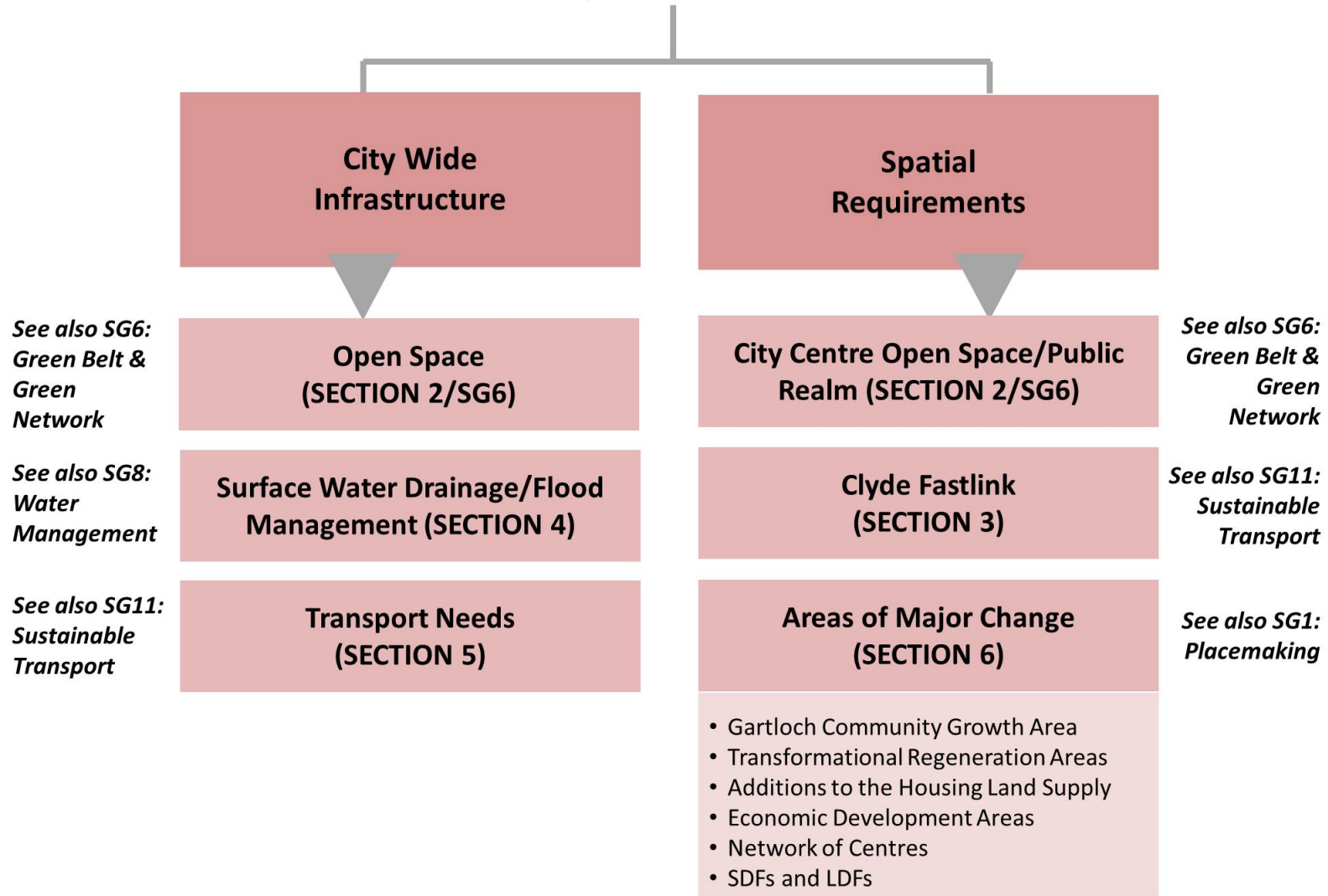
Timing

1.10 This guidance will be applied from the date of its adoption alongside the City Development Plan. It will not be retrospectively applied to any application or approved masterplan submitted prior to its adoption unless a constraint that has been identified may, in the absence of this guidance have resulted in a recommendation of refusal.

1.11 Proposals for renewal of an existing consent which was subject to an agreement will normally not be expected to be re-assessed against the new guidance with the exception of Flooding and Drainage and Transport Needs as these are new topics for Developer Contributions that did not appear in City Plan 2.

1.12 The developer contributions (including those identified in SG6) will be index-linked by reference to the General Building Cost Index as published by the Building Cost Information Service of the Royal Institution of Chartered Surveyors or such other index as the Council and the Developer may reasonably agree. The developer contributions will be index-linked from the date the Section 75 agreement or other appropriate legal agreement is concluded until the date the developer contributions fall due for payment.

SG12: SUMMARY, DEVELOPER OBLIGATIONS



2. OPEN SPACE

2.1 SG6 establishes that new development requires to be supported by 3 types of open space:

- 1 *Publicly Usable Open Space* - good quality, well-located, multi-functional and publicly accessible and usable open space is a requirement of larger residential developments throughout the City and, in the City Centre, of some commercial developments;
- 2 *Demand-led Open Space* - well-located open spaces that meet demand for formal outdoor sports and for community growing are a requirement of larger residential developments throughout the City; and
- 3 *On-site Green Infrastructure* - in the form of open space for sustainable drainage (see CDP8/SG8), biodiversity (CDP7/SG7), walking and cycling routes (CDP11/SG11), landscaping and private amenity space appropriate for the development in question (residential development, in particular, will require private amenity space) – this is a general requirement of all new development.

2.2 Sections 6, 7, 8 and 9 of SG6 set out when contributions towards publicly usable open space and demand-led open space will be required, and in what form.

3 CLYDE FASTLINK

Background

- 3.1 Policy CDP 2: Sustainable Spatial Strategy of the Glasgow City Development Plan encourages development proposals that “support the regeneration of the River Clyde Development Corridor, which includes Clyde Waterfront and Clyde Gateway strategic priority areas.”
- 3.2 The Plan’s strategy (as it relates to Clyde Fastlink) is supported by Policy CDP 11: Sustainable Transport, which aims to “direct major development to locations well served by existing public transport services and active travel routes or will seek contributions for the provision or enhancement of such services/routes on sites where this is not the case, including Fastlink...”. Supplementary Guidance on Sustainable Transport (para 2.49) outlines the public transport accessibility levels that significant travel generating proposals should meet.
- 3.3 In support of this approach, Policy CDP 11 also safeguards the route for Clyde Fastlink from the City Centre on the north bank to Clydebank and on the south bank to Renfrew.
- 3.4 Since the introduction of an approach to secure developer contributions for Clyde Fastlink was introduced in City Plan 2, the first phase of Clyde Fastlink has been completed and is now operational, connecting the City Centre to the Queen Elizabeth University Hospital on the south bank. Further measures within the City Centre to secure Clyde Fastlink journey time reliability are to be implemented. SPT and Renfrewshire Council are investigating the feasibility of extending the route to Renfrew via Braehead. The extension of the north bank Clyde Fastlink into

Clydebank is protected in the West Dunbartonshire Council Local Development Plan. Developer contributions continue to be an appropriate mechanism in assisting the completion of Clyde Fastlink.

- 3.5 This Section provides details of how developer contributions for the completion of Clyde Fastlink will be calculated under Policy CDP 12. It applies to all developments requiring planning permission above the minimum size thresholds (noted below in Table 1, Annex 1) and within 400 metres walking distance from the edge of the development site to the route centre line.

Context

- 3.6 Without the provision of a high quality public transport system to the Clyde Waterfront area, high levels of traffic generation are likely to impact on the regeneration aspirations for this strategic priority corridor. Such traffic generation would also add to continuing traffic level growth in Glasgow and lead to further congestion with disbenefits to the economy, the environment and local communities.
- 3.7 The Clyde Fastlink scheme was developed from the Clyde Corridor Transport Study (2003). This examined sustainable transport options and proposed two routes to serve development along the north and south banks of the Clyde. In 2004, the Council agreed to develop proposals for the delivery of the north bank route from the City Centre to Glasgow Harbour as a bus rapid transit proposal. This section of the north bank route was given priority in recognition of its unique regeneration opportunities and development pressures. Planning permission for this section was granted in 2006. The south bank route and the western extension of the north bank route were subject of a

feasibility study to determine viability and routing. In 2006 Strathclyde Partnership for Transport (SPT) became the promoter of the scheme (with the creation of the Regional Transport Partnership) and the Council became its agent. Funding of £40M was secured from the Scottish Government in October 2011 and the first section between the City Centre and Queen Elizabeth University Hospital opened on May 2011.

- 3.8 The Clyde Fastlink scheme is a high quality bus-based transit system that operates at regular intervals, seven days a week. The buses run on a dedicated roadway as far as possible, with bus lanes in the City Centre and other on-road sections. Priority signalling ensures that where Clyde Fastlink buses cross roads and access the City Centre/bus lanes they will not be held up by general traffic. Passengers have the benefit of level boarding, real time information and modern shelters at halts.
- 3.9 Many major developments in the Clyde Waterfront area have significant transport impacts that can only be addressed by a step change in public transport provision. Several sections of the area have poor public transport accessibility (Below Base Accessibility) or inadequate public transport accessibility (Base Accessibility) to support high trip generating proposals [Public Transport Accessibility Zones](#). The Council, therefore, considers it reasonable and appropriate that developments contribute to the cost of the Clyde Fastlink scheme in relation to the likely level of demand and as a means of better integrating land use/transport improvements. The level of contribution would be related to the size of the development and its proximity to the route.
- 3.10 In order to put different development types on an equal basis in terms of trip generation, Table 1 provides a framework to enable a scale factor to be allocated according to the size of a

development. The framework was developed using trip generation data derived from the TRICS (Trip Rate Information Computer System) database. In Table 2 (Annex 2), the scale factor is combined with the distance from the route centre line. Although Clyde Fastlink is considered to have rail type characteristics, the catchment has been set at a conservative 400 metres, based on established evidence in City Plan 2. The 400 metres is graduated into 100 metre zones to represent the enhanced accessibility provided by Clyde Fastlink the nearer a development is to the route. The assessment of distance from the route to a development site will be through measurement of the actual walking distance. The plan shown in Policy CDP 12 in the Plan provides an indication of the zones.

- 3.11 In order to establish a basis for calculating contribution levels, the cost of providing a halt has been used (£322,000). The halt provides the point of access to the benefits provided by Clyde Fastlink, and is, therefore, considered a valid benchmark.

Calculation of Contribution

- 3.12 All developments above the minimum size thresholds should make an appropriate contribution to the completion of Clyde Fastlink to ensure that necessary public transport infrastructure is put in place to assist in providing sustainable transport outcomes.
- 3.13 For the avoidance of doubt, this IPG applies only to the uncompleted phases of Clyde Fastlink within the Glasgow City Council boundary, i.e. from the Scottish Exhibition and Conference Centre via Glasgow Harbour to the City boundary on the North Bank towards Clydebank, and from the Queen Elizabeth University Hospital to the City boundary on the South Bank towards Braehead and Renfrew.

3.14 The level of contribution depends on the following factors:

- type of development;
- size of development; and
- walking distance from the route centre line.

3.15 The level of contribution will be calculated by:

- using Table 1 (Annex 1) to establish a scale factor (1-15) by type and size of development proposed;
- allocating the development to an appropriate zone by reference to the walking distance between the nearest site edge and route centre line (see Annex 3: Clyde Fastlink – Developer Contribution Zones);
- with the scale factor and zone information established, using Table 2 (Annex 2) to calculate the appropriate contribution; and
- index linking the agreed contribution from the date of the agreement to the date of payment on the basis of the Construction Price Index.

3.16 Very large developments, in excess of scale factor 15 in Table 2, will be negotiated individually to reach agreement on an appropriate level of contribution to reflect the scale of development and its likely impact on the transport network (negotiations will have a basis in the TA). Where such developments are dependent on the provision of Clyde Fastlink in order to deliver the agreed mode share/ sustainable car trip generation levels, then the level of contribution should reflect this.

Multiple Contributions

3.17 The Fastlink contribution shall be considered as being additional to any other contribution required in relation to the development to cover improvements to the road network, traffic management, pedestrian and cycle facilities, provision to improve accessibility to public transport and any other appropriate requirement. In certain circumstances, however, the contribution to Clyde Fastlink may be considered against contributions being requested by the Council and/or made by the developer to other key public transport infrastructure provision/enhancement. It would, however, remain additional to other non-public transport developer contributions, such as provision of open space and sustainable drainage systems.

Transport Assessments

3.18 Transport Assessments (TAs) for developments within the route catchment require to be undertaken on a multi-modal basis, in line with Supplementary Guidance on Sustainable Transport, and take account of the impact of Clyde Fastlink in meeting transport demands.

Payment of Contribution

3.19 Any developer making a contribution under this guidance will normally be expected to enter into a Section 75 legal agreement (Town and Country Planning (Scotland) Act 1997), unless payment is provided up front, when a Section 69 legal agreement (Local Government (Scotland) Act 1973) will suffice. The legal costs incurred by the Council, associated with the preparation of the agreement, require to be paid by the developer at the time the first contribution is made.

- 3.20 Proposals can be made for phased contributions provided appropriate and robust ‘triggers’ can be identified and agreed (such as practical completion). Where this is not possible, early payment will be sought.
- 3.21 The failure of a developer to address the deficiencies of public transport infrastructure in the vicinity of the site may be regarded as a valid reason for refusal of the application.

Exemptions / Reductions in Contributions

- 3.22 Small developments falling below the thresholds shown in Table 1 and minor changes of use will not be required to provide a contribution unless they are clearly part of a phased development of a larger site. In such cases, the Council will seek to agree a pro-rate sum with the applicant.
- 3.23 Where a developer proposes to contribute land towards the development of Clyde Fastlink, the amount of the contribution under this Guide may be reduced. The amount of the reduction will take account of the value of the land and any remedial works required to make it suitable for use.

Financial Viability

- 3.24 Developers should take account of the potential financial, or other, implications of this Supplementary Guidance when preparing development appraisals (alongside other land take and development design considerations – see SG1: Placemaking). This should be reflected in the price paid for a site. In exceptional circumstances, where it can be demonstrated that there are abnormally high site preparation costs and the addition of a contribution under this guideline would threaten the financial

viability of developing a site, then the requirement to contribute to Clyde Fastlink may be reduced. Such costs could include remediating contamination, or unusual infrastructure requirements, that were not known at the time of site purchase. It does not include the cost of land purchase. In such cases the level of any reduced requirement will be based on an independent appraisal of the relevant engineering and financial information, which must be made available to the Council.

Planning Permission

- 3.25 Where planning permission in principle has already been granted without any requirement to contribute to Clyde Fastlink, a subsequent application to approve matters specified in planning conditions will not be expected to provide a new contribution. Where a planning permission or planning permission in principle includes a condition requiring the provision of additional public transport infrastructure/services then this development guide will be a consideration in meeting the condition.
- 3.26 Any new planning application will be expected to comply with the requirements of this Supplementary Guidance.

Use of Financial Contributions / Timescales

- 3.27 Contributions to Clyde Fastlink will be held in ring-fenced accounts for the north and south bank routes. These accounts will be managed by Glasgow City Council on behalf of SPT. **Funding held in the holding accounts will be released to SPT as each phase reaches the construction/procurement stage. Such contributions should be used only for the capital cost of the Clyde Fastlink scheme.**

- 3.28 In the event that construction of the relevant phase of Clyde Fastlink is not started within 10 years of the date of the receipt of the entire contribution, the Council will review whether there is any likelihood of the project going ahead. If the review concludes that Clyde Fastlink is likely to still go ahead, the contribution will be retained. Should the conclusion be that the project is unlikely to go ahead then negotiations will take place with the applicants (or their successors) with a view to using the agreed contribution to address the transport impacts of the development through alternative public transport investment, as promoted by SPT.
- 3.29 Should contributions remain unspent after the processes outlined above, then after 15 years from the date of the receipt of the entire contribution, the Council will refund the contribution (including interest) to the developer (or their successors).

Review

- 3.30 This SG (including the contribution levels) will be updated on a regular basis within the context of the City Development Plan monitoring and review process.

4 SURFACE WATER DRAINAGE AND FLOOD MANAGEMENT

4.1 Flood risk is a major issue affecting Glasgow. In recognition of this fact, the vast majority of the city has been identified as a Potentially Vulnerable Area in terms of flooding by SEPA. Glasgow City Council, alongside other Responsible Authorities, is committed to tackling flooding and reducing flood risk in a sustainable manner. Surface Water Management Plans ("SWMPs"), which will identify projects aimed at tackling surface water flooding in key locations, are one tool which will help to do so.

4.2 However, while flooding poses considerable risks for the city and for future development aspirations, tackling flood risk by better managing surface water via Sustainable Drainage Systems (SuDS) can provide numerous benefits beyond the reduction of flood risk itself. SuDS can, for example, improve the appearance of the streetscape, enhance water quality, provide recreational opportunities and increase biodiversity. Furthermore, Glasgow City Council is aware that tackling flood risk by developing SuDS in key locations will not just benefit the existing population, but may also assist developers by providing the above noted benefits in off-site locations where they cannot be readily achieved within development sites due to physical constraints. In these circumstances, where off-site drainage projects have been identified by the Council and they will help to offset deficiencies in drainage systems in new developments, it is considered reasonable for development to contribute financially towards these projects in accordance with the terms of policy CDP12 – "Delivering Development" and Circular 3/2012: "Planning Obligations and Good Neighbour Agreements."

4.3 In terms of assessing the quality of SuDS provision, and any associated deficiencies, it is expected that all new development will meet the following minimum standards which are expressed in more detail in SG8: Water Environment:

- Surface water shall be stored and treated above ground;
- The system shall be designed to convey flow associated with a 3.33% or 1 in 30 year event;
- The SuDS system shall provide biodiversity benefits concomitant with the scale of the proposed development;
- Surface water will be treated to meet the regulatory standards set by SEPA;
- The SuDS system shall, where possible, discharge into a watercourse or other waterbody rather than a sewer;
- Surface water shall be attenuated to meet greenfield run-off rates.

4.4 A failure to meet any of the above will only be accepted on an exceptional basis where the developer has identified significant site constraints.

4.5 If the proposed SuDS system fails to meet any of the above requirements and is sufficiently justified, then the applicant will be required to meet the following:

- Where the proposed SuDS does not incorporate any form of biodiversity enhancement, additional enhancements must be provided on site or, exceptionally, off-site via a financial contribution; and/or

- Where the SuDS system does not meet any of the other requirements identified above, then a financial contribution to off-site drainage projects will be required.

4.6 SWMPs are currently at varying, but early, stages in development and associated projects have not yet been identified or costs established. Until SWMPs have advanced to this point, it will be difficult to identify which developments will benefit from these projects and appropriate levels of contributions. While the Council therefore believes that the principle of the above approach is acceptable, it is currently not in a position to implement it meaning that **contributions will not be pursued at the moment**. However, Glasgow City Council intends to revisit this issue once Surface Water Management Plans have progressed sufficiently. It is intended that this will be during the lifetime of the adopted Glasgow City Development Plan.

5 TRANSPORT NEEDS

Background

- 5.1 Policy CDP11 promotes better connectivity by public transport and seeks to increase opportunities for active travel as well as aiming to reduce non-essential car journeys and reduce pollution and other negative effects of vehicle travel. Within this context the policy safeguards land associated with the delivery of public transport and new road schemes that all contribute towards delivery of these aims.
- 5.2 The Policy also states that the Council will direct major development to locations well served by existing public transport services and active travel routes or will seek contributions for the provision or enhancement of such services/routes on sites where this is not the case. The Council will also require new developments to be designed to promote and facilitate walking and cycling, including the provision of cycle parking and direct connections to the walking and cycling network (in particular to Core Paths and designated cycle routes) – this may require off-site solutions.
- 5.3 The CDP Policy and Proposals Map and Action Programme identify various proposals relating to the delivery of improved road and active travel infrastructure opportunities. New road infrastructure identified relative to new housing delivery in Community Growth Areas and Strategic Development Framework areas are identified as being funded by developer contributions. The improvement of active travel infrastructure is also supported by developer contributions or via legal agreements where delivery on site is appropriate. Contributions towards the delivery of these infrastructure requirements will be expected

where a development is of a scale that there will be a direct or cumulative impact upon the travel network and there is an opportunity to mitigate the impact of new development which can contribute towards the aims of Policy CDP11. This will be informed by assessment of individual proposals as set out later.

Identified Transport Proposals

- 5.4 The proposals identified in the Plan that are expected to be delivered (entirely or in part) by developer contributions are listed below. These relate to the delivery of housing developments identified in the Plan and will be prepared and managed on a case by case basis:
- **Blackhill Road Upgrade**
Proposals for the upgrade of Blackhill Road, intended to deliver improvements to safety on a country road expected to experience increased volumes of traffic as a result of the completions of City Plan 1 greenfield release site at Summerston. The LDPO proposed further green belt land release at this location and the final alignment and upgrade is to be determined by the Summerston Feasibility Study (see CDP10 Meeting Housing Needs). The feasibility work will include the preparation of necessary calculation methodology and contribution arrangements.
 - **Easterhouse Regeneration Route**
Proposal for the development of a proposed link road between Easterhouse and Cardowan, intended to enhance direct access for Easterhouse residents to employment opportunities at Carrdowan and to support the regeneration of the Great Easterhouse area. The viability of delivering this road, through developer contributions from the emerging

CGA proposals, will be considered through the Greater Easterhouse Strategic Development Framework. This will include the preparation of necessary calculation methodology and contribution arrangements.

- **Rail Station Park and Ride Facility at Robroyston**

Proposal for the development of a new rail station, and associated park and ride, to serve the Robroyston/Millerston Community Growth Area and adjacent sites. Now Approved.

Potential Proposal

- **Potential New Road: North Circumferential Route**

To be considered in the Summerston feasibility study and if necessary undertake a STAG appraisal into the benefits of the route. Should the road be deemed necessary methodology shall be prepared to outline what contribution is required.

Aspirational Pedestrian/ Cycle Links

5.5 SG11 Sustainable Transport identifies the following aspirational links which have strategic potential to overcome barriers to increasing active travel. These relate to all developments and are on the land containing the links and to developments not on the land containing the link but that are likely to generate an impact upon the active travel network. These are:

a) **Clyde Walkway** - specifically those areas where a new section or link is required or where an upgrade to the route (including design and alignment) may be beneficial for pedestrians or cyclists;

- b) **Kelvin Walkway** – to provide a link from the confluence of the Kelvin and Clyde to the Kelvin Hall and Kelvingrove Art Gallery and Museum, and across Kelvin Harbour;
- c) **Baillieston Station South route** - to provide a more direct route from Baillieston Station, south to the new housing at Broomhouse, utilising existing rail underpasses, where possible;
- d) **Cardonald Park Industrial Site to Hillington East station** - to provide for enhanced public transport accessibility to the industrial site;
- e) **Kelvindale/Dawsholm Rail Overbridge** – to provide for enhanced pedestrian/cycle access from Kelvindale Station to the area north of the railway;
- f) **Jordanhill Station to Gartnavel West** – to provide for enhanced pedestrian/cycle access to the western end of the Gartnavel Hospital site;
- g) **Pacific Quay (Bells Bridge) to Cessnock Subway Station Route** – to provide for enhanced pedestrian/cycle access to Pacific Quay from the south; and
- h) **Pollokshields to Tradeston Footbridge** – to provide for safe and direct access between Pollokshields, West Street Underground and the Tradeston Bridge.

5.6 These opportunities will play a fundamental role in improving active travel opportunities in the city. Accordingly proposal affecting these aspirational links or contributing towards the demand for these links will be expected to contribute towards their delivery either through on-site provision where the links pass through the development site or contribution towards implementation where links are required to the adjacent network.

All other Areas

- 5.7 Outwith these identified proposals and opportunities new development of a significant scale will be considered on the following basis.
- 5.8 Where new development will have a net impact upon transport infrastructure as evidenced by a Transport Assessment (SG11 Sustainable Transport) and it is necessary to mitigate that impact in a way that cannot be provided on-site, an appropriate contribution will be sought.
- 5.9 The contribution requirement shall be based upon the findings of the Transport Assessment as agreed with the Council or where a TA is not submitted to support an application then the assessment of the development proposal will inform any contribution that is identified.
- 5.10 Where it is identified that a contribution is required to address an infrastructure requirement then this will be met by delivery on site or by developer contribution when required off-site.

6 AREAS OF MAJOR CHANGE

6.1 In addition to the general City-wide infrastructure requirements and the specific spatial obligations relating to the City Centre and Clyde Fastlink (as described in detail in the previous sections of this Guidance), Policy CDP1 - The Placemaking Principle also states that developers will be required to carry out individual assessments in the City's Areas of Major Change in order to identify, assess and mitigate against any potential negative impact resulting from new development.

6.2 The Areas of Major Change, which have been defined in Policy CDP 12 - Delivering Development, are:

- Gartloch/Easterhouse Community Growth Area, Transformational Regeneration Areas and Proposed additions to the Housing Land Supply (see Policy and Proposals Map)
- Economic Development Areas (see Policy and Proposals Map) where significant change is anticipated or proposed, particularly in Transition Areas as set out in SG3 - Economic Development
- Network of Centres (See Policy and Proposals Map)
- Strategic Development Framework Areas (SDF's) and Local Development Framework Areas (LDF's) Areas, as set out in Policy CDP 2 - The Sustainable Spatial Strategy

6.3 Policy CDP1 - The Placemaking Principle sets out the Council's overall aim which is to put the Placemaking Principle at the centre of the development process. Integral to this aim is the need to embed high quality community facilities and local shopping facilities within the heart of all of the City's communities. This is supported by SG1 - Placemaking, Part 2 Detailed Guidance Community Facilities which:

- further defines community facilities;
- supports the protection of existing community facilities; and
- promotes the provision of new facilities to support significant new development.

6.4 Policy CDP12 - Delivering Development, however, acknowledges that current market conditions, legal issues and the viability of individual development proposals may limit developer contributions in some instances. The Council will, therefore, focus its attention on social, environmental and physical infrastructure (community facilities) in the Areas of Change that are necessary to:

- support sustainable development; and
- mitigate against any significant impact of the development on the City's resources.

6.5 In order to reflect the aim of a proportionate and fair expectation, developer contributions will, therefore, only address pressure on community facilities and infrastructure that arise specifically from new development proposals rather than addressing existing deficiencies. This includes instances where:

- an existing deficiency in community facilities or infrastructure is exacerbated by the proposed development and the additional pressure it generates; or
- the proposed development leads to new deficiency in provision.

- 6.6 In the Areas of Change which have been identified above, a comprehensive placemaking assessment will be required to identify the impact arising from the proposal and to identify potential mitigation measures. All placemaking assessments should fully consider and comply with the contents of SG1: Placemaking, Part 1, particularly in relation to:
- the 'Integrating Placemaking within the Planning and Design Process' section; and
 - relevant aspects of the 'Qualities of Place' and 'Key Character Area' Toolkits
- 6.7 In many of the Areas of Change, a masterplanning approach will be supported. Masterplans are based on a solid understanding of 'Place'. This understanding will, in turn, help to ensure there is a more structured approach in these key areas which, amongst other things:
- considers the full complex range of issues based on a thorough assessment of the social, economic and environmental needs of the area; and
 - ensures that there is collaboration with local communities and organisations to develop a full understanding of the range of different needs and expectation;
 - creates a clear and consistent planning framework to allow future development to be considered within its wider development context and in terms of the future of the City as a whole;
 - appreciates the unique character and individuality of different areas in terms of transport, utility, service and community requirements; and
- creates an awareness of market and economic realities to deliver projects that are appropriate, realistic and deliverable.
- 6.8 The masterplanning approach is also conducive to exploring the potential for cumulative community facility and infrastructure provision which will help to deliver a shared vision for different areas and for the City as a whole.
- 6.9 All development proposals within the Areas of Change will, therefore, be considered:
- on a case by case basis; and
 - alongside the aims and objectives of SG 1: Placemaking
- 6.10 Further detailed guidance on the needs and future planning direction of individual Areas of Change will emerge through the further development of Policy CDP2 - Sustainable Spatial Strategy and the emergence of the individual SDFs and LDFs.

ANNEX 1: FASTLINK: IDENTIFICATION OF SCALE FACTORS

Table 1

Scale Factor\Development Type		1	2	3	4	5	6
	Units						
Residential - including sheltered housing, student accommodation, nurses homes and bedspace element in hotels	Bedrooms	23-114	115-227	228-341	342-455	456-568	569-682
Restaurants - including public restaurant element in hotels	Seating capacity	23-114	115-227	228-341	342-455	456-568	569-682
Nightclubs / Function Suites –including function suite / conference facility element in hotels	GFA (sqm)	100-500	501-1000	1001-1500	1501-2000	2001-2500	2501-3000
Public Houses - including public bar element in hotels	GFA (sqm)	100-500	501-1000	1001-1500	1501-2000	2001-2500	2501-3000
Fast Food - including drive throughs, cafés, tea rooms and food courts	GFA (sqm)	23-111	112-222	223-333	334-444	445-556	557-667
Retail Food	GFA (sqm)	39-192	193-385	386-577	578-769	770-962	963-1154
Retail Non Food	GFA (sqm)	125-625	626-1250	1251-1875	1876-2500	2501-3125	3126-3750
Wholesale, Builders Merchants and similar	GFA (sqm)	250-1250	1251-2500	2501-3750	3751-5000	5001-6250	6251-7500
Office Business	GFA (sqm)	200-1000	1001-4000	4001-9740	9741-12987	12988-16234	16235-19481
Office Public - including banks, building societies, estate agents and travel agents	GFA (sqm)	74-368	369-735	736-2206	2207-2941	2942-6649	6650-7979
Industry Manufacturing / Food or Drink Processing	GFA (sqm)	3847-19231	19232-38462	38463-57692	57693-76923	76924-96154	96155-115385
Industry Light	GFA (sqm)	848-4237	4238-8475	8476-12712	12713-16949	16950-21186	21187-25424
Car Showrooms, Garages Vehicle Repair and Tyre Centres	GFA (sqm)	200-1000	1001-2000	2001-3000	3001-4000	4001-5000	5001-6000
Petrol Filling Stations	Site Area (sqm)	50-250	251-500	501-750	751-1000	1001-1250	1251-1500

Scale Factor\Development Type		1	2	3	4	5	6
	Units						
Warehousing - storage and distribution	GFA (sqm)	1000-5000	5001-10000	10001-15000	15001-20000	20001-25000	25001-30000
Warehousing - repository and self-service storage	GFA (sqm)	3847-19231	19232-38462	38463-57692	57693-76923	76924-96154	96155-115385
Mail/Parcel Distribution	GFA (sqm)	417-2083	2084-4167	4168-6250	6251-8333	8334-10417	10418-12500
Passive Leisure - continuous or multiple performances (such as cinemas, multiplex and bingo halls)	Seating capacity	34-167	168-333	334-500	501-667	668-833	834-1000
Passive Leisure - single performance (such as spectator arenas, stadia, theatres)	Seating capacity	46-227	228-455	456-682	683-909	910-1136	1137-1364
Passive Leisure - museums, art galleries, libraries, community/ church halls, places of worship and similar	GFA (sqm)	358-1786	1787-3571	3572-5357	5358-7143	7144-8929	8930-10714
Passive Leisure - other (such as casinos and amusement arcades)	GFA (sqm)	238-1190	1191-2381	2382-3571	3572-4762	4763-5952	5953-7143
Active Leisure - swimming pools, indoor bowling and similar	GFA (sqm)	136-676	677-1351	1352-2027	2028-2703	2704-3378	3379-4054
Active Leisure - gymnasia, fitness centres, skating rinks, bowling alleys and similar	GFA (sqm)	250-1250	1251-2500	2501-4167	4168-5556	5557-7813	7814-9375
Active Leisure - football, tennis, outdoor bowling and similar	Site area ha	0.2-1.00	1.01-2.00	2.01-3.00	3.01-4.00	4.01-5.00	5.01-6.00
Hospitals, Hospices and similar (bedspace element)	Number of beds	9-42	43-83	84-125	126-167	168-208	209-250
Hospitals, Hospices and similar (treatment element) – including daycare centres/clinics	GFA (sqm)	834-4167	4168-8333	8334-12500	12501-16667	16668-20833	20834-25000
Dental Clinics	Number of surgeries	2-10	11-21	22-31	32-42	43-52	53-63

Scale Factor\Development Type		1	2	3	4	5	6
	Units						
Medical Centres, Health Centres, General Practice Surgeries, Veterinary Surgeries and similar	Number of surgeries	2-6	7-13	14-19	20-25	26-31	32-38
Non Residential Institutions - (such as universities/colleges, schools [except nurseries])	GFA (sqm)	200-1000	1001-2000	2001-3000	3001-4000	4001-5000	5001-6000
Nurseries	GFA (sqm)	74-368	369-735	736-1103	1104-1471	1472-1838	1839-2206

Expected one way trip generation during 11 hour day - up to:		250	500	750	1000	1250	1500
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Table 1 Continued

Scale Factor\Development Type		7	8	9	10	11	12
	Units						
Residential - including sheltered housing, student accommodation, nurses homes and bedspace element in hotels	Bedrooms	683-795	796-909	910-1023	1024-1136	1137-1250	1251-1364
Restaurants - including public restaurant element in hotels	Seating capacity	683-795	796-909	910-1023	1024-1136	1137-1250	1251-1364
Nightclubs / Function Suites –including function suite / conference facility element in hotels	GFA (sqm)	3001-3500	3501-4000	4001-4500	4501-5000	5001-5500	5501-6000
Public Houses - including public bar element in hotels	GFA (sqm)	3001-3500	3501-4000	4001-4500	4501-5000	5001-5500	5501-6000
Fast Food - including drive throughs, cafés, tea rooms and food courts	GFA (sqm)	668-778	779-889	890-1000	1001-1111	1112-1222	1223-1333
Retail Food	GFA (sqm)	1155-1346	1347-1538	1539-1731	1732-1923	1924-2115	2116-2308
Retail Non Food	GFA (sqm)	3751- 4375	4376-5000	5001-5625	5626-6250	6251-6875	6876-7500

Scale Factor\Development Type		7	8	9	10	11	12
	Units						
Wholesale, Builders Merchants and similar	GFA (sqm)	7501-8750	8751-10000	10001-11250	11251-12500	12501-13750	13751-15000
Office Business	GFA (sqm)	19482-22727	22728-25974	25975-29221	29222-32468	32469-35714	35715-38961
Office Public - including banks, building societies, estate agents and travel agents	GFA (sqm)	7980-9309	9310-10638	10639-11968	11969-13298	13299-14628	14629-15957
Industry Manufacturing / Food or Drink Processing	GFA (sqm)	115386-134615	134616-153846	153847-173077	173078-192308	192309-211538	211539-230769
Industry Light	GFA (sqm)	25425-29661	29662-33898	33899-38136	38137-42373	42374-46610	46611-50847
Car Showrooms, Garages Vehicle Repair and Tyre Centres	GFA (sqm)	6001-7000	7001-8000	8001-9000	9001-10000	10001-11000	11001-12000
Petrol Filling Stations	Site Area (sqm)	1501-1750	1751-2000	2001-2250	2251-2500	2501-2750	2751-3000
Warehousing - storage and distribution	GFA (sqm)	30001-35000	35001-40000	40001-45000	45001-50000	50001-55000	55001-60000
Warehousing - repository and self-service storage	GFA (sqm)	115386-134615	134616-153846	153847-173077	173078-192308	192309-211538	211539-230769
Mail/Parcel Distribution	GFA (sqm)	12501-14583	14584-16667	16668-18750	18751-20833	20834-22917	22918-25000
Passive Leisure - continuous or multiple performances (such as cinemas, multiplex and bingo halls)	Seating capacity	1001-1167	1168-1333	1334-1500	1501-1667	1668-1833	1834-2000
Passive Leisure - single performance (such as spectator arenas, stadia, theatres)	Seating capacity	1365-1591	1592-1818	1819-2045	2046-2273	2274-2500	2501-2727
Passive Leisure - museums, art galleries, libraries, community/ church halls, places of worship and similar	GFA (sqm)	10715-12500	12501-14286	14287-16071	16072-17857	17858-19643	19644-21429
Passive Leisure - other (such as casinos and amusement arcades)	GFA (sqm)	7144-8333	8334-9524	9525-10714	10715-11905	11906-13095	13096-14286-
Active Leisure - swimming pools, indoor bowling and similar	GFA (sqm)	4055-4730	4731-5405	5406-6081	6082-6757	6758-7432	7433-8108

Scale Factor\Development Type		7	8	9	10	11	12
	Units						
Active Leisure - gymnasia, fitness centres, skating rinks, bowling alleys and similar	GFA (sqm)	9376-10938	10939-12500	12501-14063	14064-15625	15626-17188	17189-18750
Active Leisure - football, tennis, outdoor bowling and similar	Site area ha	6.01-7.00	7.01-8.00	8.01-9.00	9.01-10.00	10.01-11.00	11.01-12.00
Hospitals, Hospices and similar (bedspace element)	Number of beds	251-292	293-333	334-375	376-417	418-458	459-500
Hospitals, Hospices and similar (treatment element) – including daycare centres/clinics	GFA (sqm)	25001-29167	29168-33333	33334-37500	37501-41667	41668-45833	45834-50000
Dental Clinics	Number of surgeries	64-73	74-83	84-94	95-104	105-115	116-125
Medical Centres, Health Centres, General Practice Surgeries, Veterinary Surgeries and similar	Number of surgeries	39-44	45-50	51-56	57-63	64-69	70-75
Non Residential Institutions - (such as universities/colleges, schools [except nurseries])	GFA (sqm)	6001-7000	7001-8000	8001-9000	9001-10000	10001-11000	11001-12000
Nurseries	GFA (sqm)	2207-2574	2575-2941	2942-3309	3310-3676	3677-4044	4045-4412
Expected one way trip generation during 11 hour day - up to:		1750	2000	2250	2500	2750	3000

Table 1 Continued

Scale Factor\Development Type	Units	13	14	15	16 +
Residential - including sheltered housing, student accommodation, nurses homes and bedspace element in hotels	Bedrooms	1365-1477	1478-1591	1592-1705	Larger developments will be negotiated separately
Restaurants - including public restaurant element in hotels	Seating capacity	1365-1477	1478-1591	1592-1705	
Nightclubs / Function Suites –including function suite / conference facility element in hotels	GFA (sqm)	6001-6500	6501-7000	7001-7500	
Public Houses - including public bar element in hotels	GFA (sqm)	6001-6500	6501-7000	7001-7500	
Fast Food - including drive throughs, cafés, tea rooms and food courts	GFA (sqm)	1334-1444	1445-1556	1557-1667	
Retail Food	GFA (sqm)	2309-2500	2501-2692	2693-2885	
Retail Non Food	GFA (sqm)	7501-8125	8126-8750	8751-9375	
Wholesale, Builders Merchants and similar	GFA (sqm)	15001-16250	16251-17500	17501-18750	
Office Business	GFA (sqm)	38962-42208	42209-45455	45456-48701	
Office Public - including banks, building societies, estate agents and travel agents	GFA (sqm)	15958-17287	17288-18617	18618-19947	
Industry Manufacturing / Food or Drink Processing	GFA (sqm)	230770-250000	250001-269231	269232-288462	
Industry Light	GFA (sqm)	50848-55085	55086-59322	59323-63559	
Car Showrooms, Garages Vehicle Repair and Tyre Centres	GFA (sqm)	12001-13000	13001-14000	14001-15000	
Petrol Filling Stations	Site Area (sqm)	3001-3250	3251-3500	3501-3750	

Scale Factor\Development Type	Units	1	2	3	16 +
		Warehousing - storage and distribution	GFA (sqm)	60001-65000	65001-70000
Warehousing - repository and self-service storage	GFA (sqm)	230770-250000	250001-269231	269232-288462	
Mail/Parcel Distribution	GFA (sqm)	25001-27083	27084-29167	29168-31250	
Passive Leisure - continuous or multiple performances (such as cinemas, multiplex and bingo halls)	Seating capacity	2001-2167	2168-2333	2334-2500	
Passive Leisure - single performance (such as spectator arenas, stadia, theatres)	Seating capacity	2728-2955	2956-3182	3183-3409	
Passive Leisure - museums, art galleries, libraries, community/ church halls, places of worship and similar	GFA (sqm)	21430-23214	23215-25000	25001-26786	
Passive Leisure - other (such as casinos and amusement arcades)	GFA (sqm)	14287-15476	15477-16667	16668-17857	
Active Leisure - swimming pools, indoor bowling and similar	GFA (sqm)	8109-8784	8785-9459	9460-10135	
Active Leisure - gymnasia, fitness centres, skating rinks, bowling alleys and similar	GFA (sqm)	18751-20313	20314-21875	21876-23438	
Active Leisure - football, tennis, outdoor bowling and similar	Site area ha	12.01-13.00	13.01-14.00	14.01-15.00	
Hospitals, Hospices and similar (bedspace element)	Number of beds	501-542	543-583	584-625	
Hospitals, Hospices and similar (treatment element) – including daycare centres/clinics	GFA (sqm)	50001-54167	54168-58333	58334-62500	
Dental Clinics	Number of surgeries	126-135	136-146	147-156	

Scale Factor\Development Type	Units	1	2	3	16 +
		Medical Centres, Health Centres, General Practice Surgeries, Veterinary Surgeries and similar	Number of surgeries	76-81	82-88
Non Residential Institutions - (such as universities/colleges, schools [except nurseries])	GFA (sqm)	12001-13000	13001-14000	14001-15000	
Nurseries	GFA (sqm)	4413-4779	4780-5147	5148-5515	
Expected one way trip generation during 11 hour day - up to:		3250	3500	3750	

ANNEX 2: FASTLINK: LEVEL OF CONTRIBUTIONS

Table 2

Distance from Route		Scale factor							Figures in £000s						
		1	2	3	4	5	6	7							
Zone 1	0-100m	9	23	46	69	92	115	138							
Zone 2	101-200m	7	19	38	57	77	96	115							
Zone 3	201-300m	6	15	31	46	61	77	92							
Zone 4	301-400m	4	11	23	34	46	57	69							

Table 2 continued

Distance from Route		Scale factor							Figures in £000s						
		8	9	10	11	12	13	14	15						
Zone 1	0-100m	161	184	207	230	253	276	299	322						
Zone 2	101-200m	134	153	172	192	211	230	249	268						
Zone 3	201-300m	107	123	138	153	169	184	199	215						
Zone 4	301-400m	80	92	103	115	126	138	149	161						

ANNEX 3: FASTLINK: DEVELOPER CONTRIBUTION ZONES

