

The Local Development Plan for **GLASGOW**



Housing



Business



Lighting Strategy



Green Network



Culture



Infrastructure



Monitoring Statement

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INTRODUCTION

Glasgow's existing development plan consists of Glasgow and the Clyde Valley Joint Structure Plan 2006 and City Plan 2, which was adopted in December 2009. Together these form the statutory development plan for Glasgow.

The Planning etc. (Scotland) Act 2006 introduced a new statutory basis for development planning in Scotland, including the replacement of structure plans and local plans by Strategic Development Plans and The Local Development Plans. As part of the process for preparing The Local Development Plan, Planning Circular 1/2009: Development Planning requires planning authorities to publish a Monitoring Statement which identifies:

- changes in the principal physical, economic, social and environmental characteristics of the area; and
- the impact of the policies and proposals of the existing plan.

This Monitoring Statement reflects the requirements of Circular 1/2009 and has been prepared in support of the Main Issues Report for the Local Development Plan. The document focuses on the wider impact of the Plan, and provides an overview of the principal physical, economic, social and environmental changes that have occurred since the Finalised Draft Plan was published in 2007. It also comments on the progress made in respect of actions highlighted in the Plan.

The Monitoring Statement forms part of the evidence base for the Local Development Plan, assisting in the identification of issues to be raised in the Main Issues Report. It also provides a baseline for future monitoring.

City Plan 2 was adopted in December 2009 and delivery of the Plan's development strategy is still at an early stage. The general intent of the development strategy is still considered relevant, however, elements of the strategy may require to be updated to reflect new circumstances and changing legislation, such as a greater focus on sustainability and climate change. There will also be a strong legacy component to THE LOCAL DEVELOPMENT PLAN due to economic circumstances slowing delivery of some projects. These issues will be addressed in the Main Issues Report.

For ease of use, the Monitoring Statement is arranged around the 4 main topic headings used in City Plan 2: People, Jobs, Environment, and Infrastructure, together with an assessment of progress on Key Regeneration Areas across the City. It provides a brief commentary on each of the topics and highlights where significant changes have occurred. It also identifies possible issues for the Local Development Plan. Where appropriate, the document includes web links which provide additional information and evidence, although this requires an electronic version of this document and internet access. An electronic version is available at www.glasgow.gov.uk.

Key Trends

- The increase in the City's population since 2005 was higher than expected in City Plan 2.
- The rate of household formation since 2005 was lower than in previous years and represents a slowdown compared with the 1990s.
- Economic conditions have become more challenging, leading to a significant reduction in property investment and development activity. Pre-recession growth rates are not expected to be attained until the early 2020's.
- The rate of tenure shift from social renting to the private sector housing has slowed significantly. A trend that is forecast to continue in the period 2010 – 2025.
- Lower demand for owner-occupied housing and higher need in the social rented/affordable housing sector.
- An excess of land supply over demand in the private sector, with no additional land requirement for owner-occupied housing over the period 2008 – 2025
- A potential additional requirement for social rented/affordable housing in the City, following a shift from a surplus of social rented housing to one of housing need.
- Private Sector housing completions are not anticipated to return to 2005/06 levels until 2015/16.
- In the 5 years to 2008, the City's employee job growth compared favourably with the growth for Scotland and Great Britain. The main job gains were in the service sector, while jobs in manufacturing continued to fall.
- There are signs that unemployment is beginning to increase as a result of the economic downturn, reversing the trend of the previous decade. The UK Government's current focus on public sector cuts is likely to result in further job losses.
- Total employment is expected to contract by 6,600 over the 2008 – 2014 period.
- There was an unexpected marginal reduction in road traffic between 1999 and 2008.
- There has been a significant increase in cycling.
- The volume of municipal solid waste collected between 2004/05 and 2009/10 declined by 7.6%. The volume of waste recycled and composted increased by 53% and the volume sent to landfill declined by around 20% over the same period.

The Local Development Plan Potential Issues

- Climate change and its impact is one of the key drivers of change for the Local Development Plan.
- The significant reduction in property investment and development activity as a result of the economic downturn. This will impact on all areas of development.
- The means of delivering infrastructure in the current economic climate.
- The excess of land supply for private sector housing and a potential additional requirement for social rented/affordable housing.
- The need to mitigate against climate change whilst minimising environmental impact may have implications for residential density.
- Increasing level of unemployment.
- The rationalisation of the City's poorer quality industrial and business areas to achieve a more sustainable land use pattern.
- Financial constraints are likely to impact on future public realm works.
- The capacity of the City's surface water drainage system presents a constraint to development, limiting the City's development aspirations.
- The volume of vacant and derelict land in the City is not falling as quickly as anticipated in City Plan 2.
- Planning for the delivery of a high speed rail link to Glasgow.
- The need to review transport route reservations for potential future transport infrastructure.
- The cumulative impact of major retail development outwith the City Centre.
- Protect and improve local accessibility to shopping and other town centre uses in order to promote sustainable communities and healthy living.
- The land use implications arising from the Scottish Government's waste reduction and recycling targets.
- The need to develop policy guidance in relation to sustainable construction methods.
- The economic downturn has meant that funding cuts have jeopardised or limited progress of some education projects.
- The future use of surplus healthcare facilities.
- The provision of future culture and sport facilities in the current economic climate.



PEOPLE

1.1 The following section provides an overview of the main changes that have occurred in relation to PEOPLE since the Draft Plan was published in 2007 and highlights issues which should be taken into account in the Local Development Plan.

1.2 In respect of PEOPLE the Development Strategy seeks to:

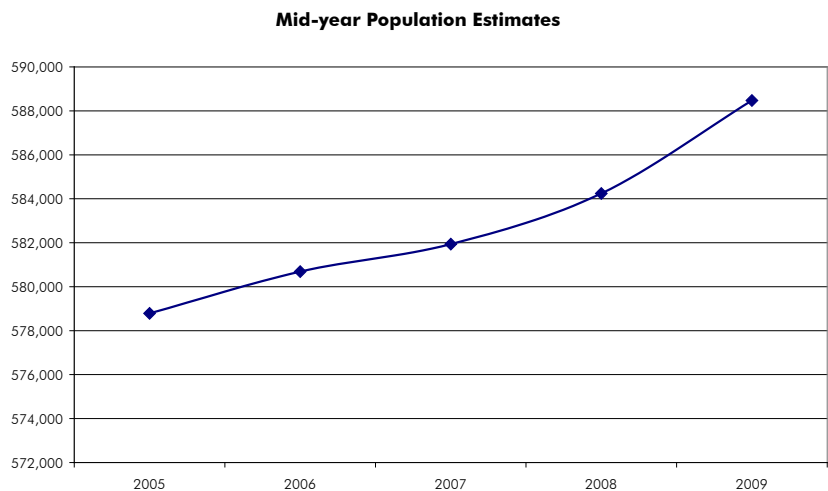
- advance social renewal by providing for the City's varied housing needs, for the maintenance, protection and enhancement of residential amenity and for easy access to services, local and otherwise, for all residents regardless of life circumstances;
- promote sustainability, through the development of attractive and highly accessible mixed use city neighbourhoods where the services, facilities and greenspaces desired by residents can be easily accessed by foot, bicycle or public transport, and which are designed and constructed to be energy efficient and to enhance biodiversity; and
- improve residents' health by providing for local access to facilities, including greenspaces, cultural and sporting facilities, helping to cut traffic-related pollution and providing for increased walking and cycling.

The Changing Context

Demographic Change

1.3 The population estimate of 578,000 in City Plan 2 was almost unchanged from the 2001 Census, indicating a stable population. More recent estimates, identified in Figure 1, highlight that the City's population has risen by an average of 2,420 per year since 2005.

Figure 1



Source: General Register of Scotland

1.4 There were two main contributing factors to the increase in population:

1. Natural Change, (more births than deaths since 2007); and
2. Migration (including migrants from EU accession countries/asylum seekers).

1.5 Although a population increase was forecast in City Plan 2, the level of the increase was higher than expected. The increase in the number of births over deaths was earlier than anticipated in City Plan 2.

Population Age Structure

1.6 Glasgow’s working age population has increased by about 15,500 since 2005 (see Table 1), while the number of children and pensioners has reduced.

Table 1: Changes to Glasgow’s population age structure

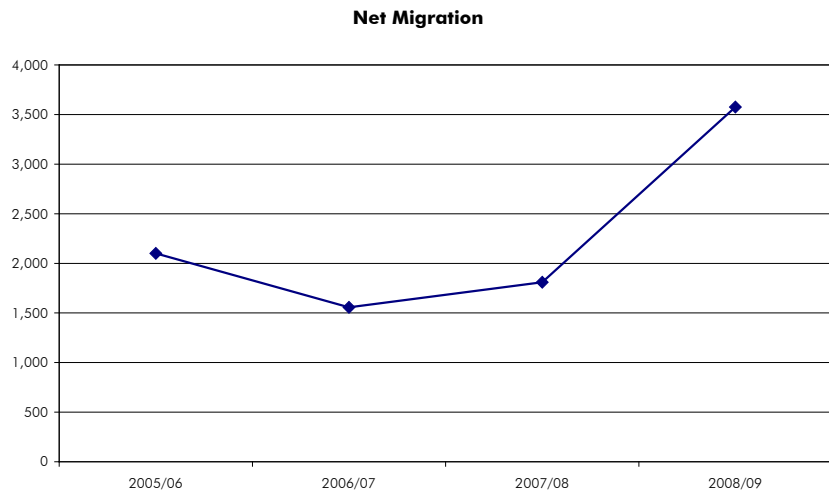
	Population 2005	Population 2009	Changes in Population
Children	98,364	96,683	-1,681
Working age	394,677	410,243	15,566
Pensionable age	85,749	81,544	-4,205
Total	578,790	588,470	9,680

Source: General Register Office for Scotland

Net Migration

1.7 Figure 2 identifies net migration for the City since 2005/06. The average over this 4 year period was 2,260 per year.

Figure 2

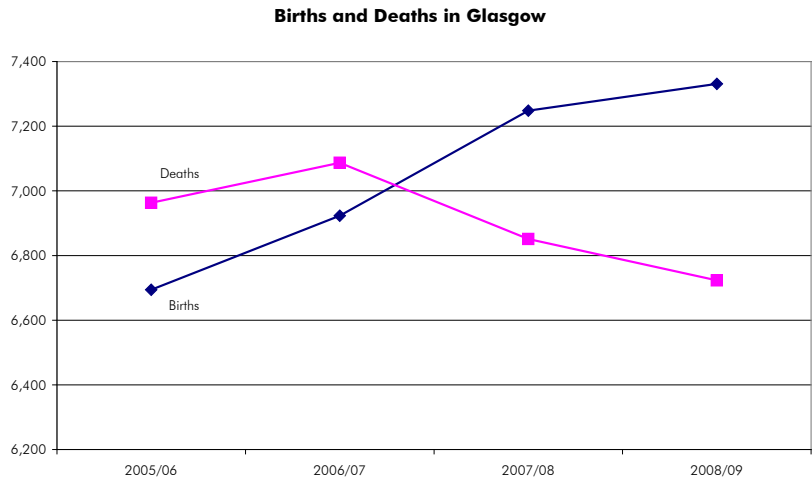


Source: General Register Office for Scotland

Births and Deaths

1.8 Figure 3 highlights the steady rise in the number of births since 2005/06. There was a slight fall in the number of deaths over the same period.

Figure 3



Source: General Register Office for Scotland

1.9 **Life Expectancy** Table 2 indicates that, although there has been some improvement in the life expectancy for Glasgow’s population, there has been no improvement in the City’s position relative to the rest of Scotland.

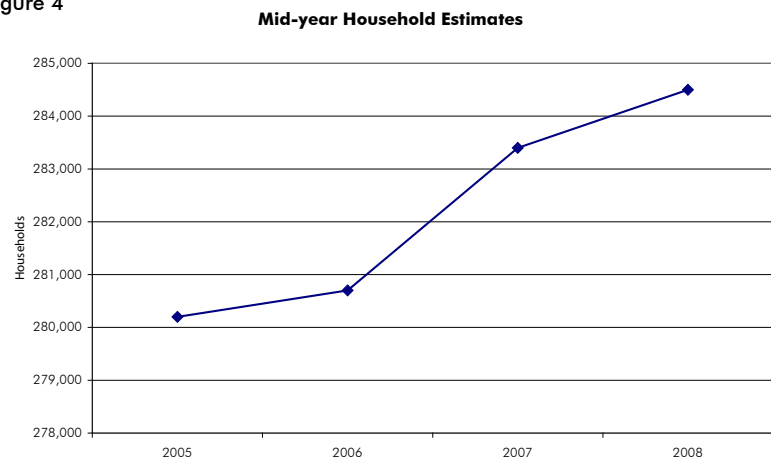
Table 2: Life Expectancy Glasgow City and Scotland

Year	Glasgow	Scotland	Difference from Scotland
2004-2006	73.7	77.2	-3.4
2005-2007	74.0	77.4	-3.4
2006-2008	74.0	77.5	-3.5
2007-2009	74.3	77.8	-3.5

Source: General Register Office for Scotland

1.10 **Estimated change in number of Households** Recent changes in the number of households in Glasgow are shown in Figure 4. This highlights that the number of households in Glasgow has risen by an average of 1,433 per year in the 3 years since 2005. When compared to population change, this rate of household growth represents a slowdown in household formation, relative to the 1990’s.

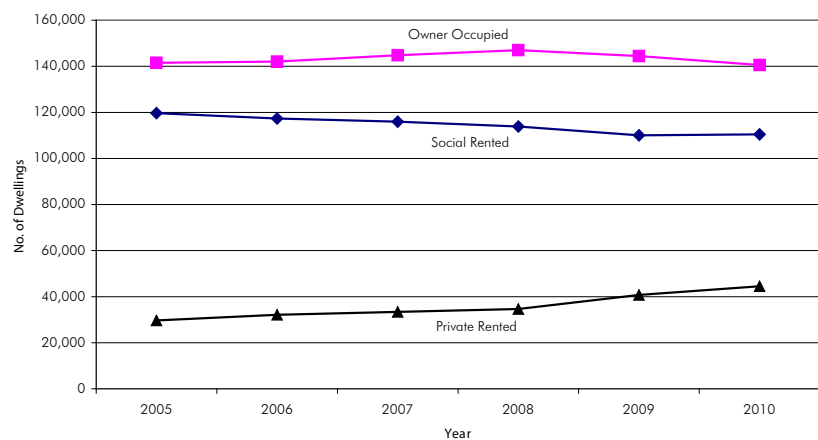
Figure 4



Source: GCC Development and Regeneration Services

1.11 Household Tenure The Plan highlighted the shift in household occupancy from the social rented sector to the private sector (owner occupied and private rented) over the period 1991 – 2006. While this shift has continued since 2006, there has been a significant slowdown in the rate of decline in social renting, due to lower levels of ‘Right to Buy’ sales and affordability issues. Private sector occupancy continued to grow, however, most of the increase was driven by growth in the private rented sector. The slow down in tenure shift from social renting to the private sector is forecast to continue in the period 2010 – 2025.

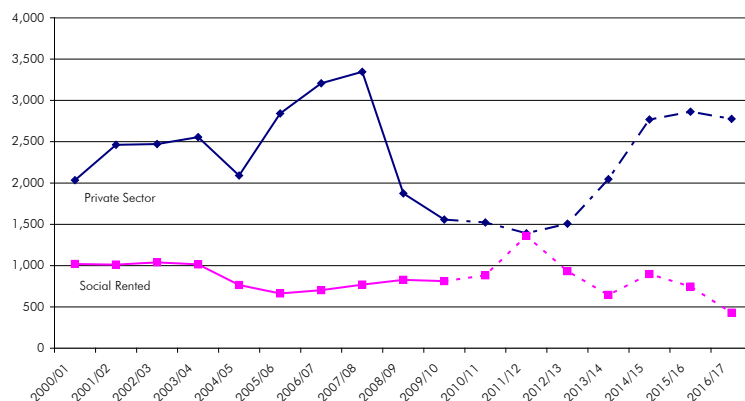
Figure 5 Dwelling Stock Estimates by Tenure 2005 - 2010



Source: GCC Development and Regeneration Services

1.12 Housebuilding Activity The Plan highlighted the record levels of private housebuilding between 1996 – 2006. Figure 6 highlights that this record level continued to increase and peaked at over 3,300 units in 2007/08, the highest ever level. Since then, the economic downturn has led to a significant reduction in Private Sector completions. Completions in 2009/10 were less than half the 2007/08 figure and the lowest since the early 1990’s. In contrast, there was a slight increase in the number of Social Rented completions over the same period.

Figure 6 Housebuilding Completions/Programmed Completions 2000/01-2016/17



Source: GCC Development and Regeneration Services

1.13 Figure 6 also indicates that programmed housebuilding completions in the Private Sector are not anticipated to return to 2005/06 levels until 2015/16, although the current volatility in the housing market may alter these estimates. Programmed completions within the Social Rented sector are forecast to peak in 2011/12 due to existing funding commitments. Thereafter they are forecast to decline.

1.14 Further details of Population, Households and Dwelling estimates can be found on the Council’s Population and Housing weblink.

Housing Needs and Demand Assessment

1.15 In order to estimate future housing requirements for all tenures, and to facilitate closer links between Housing and Planning, the Scottish Government requires a Housing Needs and Demand Assessment (HNDA) to be prepared for each Strategic Development Plan area. A Working Draft of the HNDA undertaken for the Glasgow and the Clyde Valley Strategic Development Plan (GVCSDP) area was published on 12 November 2010. Once finalised, the document will be assessed by the Scottish Government’s Centre for Housing Market Analysis (CHMA), to ensure it is ‘robust and credible’. CHMA assessment of the HNDA is required before the Local Housing Strategy (LHS) is submitted to the Scottish Government later in 2011.

- 1.16** The HNDA highlights:
- a slow down in tenure shift from social renting to owner occupation over the period 2010 – 2025
 - lower demand for owner-occupied housing and higher need in the social rented/affordable housing sector.
 - an excess of land supply over demand in the private sector
 - no additional land requirement for owner-occupied housing over the period 2008 - 2025
 - a potential additional requirement for social rented/affordable housing in the City; and
 - a shift in the position from a surplus of social rented housing to one of housing need.

1.17 The outcome of the HNDA raises issues that will need to be considered as part of the emerging Local Housing Strategy and, where appropriate, reflected in the Local Development Plan.

Scottish Index of Multiple Deprivation 2009

1.18 The Scottish Index of Multiple Deprivation 2009 (SIMD) was published in October 2009. This measures various indicators of multiple deprivation across 6,505 datazones in Scotland. The City has traditionally been affected by deprivation to a far greater extent than other areas in Scotland, however, the 2009 results show an improvement.

Table 3 Glasgow Population in Bottom 15% of datazones in Scotland

	Datazones in Bottom 15%	% City’s Population
SIMD 2004	374	53.9%
SIMD 2006	330	47.6%
SIMD 2009	302	43.5%

Source: Scottish Index of Multiple Deprivation 2009

- 1.19** Table 3 highlights that the proportion of the City's residents living in the bottom 15% datazones fell between 2004 – 2009. This improvement echoes other indicators and supports the view that the reduction in deprivation in Glasgow has been in both absolute and relative terms. While this improvement is welcomed, the level of deprivation remains high and continued efforts are needed to improve conditions across the range of economic, environmental and social factors to support a reduction in deprivation. For further information on the SIMD, see; Scottish Index of Multiple Deprivation 2009.

Development Strategy – Progress

- 1.20** The following section provides an overview of the progress with the Development Strategy in relation to PEOPLE and highlights issues which should be taken into account in the Local Development Plan.

Balancing Housing Supply and Demand (City Plan 2, paragraphs 3.12 – 3.13)

- 1.21** City Plan 2 highlighted that population and household growth, together with tenure shift from the social rented sector, had resulted in increasing demand for private housing.

- 1.22** The findings of the HNDA, however, indicate that tenure shift from social renting to owner-occupation is forecast to slow down across the GCVSDP area between 2010 – 2025. As a result, there is no longer a projected shortfall of land for private sector housing and no additional land (beyond the Community Growth Areas identified in City Plan 2) is required. The HNDA also indicates that there is a substantial social rented sector need in Glasgow.

- 1.23** The HNDA raises a number of issues that need to be addressed in the Local Development Plan.

Housing Market Sectors (City Plan 2, paragraphs 3.14 – 3.16)

- 1.24** The Plan highlighted the Council's concerns about the choice and range of sites for private housing. The 2004 housing land supply contains a large number of sites suited to flats and only a relatively small number of sites suited to terraced, semi-detached or detached housing. Building on the development strategy of City Plan 1, City Plan 2 identified three community growth areas as a means of shifting the balance of housing provision towards the development of family housing, adjoining existing communities.

- 1.25** Despite a reduction in the number of flats developed in recent years, (due to a drop in demand and the higher lending risks associated with this form of development) the 2009 housing land supply is still dominated by sites suited to the development of flats. This remains an issue for the Local Development Plan.



**Brownfield Housing Opportunities
(City Plan 2, paragraphs 3.17 – 3.21)**

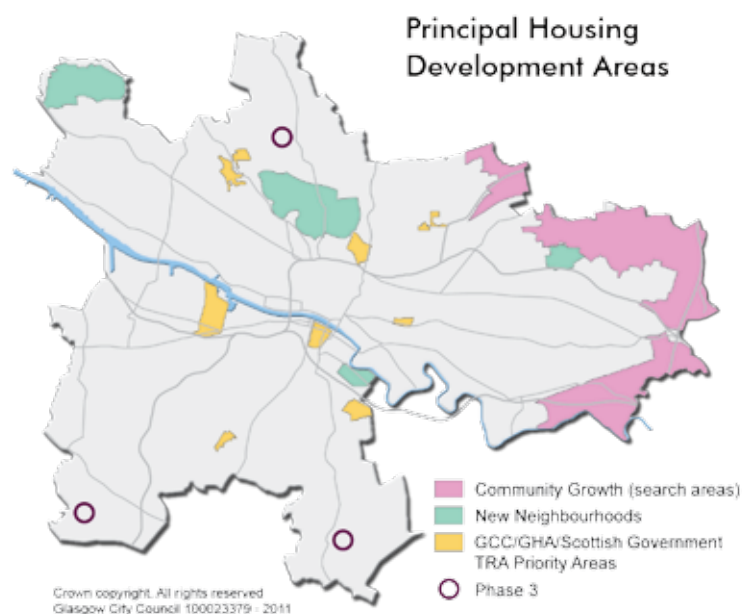
1.26 The Plan’s focus on maximising the use of brownfield land reflects both national and Structure Plan policy. Recycling brownfield sites will provide a wide range of housing opportunities, however, private housebuilders have highlighted difficulties in borrowing for infrastructure and upfront costs as a result of more stringent lending conditions imposed by lending institutions. These difficulties may be partly eased by the infrastructure loan fund announced by the Scottish Government as part of the 2011/2012 budget. While the focus on maximising the re-use of brownfield opportunities remains relevant, the phasing of major developments which are dependent on the upfront funding of infrastructure and other costs, to ensure delivery, will have to be addressed in the Local Development Plan.

**New Neighbourhoods
(City Plan 2, paragraphs 3.22 – 3.24)**

1.27 The buoyant housing market which existed when the Plan was prepared, has been replaced by a more subdued housing market, as the more stringent lending conditions imposed by lending institutions impact on house sales. Several projects have been deferred as developers consider their development options.

1.28 Development is still progressing at Garthamlock and Oatlands, although at a slower pace. The decline in the market for flatted properties has seen construction activity in Oatlands focus mainly on two storey terraced, semi-detached and detached houses. The Local Development Strategies for the Drumchapel and Ruchill/Keppoch New Neighbourhoods have been completed, however, there has been no significant progress with implementation due to the decline in development activity.

Map 1



Greenfield Supply/Community Growth Areas (City Plan 2, paragraphs 3.25 – 3.39)

1.29 The following progress has been made with the three Community Growth Areas identified in City Plan 2 and in areas identified in City Plan 1 for greenfield release.

Community Growth Areas

- Broomhouse/Baillieston/Carmyle Masterplan approved by the Council in May 2009. Three planning applications currently being considered.
- Easterhouse/Gartloch Analysis of the development opportunities and environmental constraints has identified 3 areas with development potential. Masterplans will be required for these 3 areas.
- Robroyston/Millerston Masterplan approved by the Council in September 2009. The masterplan identifies sites for community and sports facilities and a park and ride facility associated with a new rail station on the Glasgow to Cumbernauld rail line. A planning application has been submitted for this range of uses, although it has not yet been determined.

Planning Studies

- Summerston/Balmore Area offered little scope for development in the context of Community Growth.
- Castlemilk/Carmunnock Area offered little scope for development in the context of Community Growth.
- Parkhouse/Deaconsbank Planning study to be undertaken

1.30 The Glasgow and the Clyde Valley Joint Structure Plan (GCVJSP) identified a substantial private sector shortfall of 19,000 houses and promoted the concept of community growth areas. The findings of the recent HNDA, however, reflect the recent slow down in the housing market and indicates that no additional land is required for owner-occupied housing over the period 2008 – 2025. It is therefore unlikely that additional sites will be identified.

Social Rented/Affordable Sector (City Plan 2, paragraphs 3.40 – 3.58)

1.31 In respect of the social rented/affordable sector, the Plan highlighted that the existing and emerging land supply was sufficient to meet targets for social rented housing, while also offering a degree of choice and flexibility in terms of location. The HNDA has identified a substantially greater level of social rented/affordable housing need between 2008–16. The additional requirement for social rented housing will be considered as part of the emerging Local Housing Strategy and is an issue that will need to be addressed in the Local Development Plan.

1.32 The eight Transformational Regeneration Areas (TRA's) identified in City Plan 2 (Gallowgate, Sighthill, Laurieston, East Govan/Ibrox, Shawbridge, Maryhill, North Toryglen and Red Road) remain priorities for action. These areas have evolved from Glasgow Housing Association (GHA) priorities to Council, GHA and Scottish Government priorities and now embrace more than just the reprovisioning of GHA housing stock. They represent one of the most ambitious programmes of urban renewal in the UK and their delivery will involve the Council, GHA, Scottish Government and the private sector.

1.33 Glasgow's Strategic Housing Investment Plan (SHIP) 2011/12 – 2015/16 identifies the TRA's as a Key Priority, with three, (Gallowgate, Maryhill and Laurieston) currently progressing as pilot projects.

1.34 The infrastructure put in place to deliver the Commonwealth Games will also play a vital part in the creation of a sustainable, vibrant new neighbourhood at the heart of the City's east end. The delivery of the Commonwealth Games Athletes' Village is identified as the top priority in the SHIP 2011/12 – 2015/16. This involves the construction of 704 dwellings (650 houses and 54 flats) including a care home which will be used to accommodate 6,500 competitors and officials during the games. Following the Games, the dwellings will be converted to mainstream housing for sale and social rent. There is also the potential to develop up to a further 761 units between 2014 and 2025 for sale as part of the development agreement between the Council and the City Legacy Consortium of developers.

Residential Environment and Design (City Plan 2, paragraphs 3.52 – 3.56)

1.35 The Plan highlights that, in order to help deliver successful, sustainable places, the Council will ensure that new housebuilding in both the private and social rented sectors reflects the requirements of policy STRAT 1: Design and Sustainable Development and the other related design policies of the Plan. The provision of a good quality, well designed residential environment is important and relevant for the Local Development Plan, in line with the Government's guidance on energy efficient buildings and construction, Designing Places and Designing Streets.

1.36 The Plan also promotes residential densities which provide a high level of residential amenity while minimising environmental impact. The aim being to facilitate higher residential densities in inner city areas, where tenements dominate and public transport services are denser, and lower density in the outer areas of the City. Climate change mitigation, however, may make it appropriate to consider higher densities elsewhere in the City at locations which can help support local services and maintain public transport links through increased usage.

Accessibility in Housing (City Plan 2, paragraphs 3.59 – 3.60)

1.37 The Plan highlights the shortage of accessible housing identified in the first Local Housing Strategy, and addresses the issue of accessible housing through policy RES 4: Barrier Free Homes. The policy will need to be revised to reflect the revisions to the latest Scottish building regulations, which introduced a range of measures to improve accessibility and adaptability in new homes. Any change to the policy will be brought forward in consultation with interest groups and in the context of the new Local Housing Strategy.



- 1.38** The Council's existing Local Housing Strategy (2003 – 2008), together with the LHS Monitoring and Evaluation Report for 2007/08 can be found on the Council's Local Housing Strategy weblink.

**Travellers and Travelling Showpeople
(City Plan 2, paragraph 3.61)**

- 1.39** The Plan highlights the statutory duty on local authorities to provide for the needs of Gypsy Travellers. In 2007, the Council, along with 11 neighbouring local authorities, participated in an Accommodation and Needs Assessment of Gypsies/Travellers in the West of Scotland. The study recommended that Glasgow continues to work with other authorities to ensure a sufficient supply of sites is available for the travelling communities. The only site in Glasgow was closed in 2009 due to lack of demand over a prolonged period of time. The Council will continue to work with neighbouring local authorities and the Gypsy/Traveller communities on the issue.

- 1.40** Travelling Showpeople are not covered by the statutory obligations on local authorities, however, Glasgow accommodates the majority of the Country's showpeople communities on both a permanent and temporary 'travelling' basis. Some of these communities are in areas targeted for regeneration, (e.g. Dalmarnock) and there is often pressure to relocate to alternative sites. In this context, there is an ongoing dialogue with the Showmen's Guild Scotland regarding their longer term accommodation needs.

**Existing Residential Areas
(City Plan 2, paragraph 3.62)**

- 1.41** The Plan seeks to protect the residential amenity of existing residential areas and ensure that developments are of an acceptable scale and standard. The preservation and enhancement of residential amenity and neighbourhoods are important to the quality and success of the City. and is a gradual process. There will, therefore, continue to be a need for relevant and up to date development policies to control the development in Glasgow which might, otherwise, have a detrimental effect on the quality of local areas and neighbourhoods.

**Multiple Occupancy
(City Plan 2, paragraph 3.63)**

- 1.42** While the multiple occupation of properties (HMO) is an essential form of accommodation for many people, City Plan 2 highlighted that these can sometimes give rise to environmental and amenity issues. There are concerns over concentrations and the cumulative impact of such development on traditional communities. The control of HMO's is covered by both Housing and Planning legislation. Changes to the Housing (Scotland) Act could promote a more appropriate form of control for such development.

The Local Development Plan Potential Issues

- The significant reduction in private housebuilding completions as a result of the economic downturn.
- The means of delivering infrastructure in the current economic climate.
- The excess of land supply for private sector housing and a potential additional requirement for social rented/affordable housing.
- The need to mitigate against climate change whilst minimising environmental impact may have implications for residential density.



JOBS

- 2.1** The following section provides an overview of the main changes that have occurred in relation to JOBS since the Draft Plan was published in 2007 and highlights issues which should be taken into account in the Local Development Plan.
- 2.2** In respect of JOBS the Development Strategy seeks to:
- advance social renewal by providing a sufficient range, number and quality of employment opportunities, in locations that can be readily accessed by all City residents, regardless of life circumstances;
 - promote sustainability, by locating new business and industrial developments in locations which are easily accessible by foot, bicycle and public transport, thereby encouraging the reduction of pollution and greenhouse gas emissions; and
 - improve residents' health by delivering new jobs, and retaining existing ones, thereby helping to improve life circumstances, reduce poverty and foster self-esteem.

The Changing Context

- 2.3** Economic conditions have become significantly less favourable since City Plan 2 was prepared. The Scottish economy entered recession in the second half of 2008, however, it returned to growth by the fourth Quarter of 2009. While the country is officially out of recession, the short to medium-term prospect of recovery is likely to be affected by public spending cuts. Pre-recession growth rates are not expected to be attained until the early 2020's.

Economic Output

- 2.4** Table 4 highlights that the City continued to experience sustained growth in Gross Value Added (GVA) in the 10 years to 2008. The GVA for 2008 was £16.9bn, which represents 16.3% of Scotland's gross output. This is a significant improvement on the 15.5% contribution to national wealth creation that Glasgow was estimated to have held in 1998.

Table 4: Gross Value Added in Glasgow

GVA	Glasgow (£bn)	Scotland (£bn)	% of Scottish GVA
1998	9.9	63.9	15.5%
2003	12.8	79.6	16.1%
2006	15.0	93.6	16.0%
2008	16.9	103.5	16.3%

Source: Office for National Statistics (£bn – Current Basic Prices)

Employment

- 2.5** Total employment in Glasgow increased by 33,100 between 2003 and 2008 (Table 5). The main growth was employee jobs, i.e. people who work for a company or organisation, excluding the self-employed. Between 2003 to 2008, Glasgow's rate of employee job growth of 7.5% compared favourably with the 4.9% growth for Scotland and the Great Britain average of 3.8%.

Table 5: Total Employment in Glasgow (000's)

	2003	2007	2008
Employee jobs	380.5	392.5	409.2
Self-employed	26.2	31.7	31.2
Armed Forces/Gov't supported Trainees	3.0	2.4	2.4
Total Employment	409.7	426.6	442.8

Sources: (Employee Jobs) - Office for National Statistics,
(Self-employed) - Experian
(Armed Forces/ Gov't Trainees) - Experian

- 2.6** The main job gains were in the service sector, in particular, financial and business services, public services, hotel and retail and leisure (Table 6). Major job losses continued to affect manufacturing, where representation in the City economy fell back from 9.6% in 1996 to 5.4% in 2008. While manufacturing is not the dominant element it once was in the City's economy it, nonetheless, makes a significant contribution in terms of employment, gross value added output and exports.

Table 6: Glasgow Employee Jobs by Sector (000's)

SECTOR	2003		2007		2008	
Energy/ Water	4.0	1.05%	4.0	1.02%	3.4	0.83%
Manufacturing	25.2	6.62%	23.1	5.89%	21.9	5.35%
Construction	19.1	5.02%	16.0	4.08%	17.9	4.37%
Distribution/ Catering	75.4	19.82%	79.0	20.13%	80.0	19.55%
Transport/ Communications	21.0	5.52%	21.8	5.55%	20.4	4.99%
Financial/Business Services	91.2	23.97%	103.5	26.37%	113.6	27.76%
Public Services	123.2	32.38%	126.5	32.23%	129.3	31.60%
Other Activities	21.4	5.62%	18.6	4.74%	22.7	5.55%
Total Employee Jobs	380.5	100%	392.5	100%	409.2	100%

Source: Office for National Statistics

- 2.7** Around 150,900 jobs, 37% of all employee jobs in Glasgow, are located in the city centre. The number of employee jobs in the city centre peaked in 2005 but fell back over the three years to 2008 (Table 7).

Table 7: Location of Employee Jobs (000's)

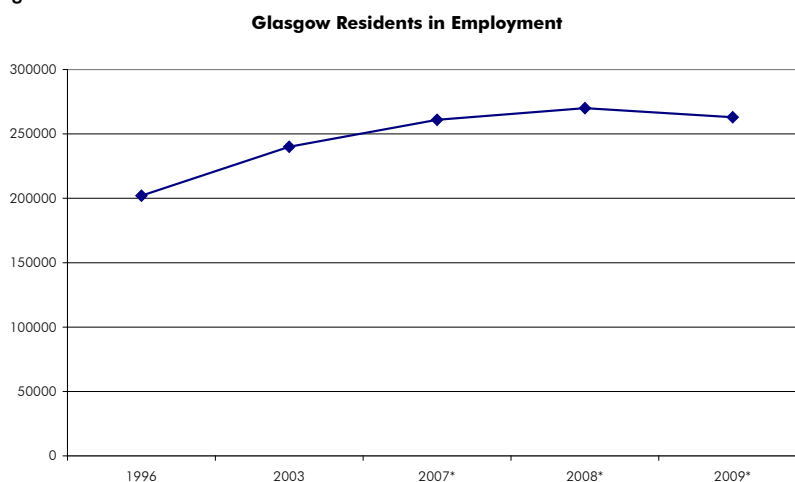
	2003	2005	2008
City Centre	147.0	160.9	150.9
Glasgow	380.5	406.6	409.2

Source: Office for National Statistics

Residents in Work

- 2.8** The number of Glasgow residents aged 16+ in work rose by 30,000 between 2003 to 2008, from 240,000 to 270,000, however, the level fell back to 263,000 over the twelve months to September 2009 (Figure 7). Further falls can be anticipated over the short term due to the prevailing economic conditions. Not all of these residents work in the City. The 2001 Census indicated that only 80% of residents in work, actually worked in Glasgow, the remainder commute to work outside the City. The Census also indicated 158,000 people who lived outside the City, commuted into Glasgow to work.

Figure 7



Source: Labour Force Survey/APS (*September)

2.9 The increase in service industries has been accompanied by changes to the City's occupational structure. Progressive trends since the 1980's are now well established with an increasing representation being taken by professional, technical, and personal occupations compared with a decreasing share taken by elementary, administration and service occupations and unskilled manual trades (Table 8). The figures for 2009, however, highlight job losses in managerial, business and public service professionals. The UK Government's current focus on public sector cuts is likely to result in further job losses.

Table 8: Occupation of Residents in Employment

	2003	2008*	2009*
Managers	28,000	33,800	29,300
Professional	27,000	36,700	36,000
Associated Professional	31,000	41,200	34,200
Administrative	32,000	27,000	32,700
Skilled	22,000	26,600	23,400
Personal	18,000	23,900	26,400
Sales	27,000	27,200	29,400
Operatives	19,000	18,200	19,100
Elementary	35,000	32,600	30,100
Unspecified	1,000	2,800	2,400
Total	240,000	270,000	263,000

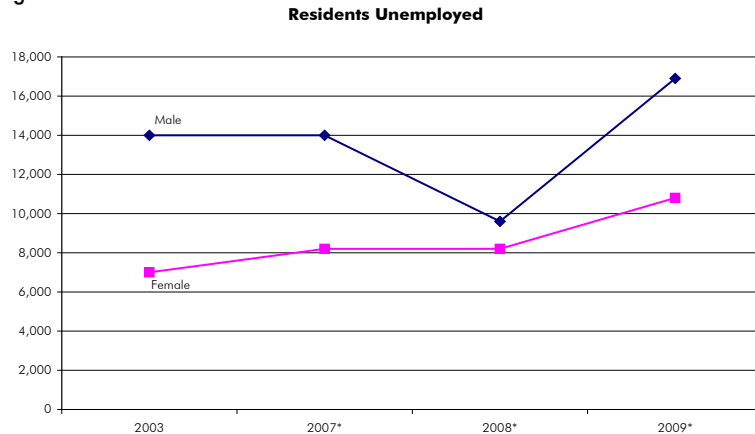
Source: Labour Force Survey/APS (*September)

Unemployment

2.10 The social consequences of the economic downturn are beginning to show in the form of a higher level of unemployment. While unemployment reduced from 21,000 in August 2003 to 17,800 in September 2008 (Figure 8), by September 2009, it had increased to 27,700 as a result of the economic downturn and the effect on businesses.

2.11 The physical consequences are also evident in reduced property investment and development (development activity in 2009/10 was the lowest for over 10 years). Several projects have been put on hold as developers take stock of the state of the market. The downturn is also affecting the rate of new business start up and business failure and the lack of lending by banks is constraining business development.

Figure 8



Source: Labour Force Survey/APS (*September)

2.12 The Job Seeker Allowance claimant count also increased from 14,374 in March 2008 to 24,974 in March 2010 (Table 9).

Table 9: Claimant Count (JSA)

	March 2008		March 2009		March 2010	
	No.	%	No.	%	No.	%
Male	11,251	5.6%	16,172	8.1%	18,906	9.4%
Female	3,123	1.6%	4,845	2.5%	6,068	3.2%
Total	14,374	3.7%	21,017	5.4%	24,974	6.4%

Source: Office for National Statistics

Workplaces

2.13 The number of workplace units in the city centre peaked in 2005 but fell back slightly over the three years to 2008 (Table 10).

Table 10: Workplace Units within Glasgow

	2003	2005	2008
City Centre	5,145	5,454	5,243
Glasgow	20,371	20,959	20,623

Source: Office for National Statistics

2.14 In contrast to the fall in the number of workplaces, Glasgow's stock of enterprises increased from 15,740 in 2005 to 16,570 in 2008 (Table 11). This 5.3% increase is behind the UK and Scotland averages (6.6% and 8.8% respectively).

Table 11: Stock of Enterprises

	Glasgow	Scotland	UK
2005	15,740	136,985	2,182,750
2006	15,680	138,560	2,207,290
2007	16,045	144,205	2,280,215
2008	16,570	149,010	2,325,770

Source: Office for National Statistics

- 2.15** Table 12 highlights that a total of 2,100 new enterprises were established in the City in 2008, however, this was tempered by 1,735 business deaths. While the substantial number of new enterprises is welcome, the high rate of business failures is a concern. The principal growth was in micro-enterprises of between 0 - 9 employees, where there was a net growth of 390 businesses. In contrast, however, there was a net loss of 25 businesses with 10 or more employees.

Table 12: Count of Births and Deaths of New Enterprises in Glasgow in 2008

Employment size band	0-4	5-9	10-19	20 +	Total
Births	1,800	190	75	35	2,100
Deaths	1,425	175	90	45	1,735
Change	375	15	-15	-10	365

Source: Office for National Statistics

Employment Forecasts

- 2.16** Table 13 highlights that total employment in Glasgow is expected to contract from 440,000 to 428,400 between 2008 to 2012. Some recovery is anticipated in 2013 and 2014, however, forecasts over the 2008 – 2014 period suggest employment levels will remain 6,600 below the 2008 level. Manufacturing, Public Administration, Education and Health will bear the brunt of job losses with Business Services the only real growth sector.

Table 13: Employment Forecasts for Glasgow 2008 to 2014 (000's)

	2008	2009	2010	2011	2012	2013	2014
Agriculture	0.2	0.2	0.2	0.2	0.2	0.2	0.2
Extraction	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Manufacturing	23.6	22.0	21.4	20.9	20.6	20.3	19.8
Electricity, gas & water supply	4.1	3.8	3.8	3.7	3.6	3.6	3.5
Construction	21.7	20.5	19.2	18.9	19.0	19.5	19.8
Distribution	61.5	59.5	59.9	60.4	60.9	61.4	62.1
Hotels	27.1	26.5	26.8	26.9	27.1	27.3	27.7
Transport & Communications	22.7	22.0	21.8	21.8	21.8	21.7	21.7
Financial Services	25.7	24.8	24.5	24.5	24.5	24.6	24.8
Business services	94.3	91.4	92.0	93.4	95.4	98.0	101.4
Public admin & defence	30.6	30.2	30.2	29.5	28.3	27.7	27.4
Education	33.3	33.8	33.6	33.1	32.3	31.7	31.4
Health	68.1	68.9	69.6	68.7	67.2	66.1	65.8
Other personal services	25.8	25.7	25.6	25.7	25.9	26.0	26.1
Total	440.0	430.9	430.1	429.3	428.4	429.6	433.4

Source: Oxford Economics

- 2.17** These forecasts were published in April 2010, before the UK general election and in advance of figures published by the Office for Budget Responsibility (OBR), which forecast the loss of over 600,000 jobs in the public sector, at a UK level. Subsequent to the OBR forecasts, Local Futures Group, which provides a geographical perspective on social and environmental change, highlighted that Glasgow has the second highest number of public sector jobs of any UK local authority area and estimates that Glasgow could lose 10,940 public sector jobs by 2016.

- 2.18** Further information on the City's economy is contained in the Glasgow Economic Review November 2010.

Industrial and Business Development Activity

- 2.19** Industrial and business development activity has reduced significantly over recent years as a result of the economic downturn. Table 14 highlights the scale and nature of the reduction, which has been most noticeable in respect of Class 4 (Business) and Class 5 (General Industry) developments. The level of take-up in 2009/10 is significantly below the 10 year average of 15.31 ha and is the lowest take-up since figures were first recorded in 1975/76.

Table 14: Industrial and Business Development Activity in Glasgow 2007 - 2010

Use Class	2006/07		2007/08		2008/09		2009/10	
	No. of Devs	Ha	No. of Devs	Ha	No. of Devs	Ha	No. of Devs	Ha
Class 4	23	8.96	24	5.60	11	3.21	10	1.33
Class 5	4	0.26	9	3.95	5	1.68	6	0.24
Class 6	8	4.46	11	7.34	4	1.70	4	0.10
Mixed (4/5/6)	2	1.03	0	0.00	2	2.58	1	0.00
Total	37	14.71	44	16.89	22	9.17	21	1.67

Source: GCC Development and Regeneration Services

2.20 Industrial and Business Land Supply

Table 15 identifies the nature of the City's industrial and business land supply and highlights that the City's Total Marketable Land Supply fell by 20.5% between March 2006 to March 2010.

Table 15: Marketable Industrial and Business Land 2006 - 2010

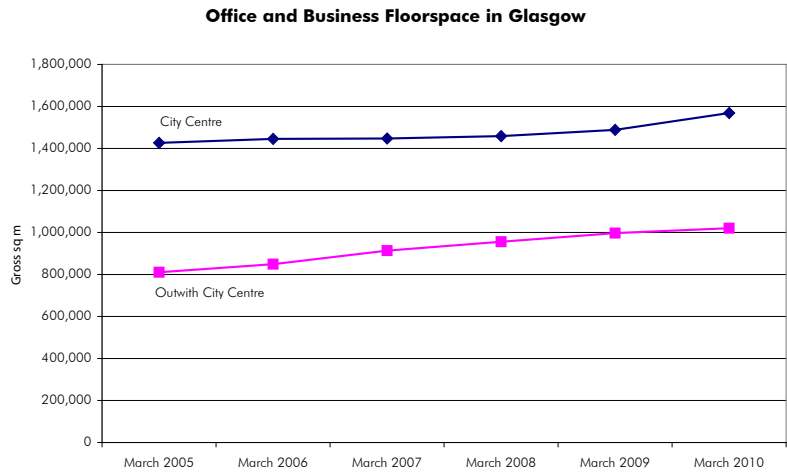
Industrial and Business Land Category	Confirmed Marketable		Potential Marketable		Total Marketable Supply	
	No of Sites	Total Area (Ha)	No of Sites	Total Area (Ha)	No of Sites	Total Area (Ha)
March 2006	33	86.70	33	96.71	66	183.41
March 2007	32	93.47	30	88.91	62	182.38
March 2008	30	85.76	25	76.98	55	162.74
March 2009	32	80.60	24	75.47	56	156.07
March 2010	33	76.20	24	69.75	57	145.95

Source: GCC Development and Regeneration Services

2.21 Office and Business Development

Office and business floorspace in the City increased by over 350,000 sq m between March 2005 and March 2010 (Figure 9). Almost 60% of this increase was outside the City Centre. While the City Centre remains the focus for high density, high value developments, these tend to involve the redevelopment of older office buildings. The result being that the high level of capital investment in the City Centre is not always reflected in the net increase in floorspace. By contrast, developments outside the City Centre are generally lower scale and lower value, however, they also tend to be new properties rather than replacements, leading to higher net increases in floorspace.

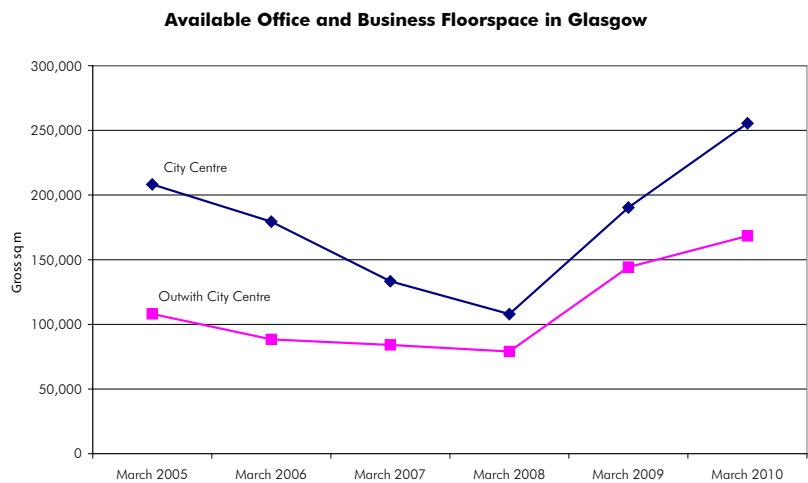
Figure 9



Source: GCC Development and Regeneration Services

2.22 Available floorspace, both within and outwith the City Centre, fell between March 2005 and March 2008, before increasing significantly up to March 2010 (Figure 10). This is the highest level of available floorspace since March 1993, although much of this available space has been due to completions in the City Centre in the year to March 2010.

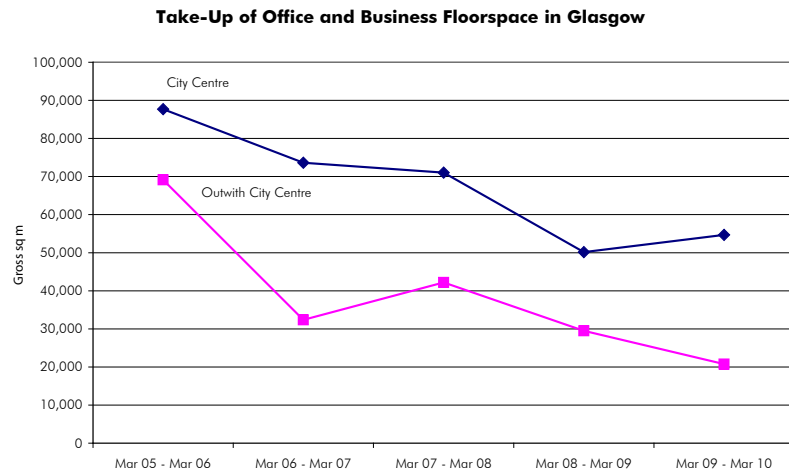
Figure 10



Source: Ryden/GCC Development and Regeneration Services

2.23 Citywide take-up of office and business floorspace in the year to March 2010 was the lowest since March 2004 and below both the 10 year and 5 year average (Figure 11).

Figure 11



Source: Ryden/GCC Development and Regeneration Services

2.24 The industrial and business development strategy and policies in City Plan 2 reflects input from a range of documents, including:

- Scottish Planning Policy 2: Economic Development
- Glasgow and the Clyde Valley Joint Structure Plan 2006
- The City's Economic Development Strategy

2.25 A number of these documents have been revised since the Plan was prepared. SPP 2 was superseded by the consolidated SPP, published in February 2010 and the Glasgow and the Clyde Valley 'Joint Structure Plan' is in the process of being replaced by the Glasgow and the Clyde Valley Strategic Development Plan. Other strategies, including the Scottish Government's 'Government Economic Strategy' and the Council's 'Step Change' Economic Development Strategy are also being refreshed to take account of the current economic conditions. These documents will be reflected in the Local Development Plan.

Development Strategy – Progress

2.26 The following section provides an overview of the progress with the Development Strategy in relation to JOBS and highlights issues which should be taken into account in the Local Development Plan.

Industrial and Business Development (City Plan 2, paragraphs 4.11 – 4.19)

2.27 The economic downturn has had a significant impact on the scale of development activity across a wide range of sectors, including industrial and business development. In the year to March 2010, only 1.67 ha of land was taken-up for industrial and business use, compared to 9.17 ha the previous year and a 10 year average of 15.31 ha per annum. This is the lowest take-up since figures were first recorded in 1975/76. Further details of trends in industrial and business development are contained in the Council's report, Industrial and Business Land Supply and Development Activity 2009/10. Details of individual developments are contained in Major Office, Business and Industrial Development Applications in Glasgow, as at 30 September 2010.

2.28 The economic downturn and subsequent squeeze on public sector resources represents a significant change which will impact on all areas of development, including industry and business.

2.29 While the economic conditions have changed, the physical and land use issues relating to industrial and business development remain largely unchanged. The poor quality of many of the City's industrial and business areas and the mechanism for rationalising these areas to achieve a more sustainable land use pattern continues to be an issue. Policy IB 2: Strategic Industrial and Business Areas, seeks to safeguard the City's better quality industrial and business locations to meet the needs of both existing and incoming companies. This policy, together with the Plan's other industrial and business policies, continue to be appropriate for the Local Development Plan.

Land for Industrial and Business Development (City Plan 2, paragraphs 4.20 – 4.23)

2.30 At March 2010, the City's Marketable Industrial and Business Land Supply comprised 57 sites totalling 145.95 Ha. This represents a reduction of 9 sites and 37.4 ha (20.5%) since March 2006. Further details of the March 2010 industrial and business land supply are contained in Industrial and Business Land Supply, March 2010.



2.31 The reduction in industrial and business development activity has also led to a reduction in the 10 year land requirement, which fell from 186 ha in 2006 to 118 ha in 2010. The consequence of recent development trends is that the 2010 Total Marketable Land Supply of 145.95 ha is now sufficient to meet the 10 year land requirement. The majority of the available sites, however, are small, with 50% being less than 1.00 ha and over 80% less than 4.00 ha. This concentration on small sites continues to limit the City's ability to accommodate large scale industrial or business park investment.

2.32 The definition and requirements of the marketable land supply in the consolidated Scottish Planning Policy remain largely unchanged from SPP 2. Planning authorities should continue to ensure that there is a range and choice of marketable sites and locations for businesses allocated in development plans. As such, the aim of maintaining a range and choice of marketable sites and the intent of policy IB 1: Industrial and Business Land Supply, remains relevant.

Core Economic Development Areas (City Plan 2, paragraphs 4.24 – 4.27)

2.33 The Plan seeks to increase the level of industrial and business development activity within four Core Economic Development Areas (CEDA's) by improving the quality of the industrial and business land supply and maintaining a minimum 10 year supply of marketable land within them.

- 2.34** Development activity in the CEDA's has not been immune to the reduction in economic activity experienced across the City in recent years. In the year to March 2010, only 1.06 ha of land was taken-up in the CEDA's for industrial and business use, compared to 1.67 ha citywide. This contrasts with an average of 10.64 ha in the CEDA's and 15.31 ha citywide over the last 10 years. Over this 10 year period, almost 70% of land taken-up for industrial and business use was within the CEDA's, however, this fell to 62% in the last 5 years. While recent economic conditions have affected the overall scale of development, the location of development indicates that the Plan's aim of increasing development activity in the CEDA's was not being achieved.
- 2.35** The Marketable Land supply within the CEDA's has fallen over the last 5 years, reflecting the citywide reduction over this period. At March 2010, both Glasgow North and Govan CEDA's had a Marketable Land Supply sufficient to satisfy the minimum 10 year requirement, whereas the supply within the North Clyde and East End CEDA's fell below the minimum 10 year requirement. This constrained land supply offers limited scope for increasing the level of industrial and business development activity within these areas – significantly, two areas of the City suffering from multiple deprivation and requiring urgent regeneration action.
- 2.36** While the concept of the CEDA policy in the Structure Plan is clear, the application and implementation of the concept has been less so, with each Local Authority having its own interpretation and how to apply it. As a consequence, the future of the CEDA policy is currently being considered through the emerging GCVSDP, with the favoured option being the deletion of CEDA's and replacement with a general statement of support to encourage higher rates of economic growth on brownfield sites in sustainable locations.

**Safeguarded High Amenity Locations
(City Plan 2, paragraphs 4.28 – 4.32)**

- 2.37** The context for safeguarding the two Nationally Safeguarded Single User Sites at Robroyston is identified in SPP 2, while the Regionally Important Location at Darnley Mains is identified in the approved Joint Structure Plan.
- 2.38** The SPP indicates that it is no longer necessary to identify and safeguard large single user high amenity sites for inward investment through national planning policy. It indicates that such sites should be identified in strategic development plans. As a consequence, the Single User High Amenity Sites were included in a review of the Strategic Economic Locations undertaken for the emerging GCVSDP. This review proposes that the 66 Strategic Economic Locations identified in the Structure Plan are rationalised to 19 Strategic Economic Investment Locations (SEIL's), although this does not preclude some of the existing locations being identified through the THE LOCAL DEVELOPMENT PLAN process. The SDP proposes that the Single User High Amenity Site at Robroyston North is identified as a SEIL, however, the sites at Robroyston South and Darnley Mains do not feature in the SDP. The future designation of these locations will be considered in the Local Development Plan.
- 2.39** Progress with each of the locations is identified below:
- | | |
|------------------|---|
| Robroyston North | the 5.00 ha Nationally Safeguarded Single User site is retained as a high amenity location within Nova Technology Park. |
|------------------|---|

Robroyston South	the 34.26 ha Nationally Safeguarded Single User site was included as part of the Robroyston/Millerston Community Growth Area Masterplan (approved by the Council in September 2009). The masterplan identifies the site for a school/community facility, playing pitches and a park and ride facility associated with a new rail station on the Glasgow to Cumbernauld rail line. A planning application has been submitted for this range of uses, although it has not yet been determined. In view of the promotion of this masterplan, the site has been deleted as a specialised site within the industrial and business land supply.
Darnley Mains	the 5.00 ha Regionally Important site forms part of the larger Darnley Mains Strategic Industrial and Business Location. Planning consent was granted in May 2008, subject to legal agreements, for a mixed use development on the larger site, comprising residential, strategic business/office use, community facilities, hotel and public house/restaurant. The legal agreements have yet to be concluded. The proposal involves the use of the 5.00 ha Regionally Important site for industrial/business use.

Strategic Business and Industrial Sites Programme (City Plan 2, paragraphs 4.33 – 4.36)

2.40 The Strategic Business and Industrial Sites Programme was identified in 1996, in response to the City's shortage of good quality industrial and business sites. Following the success of phases 1 and 2, the Plan indicated that 5 sites would be investigated as options for a third phase of the Programme.

2.41 Progress with these investigations has been slower than anticipated, partly due to the private ownership of the sites concerned and also to the prevailing economic conditions.

Clyde Gateway	Clyde Gateway Urban Regeneration Company (URC) was established in December 2007. The future development of the strategic industrial and business opportunities within Clyde Gateway will be progressed in partnership with the URC and reflected in the Local Development Plan.
Crown Street	Planning consent for a mixed use development, comprising business units, residential and a hotel was granted in March 2007. While the residential element was viewed as an enabling use to support the delivery of the business component, the proposal has not been implemented and the consent lapsed in March 2010. An alternative proposal comprising office/business units, retail superstore and residential was submitted in February 2011. This application has not yet been determined.
Darnley Mains	This site is subject to the same mixed use proposal identified in the section above, relating to the Regionally Important site.

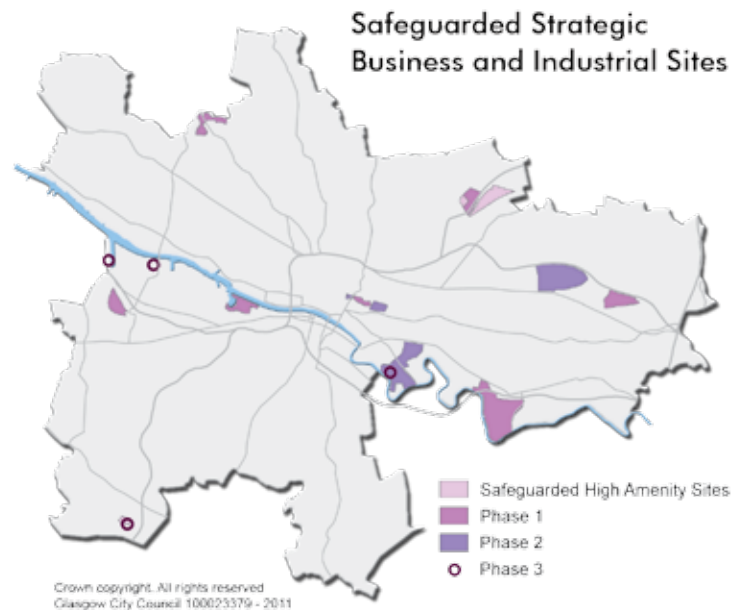
King George V Dock No progress

Linthouse Planning application granted March 2011 for industrial and business use on the southern part of the site and planning application granted, subject to legal agreement for a helipad on the northern part.

2.42 In view of the limited progress, it is unlikely that these sites will be available in the short term to enhance the City's Marketable Industrial and Business Land Supply. The Council has accepted that a limited amount of non-business use may be required on these sites to make industrial and business development viable. In view of the limited scale and nature of available land for such development, the aim of investigating and bringing forward additional strategic sites remains relevant to the future of the City's economic development.

2.43 The masterplan for the New South Glasgow Hospital was approved in 2010. Investigations are underway in respect of the development of a Science Park or Medipark on industrial and business land nearby.

Map 2



Office and Business Development (City Plan 2, paragraphs 4.37 – 4.46)

2.44 Office and business development continues to play a vital role in the City's economy, with the service sector accounting for the majority of employment gains over recent years. Employment forecasts suggest that office employment will be an increasingly important element of the City's economy. It is, therefore, important that the City remains a competitive location for office development.



2.45 The recent reduction in development activity, experienced across a range of sectors, has been particularly noticeable in relation to office and business development. While office completions in the City Centre, in the year to March 2010, totalled 80,000 sq m (the highest level since the late 1980's) it was notable that no new build office developments have started in the City Centre since September 2008. This is the first time in over 50 years that no City Centre office developments have started in the previous 12 month period.

2.46 Development activity, outwith the City Centre, has also been below the 10 year average of 29,000 sq m, with only 11 developments, totalling 22,500 sq m, completed in the year to March 2010. Unlike the City Centre, 2 new build developments, totalling 17,700 sq m, have started since September 2008 (these being a 1,200 sq m housing association office at London Road/Fielden Street and a 16,500 sq m office building for the City Council at Collegelands near High Street).

2.47 Details of individual developments are contained in Major Office, Business and Industrial Development Applications in Glasgow, as at 30 September 2010.

2.48 The consolidated SPP indicates that significant travel-generating uses should be in locations which are well served by public transport and the planning system should support a pattern of development which reduces the need to travel. This is supported by policy TRANS 2: Development Locational Requirements of City Plan 2.

2.49 Policy IB 4: Office and Business Development identifies that the Principal Office Area, within the City Centre, is the preferred location for higher density office developments. Office developments, outwith the City Centre, should be of lower density, benefit from high public transport accessibility and be capable of being easily accessed by pedestrians and cyclists. The general intent of the policy reflects the SPP and remains relevant.

The Local Development Plan Potential Issues

- The significant reduction in property investment and development activity as a result of the economic downturn.
- Increasing level of unemployment.
- The rationalisation of the City's poorer quality industrial and business areas to achieve a more sustainable land use pattern.



ENVIRONMENT

3.1 The Environment section of City Plan 2 includes the following topics:

- Heritage and the Built Environment
- Biodiversity and Greenspace
- Vacant and Derelict Land
- Energy

3.2 The following sections provide an overview of the main changes that have occurred in relation to these topics since the Draft Plan was published in 2007 and highlights issues which should be taken into account in the Local Development Plan.

Heritage And The Built Environment

3.3 In respect of HERITAGE AND THE BUILT ENVIRONMENT the Development Strategy seeks to:

- promote social renewal by improving the image of the City through high quality design, helping enhance its attractiveness for new investment, enriching the built environment of the City and by protecting, enhancing and developing assets which can contribute to the City's regeneration;
- promote sustainability through the protection, repair and re-use of listed buildings and buildings in conservation areas and by ensuring that new development is sustainably designed and constructed; and
- enhance and maintain residents' health by providing attractive living and working environments which help foster mental wellbeing.

Development Strategy – Progress

3.4 The following section provides an overview of the progress with the Development Strategy in relation to HERITAGE AND THE BUILT ENVIRONMENT and highlights issues which should be taken into account in the Local Development Plan.

Urban Design, Sustainable Design and Construction (City Plan 2, paragraphs 5.6 – 5.8)

3.5 The Plan increased the focus on promoting good quality urban design and sustainable design and construction across all types of development, and policies STRAT 1; Design and Sustainable Development, DES 1; Development Design Principles and DES 2; Sustainable Design and Construction, in particular, were included to provide a sound basis on which to deliver an improved quality of development. These policies are gaining greater importance and will remain relevant to the future development of the City, due to climate change and the need to decrease the City's ecological footprint. They may require to be refined for THE LOCAL DEVELOPMENT PLAN to take account of new guidance and other relevant factors.

Conservation Areas (City Plan 2, paragraphs 5.9 – 5.12)

3.6 The Plan highlights that the Council will undertake Conservation Area Appraisals for each of the City's conservation areas. To date, 13 appraisals have been completed, with a further 9 in progress. These appraisals are helping to identify improvements to existing conservation areas and the potential for further conservation area designation. Details of the appraisals can be found on the Conservation Area Appraisals weblink.

Listed Buildings

(City Plan 2, paragraphs 5.13 – 5.18)

- 3.7** Legislation relating to the historic environment in Scotland has been amended through the Historic Environment (Amendment) (Scotland) Bill, which was approved by the Scottish Parliament on 20 January 2011. The Bill introduces a range of measures, including a series of enforcement provisions that harmonise aspects of historic environment legislation with planning legislation. This enhances the regulatory authorities ability to deal with urgent threats to the historic environment.
- 3.8** In addition to the legislative change, a revised Scottish Historic Environment Policy (SHEP) document was published in July 2009. This sets out Scottish Ministers' policies, providing direction for Historic Scotland and a policy framework that informs the work of a wide range of public sector organisations. A series of guidance notes, (Managing Change in the Historic Environment) explaining how to apply policies contained in the SHEP, were published by Scottish Ministers in December 2010. These provide further information for planning authorities and other interested parties. The revised SHEP, together with the emerging legislative changes, will be reflected in the Local Development Plan.
- 3.9** The Council undertook the second five yearly survey of the condition of all listed structures in the City during 2009/10. The survey results will inform an updated Action Plan to address the issues related to historic buildings requiring repair.
- 3.10** Townscape Heritage Initiative (THI) projects have been established for the Merchant City, Parkhead Cross and Govan Cross. The Merchant City THI is scheduled to complete in July 2011, by which time it will have successfully undertaken 59 building and public realm projects. The Parkhead Cross THI has facilitated a number of shopfront improvements and the restoration of Parkhead Congregational Church to create an improved community space. It is scheduled to complete in December 2011. The Govan Cross THI was launched in 2009 and has facilitated repair and restoration work to the Pearce Institute and Aitken Memorial Fountain, together with public realm improvements to Govan Cross. Further building repairs and shopfront improvements are planned as part of its 5 year programme of implementation scheduled to complete in September 2014.
- 3.11** Further information relating to Conservation Areas and Listed Buildings can be found on the Council's Heritage and Design weblink.

Archaeology

(City Plan 2, paragraphs 5.20 – 5.22)

- 3.12** There has been no significant change to the archaeology context highlighted in City Plan 2. Much of the Council's remit in relation to archaeology is discharged through the West of Scotland Archaeology Service, which provides relevant archaeological services for 11 local authorities in the west of Scotland. This includes information on sites and monuments, details of recent fieldwork and discoveries, and links to other archaeological organisations and groups. Further information can be found on the West of Scotland Archaeology Service website.

- 3.13** The Council has launched the Historic Glasgow website, which provides information on a wide range of themes relating to both ancient and modern history of the City, including details of archaeological excavations.

World Heritage Sites

(City Plan 2, paragraphs 5.23 – 5.24)

- 3.14** The Plan highlighted the Council's intention to submit a bid for some Charles Rennie Mackintosh buildings to be included on the World Heritage Site UK Tentative List. A bid for inclusion on the UK Tentative List was submitted in June 2010. A decision on the bid is expected during 2011.



Public Realm

(City Plan 2, paragraph 5.25)

- 3.15** Public realm works can improve the image of the City. The programme of public realm works at Tradeston Waterfront has been completed and the next implementation phase will focus on improvements to traffic management and the creation of new cultural hubs and linkages in the City Centre. Due to financial constraints, there is no budget for rolling out further public realm works beyond 2011. It is anticipated that future works will focus on city centre projects, where there is more scope to attract funding, although some public realm improvements are being brought forward as part of THI projects.

Public Art, Dressing the City and Lighting Strategies

(City Plan 2, paragraphs 5.26 – 5.28)

- 3.16** The incorporation of public art, well designed street decorations and appropriate lighting schemes can improve the image of the City. Lighting projects in particular can also enhance both actual and the perception of public safety. The Council continues to promote the incorporation of public art and public realm works in new developments through its public art policy included in policy DES 1: Development Design Principles. A recent example being the sculpture commemorating the Trades House installed in the new public realm works to Hutcheson Street/Garth Street.



- 3.17** Dressing the City is the ongoing Council initiative to promote major civic/corporate/cultural/sporting events through the use of banners, such as those on the George Square columns.

- 3.18** The Lighting Strategy has been re-named 'Sustainable Urban Lighting' to reflect the changing emphasis of the work being undertaken. The focus has moved to smaller scale community based projects in partnership with our regeneration partners, notably GHA. These small scale projects are being used to engage with local communities and to 'signal change' in their area. Examples of recent projects include – Castlemilk Towers and the ongoing work in Pollokshaws.

- 3.19** The Council is also actively involved in the LUCI Association (Lighting Urban Community International), which is an international network of over 60 cities. The Association aims to give a clear view on the issues that should be taken into account by sustainable lighting strategies and provides a reference framework within which towns and cities can develop their own lighting strategies. Glasgow is President of the Association (2010 – 2012).

- 3.20** Further information relating to the City of Light initiative can be found on the Council's City of Light weblink.

Advertising

(City Plan 2, paragraph 5.29)

- 3.21** Advertising can impact on the quality of the City's environment. Accordingly, the guidance provided in the Plan remains relevant.

The Local Development Plan Potential Issues

- Financial constraints are likely to impact on future public realm works.

Biodiversity And Greenspace

- 3.22** In respect of BIODIVERSITY AND GREENSPACE the Development Strategy seeks to:

- promote social renewal by enriching the environment of the City and creating attractive living and working environments, improving quality of life;
- promote sustainability by protecting and enhancing biodiversity and greenspaces and realising the potential of the green network for sustainable drainage systems; and
- improve residents' health through the positive impact which local greenspace, trees and woodlands and enhanced biodiversity can have on mental health and by providing for local access to the green network.

Development Strategy – Progress

- 3.23** The following section provides an overview of the progress with the Development Strategy in relation to BIODIVERSITY AND GREENSPACE and highlights issues which should be taken into account in the Local Development Plan.

The Green Network

(City Plan 2, paragraphs 5.33 – 5.45)

- 3.24** The development of the green network is progressing through the Council's participation in the Central Scotland Green Network and the Glasgow and Clyde Valley Green Network Partnership. The Central Scotland Green Network is identified as a national priority in National Planning Framework 2. Details of recent investment and the range of green network projects currently being pursued within Glasgow, are highlighted in Glasgow and Clyde Valley Green Network Partnership Review – Glasgow.
- 3.25** The consolidated SPP requires local authorities to produce an Open Space Strategy based upon a comprehensive quantitative and qualitative assessment of the open space within their administrative boundary. A quantitative audit and Open Space Map was produced by the Council in early 2010, using the open space types identified in Planning Advice Note 65: Planning and Open Space (PAN 65). This audit will be updated annually and identifies areas subject to Policy ENV 1: Open Space Protection.
- 3.26** The Council has also commissioned the preparation of a 'Strategy for Glasgow's Open Spaces'. The work for this has included a qualitative audit of a representative sample of open space in the City. It will also be informed by the Council's participation in the Central Scotland Green Network and the Glasgow and Clyde Valley Green Network Partnership. Delivery of a draft Open Space Strategy to the Council is expected early in 2011.

Strategic Drainage and Flood Risk (City Plan 2, paragraphs 5.46 – 5.48)

- 3.27** The Plan highlighted the lack of capacity in the surface water drainage systems serving the City. While some progress has been made in respect of surface water management studies and increasing the capacity of the Camlachie Burn overflow, capacity constraints with the surface water drainage system and resultant flooding risk continues to be a major issue. These constraints limit the City's development aspirations and are a major issue for the Local Development Plan.
- 3.28** The Flood Risk Management (Scotland) Act 2009 came into force in June 2009. This legislation introduces a more sustainable and co-ordinated approach to flood risk management and aims to ensure that all the bodies involved in flood risk reduction work together to deliver results. THE LOCAL DEVELOPMENT PLAN will reflect the provisions of this revised legislative framework, where appropriate.
- 3.29** City Plan 2 also highlighted that the Council was participating in the Glasgow Strategic Drainage Plan. This has now been extended to include the wider metropolitan area and has been renamed the Metropolitan Glasgow Strategic Drainage Partnership (MGSDP), comprising local authorities, Scottish Government, Scottish Water, Scottish Environmental Protection Agency (SEPA) and the Clyde Gateway URC. The Partnership aims to provide a holistic approach to managing surface water which will reduce flood risk and unlock development potential while improving water quality and allowing residential areas to co-exist with the natural landscape.
- 3.30** The MGSDP is making progress on integrated infrastructure delivery and is currently developing Surface Water Management Plans for the Clyde Gateway Project Area and Toryglen.
- 3.31** Further details of specific projects being progressed through the MGSDP can be viewed at the Metropolitan Glasgow Strategic Drainage Partnership website.

Local Nature Reserves (LNRs) (City Plan 2, paragraph 5.49)

- 3.32** The Plan identified several locations where the Council will seek to achieve Local Nature Reserve (LNR) Status. The Council is actively progressing the designation of Linn Park, Cathkin Braes and Waulkmill Glen/Darnley Mill LNR's. Legal agreements are also being progressed for the extensions to Cardowan Moss and Bishop Loch LNR's. Progress on the Frankfield Loch LNR is being discussed with North Lanarkshire Council.

The Glasgow Local Biodiversity Action Plan (City Plan 2, paragraph 5.51)

- 3.33** The Plan highlights that the Council will promote policies, programmes and other mechanisms that further the protection and enhancement of biodiversity in the City. The Council seeks to achieve this through the Glasgow Local Biodiversity Action Plan (LBAP), which sets priorities, establishes protection for species and habitats and helps secure the opportunities for enhancement of ecosystems and important features for biodiversity. The LBAP identifies local action to help deliver the UK Biodiversity Action Plan and the Scottish Biodiversity Strategy Scotland's Biodiversity: It's in Your Hands, however, it also reflects the priorities and obligations identified in other national and international documents. Further information on the LBAP can be found on the Glasgow Local Biodiversity Action Plan weblink.

Trees Gardens and Woodlands (City Plan 2, paragraphs 5.52 – 5.53)

3.34 The Council completed 8 woodland management projects in 2008/09, with funding support from Forestry Commission Scotland. Funding has been approved for a further 2 projects, one of which, Dawsholm Park, is currently underway, while tenders are being developed for the other project, Cathkin Quarry Landfill Woodland Creation. Additional funding bids have been submitted to Forestry Commission Scotland, under their Woodlands In and Around Town (WIAT) Challenge Fund, for Linn Park and Castlemilk Woodlands Improvements. The success of these bids will not be known until April/May. Further details of woodland management projects can be found on the Trees and Woodland weblink. The Council also undertakes a rolling programme of surveys in order to identify necessary works to safeguard street and amenity trees. These projects contribute to developing the city's green network, biodiversity and access for recreation.

The Glasgow Core Paths Plan (City Plan 2, paragraphs 5.54 – 5.56)

3.35 Development of a Core Paths Plan is a requirement of the Land Reform (Scotland) Act 2003. The Council has a duty to develop a plan for a system of 'core paths' sufficient for the purpose of giving the public reasonable access throughout their area. The Council undertook public consultation on Final Consultative Draft Glasgow Core Paths Plan in 2008. A number of representations were received and negotiations are ongoing in an attempt to resolve the remaining objections. An SEA Environmental Report for the Core Paths Plan was published for consultation in March 2011. If all objections on the Final Consultative Draft Core Paths Plan and Environmental Report cannot be resolved, a public local inquiry will be held later in 2011, however, if all objections are resolved and a public local inquiry is not required, the Core Paths Plan will be adopted in summer 2011.

Allotments (City Plan 2, paragraph 5.57)

3.36 The Plan highlights that the Council will promote the active use and enhancement of allotment gardens and, where appropriate, seek additional allotments space through new developments. An Allotments Strategy has now been prepared and this sets out the Council's commitment to allotments, and its plans for improving them over the next 5 years. The Council is examining the temporary use of vacant or under used sites as land for growing local produce pending the redevelopment of the land in future.

Local Environmental Initiatives (City Plan 2, paragraph 5.58)

3.37 The Council is involved with numerous local environmental initiatives, such as the Stalled Spaces: Temporary Landscapes initiative, therefore the action point relating to this topic remains relevant and is ongoing.

The Local Development Plan Potential Issues

- The capacity of the City's surface water drainage system presents a constraint to development, limiting the City's development aspirations.

Vacant And Derelict Land

3.38 In respect of VACANT AND DERELICT LAND the Development Strategy seeks to:

- facilitate new investment in the areas in which vacant and derelict land is most prevalent, often those parts of the City which are the Council's social renewal priorities;
- promote sustainability by providing for the recycling of land in sustainable locations, maximising the use of existing infrastructure investment and minimising greenfield development; and
- improve resident's health by addressing sites which, because of dereliction/contamination, may present health or accident risks to nearby residents and other environmental receptors, e.g. water, landscape and wildlife and by improving local environments which can positively impact on mental wellbeing, including landscape and water environments and enhanced biodiversity.

Development Strategy – Progress

3.39 The following section provides an overview of the progress with the Development Strategy in relation to VACANT AND DERELICT LAND and highlights issues which should be taken into account in the Local Development Plan.

Unlocking Development Potential/Development Opportunities (City Plan 2, paragraphs 5.62 – 5.69)

3.40 Vacant and derelict land is a problem in Glasgow, but it also represents a substantial opportunity for physical development and community regeneration. The level of vacant and derelict land in the City reduced over the period 1998 to 2007, but has increased since 2007, due to a range of factors including:

- the reduced take-up of land as a consequence of the economic downturn
- the clearance of land for the M74 Completion project
- the Glasgow Housing Association demolition programme
- demolitions required to create space for the 2014 Commonwealth Games Village

3.41 It is anticipated that the level of vacant and derelict land will reduce as these, and other, projects progress.

Table 16: Vacant and Derelict Land in Glasgow 2006 - 2010

Vacant and Derelict Land	No. of Sites	Total Area (Ha)
March 2006	851	1,286.23
March 2007	839	1,267.76
March 2008	920	1,325.76
March 2009	922	1,344.04
March 2010	922	1,321.72

Source: GCC Development and Regeneration Services

3.42 In view of these combined factors, the Council's target of treating at least 100 hectares of vacant and derelict land per annum will not be achieved in the short term. The emphasis is now on maintaining the scale of vacant and derelict land at its current level until economic conditions improve.

- 3.43** To help facilitate development of vacant and derelict sites, the Council set up City Property LLP in October 2009. This organisation has responsibility for marketing Council owned property and aims to make a positive contribution to the early development of vacant and derelict sites in Council ownership. The Council has also used innovative remediation initiatives for vacant and derelict sites to help deliver the Commonwealth Games. Details of these initiatives are highlighted in A Games Legacy for Scotland, published by the Scottish Government in September 2009.
- 3.44** Another innovative solution has been the greening of vacant and derelict sites. This is currently being pursued through the Glasgow and Clyde Valley Green Network Partnership. Details of specific projects can be found on the Glasgow and Clyde Valley Green Network Partnership website. Further initiatives to bring forward development and to temporarily improve vacant and derelict land continue to be investigated. It is increasingly apparent that this requires more partnership working, with both the private and public sector, to maximise opportunities.
- 3.45** Further details of the City's vacant and derelict land can be obtained from the Vacant and Derelict Land Reports on the Council's website.

The Local Development Plan Potential Issues

- The volume of vacant and derelict land in the City is not falling as quickly as anticipated in City Plan 2.

Energy

- 3.46** In respect of ENERGY the Development Strategy seeks to:
- advance social renewal by delivering more energy efficient homes, reducing household fuel consumption and expenditure;
 - promote sustainability by encouraging lower carbon buildings, with increased on-site energy generation and use of low and/or zero carbon technologies; and
 - improve and maintain residents' health by promoting the development of energy efficient, warmer homes.

Development Strategy – Progress

Environment/Renewable Energy Sources (City Plan 2, paragraphs 5.79 – 5.81)

- 3.47** The issue of Energy and Renewable Energy Sources is addressed in the Sustainable Glasgow Report, published in January 2010. The report seeks to promote measures that will secure a reduction in the City's energy consumption and carbon emissions in support of the Climate Change (Scotland) Act 2009. It sets out proposals to manage the City's energy consumption and establish Glasgow as a centre of excellence in the development of sustainable energy solutions, technologies and expertise. The report contains a number of recommendations, some of which are beyond the scope of the planning system to deliver, however, others such as ensuring that new developments are fully integrated into the Sustainable Glasgow Initiative, raise issues that need to be considered in the Local Development Plan.

- 3.48** Climate change and its impact is one of the key drivers of change for the Local Development Plan. The Climate Change (Scotland) Act 2009 sets a statutory framework for reducing greenhouse gas emissions and provides the context for moving Scotland to a low carbon economy. The SPP reflects the provisions of this climate change legislation and identifies the need for the planning system to help mitigate the causes and likely impacts of climate change. This includes consideration of the location, design, travel requirements and energy needs of new developments, together with minimising the likely impact of existing developments.
- 3.49** The Act requires public bodies to contribute to the delivery of the targets set out in the legislation. In support of this, the Council has developed a Climate Change Strategy and Action Plan which set out strategic measures and actions to address the serious challenges the organisation faces as a result of global warming now and in the future. A Sustainable Energy Action Plan (SEAP), which is a requirement of the Council's Covenant of Mayors declaration, is being further developed in line with the Sustainable Glasgow initiative and the Energy and Carbon masterplan.
- 3.50** The issue of climate change and the reductions of greenhouse gas emissions is such a crosscutting issue that it underpins all aspects of THE LOCAL DEVELOPMENT PLAN and will form a central theme of the Main Issues Report.

The Local Development Plan Potential Issues

- Climate change and its impact is one of the key drivers of change for the Local Development Plan.



INFRASTRUCTURE

4.1 The Infrastructure section of City Plan 2 includes the following topics:

- Transport
- Retail and Other Town Centre Uses
- Waste Management
- Water Supply
- Drainage and Sewerage
- Information and Communication Technologies
- Other Utilities
- Education
- Hospital Provision
- Culture and Sport

4.2 The following sections provide an overview of the main changes that have occurred in relation to these topics since the Draft Plan was published in 2007 and highlights issues which should be taken into account in the Local Development Plan.

Transport

4.3 In respect of TRANSPORT the Development Strategy seeks to:

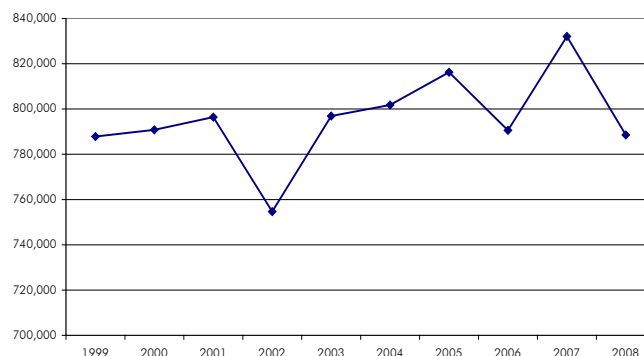
- advance social renewal by helping facilitate regeneration, attract jobs and retain existing employment, and by providing for easy access to jobs, services and other destinations for all City residents, regardless of life circumstances;
- promote sustainability, by helping reduce the need to travel and increasing the use of sustainable modes for those trips which are undertaken; and
- improve residents' health by minimising air and water pollution at source, increasing the opportunity for physical activity and by improving road safety through reducing traffic and traffic speeds, in appropriate locations.

The Changing Context

Road Traffic Flows

4.4 City Plan 2 highlighted that, without intervention, levels of traffic were likely to continue to increase in Glasgow. Despite this, Figure 12 identifies that traffic growth between 1996 and 2005 fell to 0.46% per annum. Between 1999 and 2008 the average annual growth was as low as 0.01%. Although these figures present a positive picture, the environmental and health implications of congestion do not allow for complacency.

Figure 12 5 Day Average Daily Traffic Flows in Inner Glasgow



Source: Land and Environmental Services, GCC

Modal Share

4.5 Table 17 highlights that within the City, commuting by car has shown a slight increase between 2007/08 and 2009. Given the relatively small basis for comparison and the results from the Average Daily Traffic Flows above, this should not give cause for concern. Despite this, maintaining the emphasis on the use of public transport, together with walking and cycling, continues to be appropriate.

Table 17: Mode Share – Commuting by Car (including passengers)

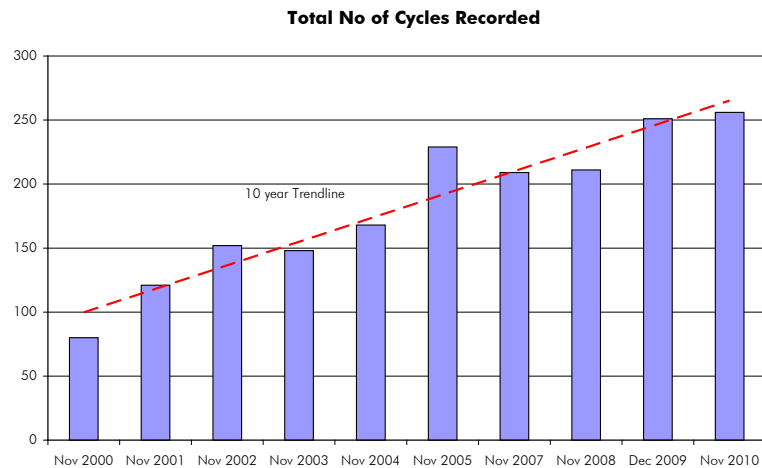
	Glasgow	Scotland
2007/08	50%	67%
2009	52%	67%

Source: Scottish Household Survey

Cycling

4.6 Figure 13 identifies the analysis of the use of Council provided cycle stands in the city centre. The data highlights that, between 2000 and 2010, the use of Council provided cycle stands in the city centre increased by 220%.

Figure 13



Source: Land and Environmental Services, GCC

Strathclyde Partnership for Transport (SPT) Baseline Monitoring Report

4.7 Following a request by the Council, SPT have undertaken an assessment of the City's current transport network and the interaction with land-use and demographics, using the Strathclyde Integrated Transport and Land Use Model (SITLUM) and the Strathclyde Integrated Transport Model (SITM4). This assessment was based on the Council's land-use forecasts, together with Oxford Economics (OE) land-use and economics forecasts prepared for the Glasgow and the Clyde Valley Strategic Development Plan Authority. It was also referenced to the current transport network and services plus committed transport schemes. The report is available on the Council's website.

- 4.8** The report anticipated that, in line with their various transport strategies, Glasgow City Council, SPT and Transport Scotland and their other transport partners will continue to develop public transport proposals, encourage sustainable travel and reduce dependency on car. The report 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 around the Community Growth Areas. The main changes in the strategic network are as a result of changes in travel patterns brought about by the completion of the M74.

Development Strategy - Progress

- 4.9** The following section provides an overview of the progress with the Development Strategy in relation to TRANSPORT and highlights issues which should be taken into account in the Local Development Plan.

Roads

(City Plan 2, paragraphs 6.9 – 6.18)

- 4.10** The Plan highlighted the significant role of the road network in supporting economic development activity and identified a number of road proposals. Progress on these proposals, since 2007, is noted in Table 18.



Table 18: Road Proposals

Project	Progress
National Strategic Routes: M74 Completion	Work well advanced with completion programmed mid 2011
M8 Baillieston to Newhouse upgrade	Recently received approval by the Scottish Government for upgrade to motorway status, along with improvements to the M8, M73 and M74. Completion is scheduled for 2013/14 Improvements being promoted to deal with road capacity issues between Baillieston and Maryville Interchanges as a consequence of the M74 Completion and M8 Upgrade
City Strategic Routes: East End Regeneration Route	Phase 1 (Oatlands Bypass) completed. Phase 2 (Parkhead) under construction and scheduled for completion by Spring 2012 Phase 3 (Parkhead to Provan) has been to tender, although no date has been agreed for commencement of work.
North Clydeside Development Route	The SECC and Glasgow Harbour sections of the route are now complete Current lack of funding to develop the Yoker section

Project	Progress
<p><u>Other Roads</u> Bishopbriggs Relief Road (dualling)</p>	A section of this route has been completed within Glasgow although the upgrade of the road remains dependant on the housing development proceeding
Blackhill Road upgrade	The route has been partially upgraded by a private housing developer and the City Council
Crookston spine/bus link road	This is dependant on the housing proposal proceeding for Greenfield Release Site
Duke Street realignment (Parkhead)	No progress but still relevant and remains in the Local Development Strategy
Easterhouse Regeneration Route	The Greenfield housing release site at the southern section of the route has received planning permission and is currently awaiting a section 75 agreement. The viability of the route, nevertheless, remains dependent on a second housing proposal going ahead
Gartloch Road upgrade	Funding has not been allocated to this road proposal as part of the Council programme
Robroyston/Millerston spine/ bus link road	A Masterplan was approved by the Council in September 2009 and an application for planning permission in principle has been submitted for the proposed housing. The viability of the road is dependant on the housing proposal going ahead
<p><u>Other Identified Schemes</u> Northern Circumferential Route</p>	No progress has been made with the feasibility study. This route is dependent on the housing development proceeding
Baillieston/Broomhouse Community Growth Area spine/bus link road	A Masterplan for this site was approved in May 2009. Discussions re: transport solutions are on-going and the exact nature of the route is still under discussion. Its viability remains dependant on housing proposed for the Community Growth Area.

4.11 Further information on some of these proposals is available through following weblinks:

- M74-completion;
- M8 Baillieston to Newhouse;
- East End Regeneration Route;
- Oatlands Bypass; and
- M8 Associated Network Improvement Study.

Rail

(City Plan 2, paragraphs 6.19 – 6.25)

4.12

The Plan supported the implementation of a number of rail schemes. The transfer of responsibility for the rail network from Strathclyde Partnership for Transport (SPT) to Transport Scotland in 2005 has resulted in a number of revisions to rail priorities. Progress on the implementation of schemes highlighted in City Plan 2 is noted in Table 19 below.

Table 19: Rail Proposals

Project	Progress
National Strategic Glasgow Airport Rail Link (GARL)	Project cancelled by Scottish Government. Related works are being carried out - capacity and signalling improvements between Glasgow Central and Paisley Gilmour Street stations and a new line and two additional platforms at Glasgow Central
Crossrail	Project not supported by Transport Scotland (with the exception of the development of the Kelvinhaugh Turnback)
Rail Links Garngad Chord	Transport Scotland support this project as part of proposals for the electrification of the Cumbernauld rail line
Carmyle-Newton Chord	Project being reviewed by Transport Scotland
Proposed Rail Stations	The Plan proposes the development of stations at Blochairn/Garngad, Bogleshole (Cambuslang Investment Park), Drumchapel West, Germiston, Ibrox, Jordanhill West, Millerston, Parkhead Forge and Robroyston. New suburban stations not generally supported by Transport Scotland. Business case for new rail station at Robroyston/Millerston to support development of the community growth area being prepared.

4.13

Transport Scotland supports the development of inter city rail routes and services over further development of suburban rail networks. Proposals for new rail stations are assessed against the Scottish Government's Scottish Transport Appraisal Guidance (STAG). This considers the use of existing rail stations before supporting new stations. Any new station should demonstrate high levels of demand using feeder, rather than inter-urban, services. The Council retains its support for the development of appropriate new rail stations and will have regard to the National Transport Strategy to justify their development in the future. Further information is available using the weblink: Scotland's National Transport Strategy 2006.

4.14

Rail connectivity was improved in December 2010 with the opening of the Airdrie to Bathgate line. The route provides an electrified rail link from Helensburgh on the west coast to North Berwick on the east coast of Scotland, utilising part of the City's rail network.

Table 20: Rail and Subway Schemes identified since 2007

Project	Progress
Electrification of the Whifflet, Cumbernauld, Paisley Canal, East Kilbride, Barrhead Lines	Proposed by Transport Scotland and being programmed by Network Rail
Rail station upgrading	Upgrading of Bridgeton station by SPT completed and funding secured by SPT for major upgrades of Dalarnock station in support of the Commonwealth Games
Modernisation of the subway	Scheme approved in principle by SPT – involving new trains, automated signalling and redevelopment of all stations (including introduction of smartcard ticketing). Design work has started for the Hillhead, Kelvinhall and Ibrox stations.
High Speed Rail	High speed rail connectivity to major cities is being promoted by the UK Government with a first phase proposed between London and Birmingham. The Scottish Government, and other stakeholders including the Council and SPT are campaigning to ensure that high speed rail will be developed north of the border to benefit the nation's economy. Glasgow is being promoted as a destination on the high speed network and consideration is being given to the location of a route and station to serve this purpose.

- 4.15** Further information on some of these proposals is available on the following weblinks:
 Moving Ahead, Planning Tomorrow's Railways 2010;
 SPT Subway Modernisation
 High Speed Rail News Article

**Bus/Clyde Fastlink
 (City Plan 2, paragraphs 6.26 – 6.31)**

- 4.16** The Plan supported the implementation of a range of public transport bus proposals. Progress on the implementation of schemes highlighted in City Plan 2 is noted in Table 21.

Table 21: Bus Based Proposals

Project	Progress
Clyde Fastlink	Scottish Government has agreed to contribute towards the development of the north and south bank routes with funds also coming from developer contributions. Planning consent has been granted for the north bank route with route reservations in place at the SECC and Glasgow Harbour. A 0.5km section of route has been completed at Broomielaw and the section across the Clyde Arc Bridge installed. Route reservations on the south bank established at Pacific Quay and South Glasgow Hospital (SGH) in Govan. The SGH section will be provided as part of the work for the new hospital complex. Transport Scotland is considering the business case for the Government's funding contribution in advance of developing a project timetable.
Tourist Transport Route from Kelvingrove Art Gallery and Museum to new Museum of Transport	This will not be pursued due to the cost of the route and the provision of tram/train infrastructure. This should be deleted as a tourist route and the existing cycling/walking network will be taken forward.
Community Growth Areas	Appropriate public transport/access proposals are being developed through the respective masterplans and planning applications
Streamline Routes	SPT will fund the development of routes for: <ul style="list-style-type: none"> • Aikenhead Road; • Cathcart Road; • Corkerhill Road/Peat Road; • Petershill Road; • Royston Road, and • Sauchiehall Street/ Berkeley Street. <p>No funding is available to implement the other 6 routes identified in City Plan 2 at this time</p>

4.17 Further information on Clyde Fastlink is available using the weblinks: SPT Fastlink Report and SPT Clyde Fastlink webpage.

4.18 SPT completed the Draft West of Scotland Conurbation Public Transport Study in 2009. This looks at the public transport needs of the conurbation over the next 15 years and provides the basis for consultation with stakeholders, including the Council. The Glasgow and the Clyde Valley Strategic Development Plan Main Issues Report referred to the study, although details have yet to be developed by SPT in consultation with Transport Scotland, the Council and other stakeholders. The outcome of the finalised study will be reflected in the Local Development Plan.

**Walking and Cycling
(City Plan 2, paragraphs 6.32 – 6.36)**

- 4.19** The Plan highlighted that in 2005, 16% of all trips in Glasgow were made by walking. Comparable figures for 2009 indicate that this had increased to 22%. The level of walking trips to school increased from 51% to 54% over the same period. The 220% increase in the use of Council provided cycle stands in the city centre suggests that the number of cycle trips has also increased, although, the Council acknowledges that the level of cycling is being constrained by road safety concerns.
- 4.20** The Scottish Government is seeking to support these forms of transport through their Designing Streets: A Policy Statement for Scotland design guidance which advocates greater priority being given to walking and cycling. The Smarter Choices/Smarter Places initiative which looks at infrastructure and marketing measures in relation to cycling and walking is now in place. See website at: Smarter Choices Smarter Places.
- 4.21** The Cycle Action Plan for Scotland 2010 draws together all organisations with a stake in cycling to deliver real and lasting change based on the needs of the public. Combined with a £3.9 million budget, it aims to boost cycling numbers across Scotland with a view to achieving 10% of all journeys by bike by 2020. Glasgow’s Strategic Plan for Cycling Glasgow 2014 Commonwealth Games and Beyond has been developed to provide the various cycling bodies and stakeholders with a clear direction and set of priorities in order to secure the group’s shared vision. To maximise this opportunity the Plan will be in place for the opening of the Games in 2014 and ensure a cycling legacy from the 2014 Commonwealth Games in terms of environment, health and sport.
- 4.22** The City’s designated cycle network now extends to over 220 km, an increase on the 165 km identified in City Plan 2. This increase in cycle route provision has been delivered through various initiatives including, the Smarter Places, Smarter Choices project and the Connect 2 schemes. A review of the network is currently being undertaken by the Glasgow Centre for Population and Health and this aims to identify how the routes are used. The findings of the review will be used to inform future investment in the cycle network. Progress on the implementation of schemes highlighted in City Plan 2 is noted in Table 22 below.

Table 22: Walking and Cycle Route Proposals

Project	Progress
M8 overbridge at Anderston	Completed - providing a traffic free route into the City Centre from the west
Clyde walkway, east of Crown Street and Broomielaw	Completed
Glasgow Harbour Northern Route	Route protected as part of planning consent
Merchant City Wynds from Miller Street to Virginia Street	Routes protected as part of planning consent

Project	Progress
Broomielaw Wynds (IFSD)	Routes protected as part of planning consent
London Road Route	This is currently underway as part of the Smarter Choices/Smarter Places development programme.
Cardonald Park to Hillington East Station	Route protected as part of planning consent

4.23 Further information is available using the weblink: [Glasgow Cycle Network](#)

Table 23: Walking and Cycling Schemes identified since 2007

Project	Progress
Kelvingrove Museum and the Museum of Transport	A walking/cycling route will be developed to provide a link between these tourist venues
Development of Core Paths Network routes	Potential walking and cycling links across the River Clyde in the Dalmarnock and Cunnigar Loop areas, across the Forth and Clyde Canal and across the River Kelvin to link Glasgow University with the Kelvingrove Museum and Art Gallery are being investigated

4.24 To support the development of the network of routes for walking and cycling, the Council is implementing a programme of cycle parking provision in public places, including at schools.

4.25 Policies ENV 10: Access Routes and Core Paths Network, TRANS 5: Providing for Pedestrians and Cyclists in New Development and TRANS 6: Cycle Parking Standards, all support the development of walking and cycling provision, DES 1: Development Design Principles, and remain relevant.

Freight Facilities

(City Plan 2, paragraphs 6.37 – 6.38)

4.26 The Plan acknowledged the significance of freight to the City's economic competitiveness and highlighted the need to maximise existing airport and rail freight facilities in order to help reduce movement by road. To help achieve this, the Plan safeguards the international transport facilities at King George V Docks and Deanside Rail Freight Terminal.

4.27 SPT established the Strathclyde Freight Quality Partnership (FQP) in 2007, to help develop and deliver a Freight Action Plan. The Partnership comprises local authorities, the Freight Transport Association, Road Haulage Association, retailers and freight operators. In order to reduce the number of heavy lorry deliveries and improve the efficiency of deliveries for the retail and construction industries the viability of a freight consolidation centre was examined. This was designed to reduce the number of separate deliveries to one place and support the aims of the Freight Action Plan and the Council's Air Quality Action Plan and Local Transport Strategy. The study concluded that there was insufficient demand from the retailers and logistics industry.

4.28 Further information is available using the following weblinks: Strathclyde Freight Quality Partnership and Regional Transport Strategy Freight Action Plan Summary 2008.

4.29 Policy TRANS 7: International Freight Transport Facilities, which aims to ensure that Glasgow’s international freight transport facilities are safeguarded in the interests of economic competitiveness and sustainable transport objectives, remains relevant.

Ferry Services

(City Plan 2, paragraphs 6.39 – 6.40)

4.30 The Plan aims to encourage greater use of the River Clyde and the Forth and Clyde Canal as transport corridors. Progress on the implementation of schemes highlighted in the Plan is noted in Table 24 below.

Table 24: River and Canal Proposals

Project	Progress
River Clyde	Pontoon at Pacific Quay has been completed. Tenders prepared September 2010 for additional pontoons at Water Row and Yorkhill Quay to facilitate ferry crossing between Water Row and New Riverside Museum, (due to open June 2011). Consideration is being given to the development of a river bus service between the City Centre and Clydebank. A commercial operator is now operating the Yoker to Renfrew ferry.
Forth and Clyde Canal	Consideration is being given to potential new bridge crossings and infrastructure works.

Taxis/Private Hire Vehicles

(City Plan 2, paragraph 6.41)

4.31 The Plan recognised the role of taxis and private hire vehicles and the need to support this mode of transport as part of a sustainable transport policy. Policy TRANS 10: Provision of Taxi/Private Hire Vehicle Stances in Retail and Commercial Leisure Developments, which supports the provision of ranks for this form of transport in retail and leisure developments, is still relevant.

Transport Integration

(City Plan 2, paragraphs 6.42 – 6.45)

4.32 The Plan actively supports closer integration of transport and land use planning in order to meet the Government’s ambitious targets to tackle climate change and sustainable development. Closer integration of land use and transport accessibility could improve the City’s ability to attract more passengers onto public transport.

4.33 Transport Scotland is pursuing the development of Strategic Park and Ride facilities through the Strategic Transport Project Review and SPT is developing the strategy on their behalf through the Strategic Park and Ride Action Plan. Further details are available using the weblink: Strategic Park and Ride Progress Report 2009.

4.34 Over 2000 park and ride spaces have been developed within and near the City by SPT. Other projects, including Hampden, are being taken forward. The express bus-based park and ride facility which provided a direct service between the City Centre and the Silverburn shopping centre at Pollok, was withdrawn when the centre operator's legal obligation to operate the service ended. Other bus services are available to the city centre from Silverburn, however, these do not serve the park and ride facility. The re-instatement of a park and ride facility at this location, therefore, should be considered within the Strategic Park and Ride Action Plan.

4.35 Policy TRANS 2: Development Locational Requirements, which aims to ensure that significant travel generating development is located in the right places, and at a suitable density to secure sustainable travel patterns, is still relevant.

Traffic Management

(City Plan 2, paragraphs 6.46 – 6.48)

4.36 Road traffic in Glasgow is having an adverse impact on the quality of life and safety in some areas. The Council is implementing a range of measures to help reduce traffic impacts, including the introduction of 20 mph zones throughout all residential areas. The programme to provide part-time 20mph zones outside schools has been completed. These measures are supported by the Glasgow Health Commission.

4.37 Policy TRANS 3: Traffic Management and Traffic Calming, which aims to ensure that major development proposals include appropriate traffic management/calming in their layouts, is still relevant. Further information is available using the weblink: Growing a Healthier Glasgow

Roadspace Reallocation

(City Plan 2, paragraphs 6.49 – 6.51)

4.38 The Plan highlights that opportunities provided by new road schemes to alter parts of the local road network from the private car to more sustainable forms of transport will be adopted by the Council. The M74 Completion and East End Regeneration Route projects will provide such opportunities in the east end and road capacity released on London Road can be converted for use for public transport, walking and cycling.

4.39 Traffic management arrangements in the City Centre are being reviewed within the framework provided by the Millennium Plan and this will lead to further traffic management changes within the central area aimed at benefiting public transport and taxis, pedestrians and cyclists. Public realm works within the City Centre will form part of these arrangements.

Vehicle Parking

(City Plan 2, paragraphs 6.52 – 6.55)

4.40 The consolidated SPP replaced the previous SPP 17: Transport and Planning. The SPP sets national restraint based parking standards and requires planning authorities to identify maximum car parking standards for new developments.

4.41 In order to reduce the availability of long term commuter parking, the Council has introduced some minor extensions to controlled parking areas since 2007 and further extensions to controlled parking are proposed in Dowanhill, Hamilton Drive and Napiershall Street in the west end. The Council has also reviewed City centre parking requirements and additional spaces are being provided as part of the Collegelands development scheme near High Street.

4.42 Recent changes to Government disabled parking regulations now require local authorities to support the provision of disabled parking spaces (both on and off the street) on public and private owned land. Further details are available using the weblink: Disabled Persons Parking Places (Scotland) Act 2009

4.43 Policies TRANS 4: Vehicle Parking Standards, which reflects the Government's maximum car parking standards for new development, and TRANS 11: Permanent and Temporary Public Car Parks guidance are still relevant. Further information is available using the weblink: Parking Controls.

**Transport Assessments/Travel Plans/Developer Contributions/
Locational Policy
(City Plan 2, paragraphs 6.56 – 6.61)**

4.44 The Plan promotes the use of transport assessments and travel plans as a means of maximising sustainable transport mode share at major new high trip generating developments, such as retail developments, in line with Government advice. They help to secure developer contributions to improve the transport infrastructure necessary to support new development.

4.45 While there has been an impact on developer contributions as a result of the economic downturn, the application of development guides DG/TRANS 1: Transport Assessments and DG/TRANS 2: Travel Plans remains valid.

**Air Quality
(City Plan 2, paragraphs 6.62 – 6.63)**

4.46 The Council has a duty to monitor air quality and to promote Air Quality Management Areas (AQMAs), where appropriate. Glasgow contains 3 such areas including, the City Centre, Byres Road and Dumbarton Road, and Parkhead Cross. Air quality remains a significant issue in Glasgow with Nitrogen Dioxide (NO₂) and Particulate Matter (PM₁₀) emissions within the City being mostly attributable to road traffic.

4.47 In December 2010 a much restricted target of 18µgm-3 was set for PM₁₀ in Scotland. The previous target was 40µgm-3 and the introduction of this new target is likely to increase the number AQMAs.

4.48 Despite the Scottish Government promoting renewable heat technologies, it recognises that biomass combustion could contribute to increased levels of particulate matter. The use of biomass to generate energy should not have a detrimental impact on air quality. Further information on this can be found at: Air Quality Management: Policy on the Introduction of Biomass Installations within Glasgow.

4.49 Policy TRANS 9: Air Quality, which aims to ensure that air quality is taken into account in new development, remains relevant. Cognisance will have to be given in THE LOCAL DEVELOPMENT PLAN to the following:

- Air Quality Action Plan 2009 which along with other related documents can be found at the Councils Local Air Quality Management webpage.
- Supplementary planning guidance (currently in preparation).
- Draft Low Emission Zone Feasibility Study
- Air Quality and Climate Change: Integrating Policy Within Local Authorities (EPUK)
- Development Control: Planning for Air Quality (2010 update)

Glasgow Airport Safeguarding Area (City Plan 2, paragraph 6.64)

- 4.50** There has been no change to the context of this section and the safeguarding remains valid.

The Local Development Plan Potential Issues

- Planning for the delivery of a high speed rail link to Glasgow.
- The means of delivering infrastructure, including transport infrastructure, in the current economic climate.
- The need to review transport route reservations for potential future transport infrastructure.

Retail And Other Town Centre Uses

- 4.51** In respect of RETAIL AND OTHER TOWN CENTRE USES the Development Strategy seeks to:

- advance social renewal, by ensuring retail and other town centre uses are accessible to all residents, regardless of life circumstances;
- promote sustainability, by promoting town centre locations and encouraging an appropriate range of uses (including retail, community, cultural, leisure, employment, etc.) within them; and
- improve residents' health by facilitating access by walking, cycling or public transport to retail and other town centre uses.

The Changing Context

- 4.52** Glasgow City Centre continues to maintain its position as the largest retail centre in the UK outside London. In general the larger town centres within Glasgow appear to be fairly resilient to the current economic downturn in that the level of vacant units has remained fairly stable. There are issues relating to the qualitative aspects of retailing within some of the City's town centres, including parts of the City Centre (e.g. the range and types of shops) and the Council regularly undertakes health checks of town centres by auditing retail outlets in all centres. Where monitoring indicates that a town centre would benefit from a planning intervention, the Council will consider the need to prepare a town centre action plan, or other strategy, to address local issues.

Development Strategy - Progress

- 4.53** The following section provides an overview of the progress with the Development Strategy in relation to RETAIL AND OTHER TOWN CENTRE USES and highlights issues which should be taken into account in the Local Development Plan.

The Sequential Approach (City Plan 2, paragraphs 6.70 – 6.71)

- 4.54** City Plan 2 adopts the sequential approach to retail development through policy SC 3: The Sequential Approach for Retail and Commercial Leisure Developments. SPP 8: Town Centres and Retailing, upon which this policy was founded, was replaced by the consolidated SPP in February 2010. The new SPP continues to support and reinforce the sequential approach for retail development and so this approach will be retained in planning policy for the Local Development Plan.



**Developing the City Centre
(City Plan 2, paragraphs 6.72 – 6.78)**

4.55 The Plan identifies the City Centre as the favoured location for significant new comparison floorspace. This supports the aim of improving the vitality and viability of the City Centre and reflects the Joint Structure Plan 2006, which supports an allocation of up to 83,400sqm (gross) of additional comparison floorspace within this area. The shortfall could be met through the extension of the St. Enoch and Buchanan Galleries shopping centres, both of which schemes have planning consent. The first phase of the St. Enoch extension was completed in 2010. Permission was awarded in 2008 for 65,000 sqm of additional floorspace at Buchanan Galleries. The Council is currently considering how to facilitate the delivery of this floorspace.

4.56 The City Centre Action Plan (2006) aims to improve the economic competitiveness of the City Centre. Key aspirations are to maintain Glasgow’s position as second only to London’s West End in terms of retail offer, to increase retail and commercial floorspace and to attract an additional 4,000 residents to the area. At the time the Plan was written, the aspiration was to increase the number of jobs in the City Centre from 146,000 in 2001 to 160,000 before the end of 2011. The number of employee jobs in the city centre actually peaked in 2005 and surpassed the aspiration outlined in the City Centre Action Plan. Since then a decline has taken place over the three years to 2008 (Table 25) with currently, around 150,900 jobs, 37% of all employee jobs in Glasgow, located in the city centre. Further information on the Action Plan is available on the Council’s website at: City Centre Action Plan.

Table 25: Location of Employee Jobs (000’s)

	2003	2005	2008
City Centre	147.0	160.9	150.9
Glasgow	380.5	406.6	409.2

Source: Office for National Statistics

4.57 In common with all other major property developments in the UK, the recent decline in land and property values has had an impact on the viability of development. In a bid to counteract this effect, a Tax Increment Finance (TIF) initiative has been established. This works on the principle that a developed site generates higher business rates than an undeveloped site. The anticipated future higher rate revenues are used to raise money to fund the necessary infrastructure works to enable the development. This approach is to be used to help finance the funding gap for the Buchanan Galleries shopping centre extension.

**Retail and Commercial Leisure Developments
(City Plan 2, paragraphs 6.79 – 6.86)**

4.58 The Plan seeks to ensure that retail developments are developed in the right places. Policy SC4: Large Scale Retail or Commercial Leisure Development contains a schedule which lists sites in the City with an identified development opportunity (City Centre, Shawlands, Partick and Glasgow South) and also sites which had planning consent for retail or commercial leisure development when the Plan was prepared. Major retail completions which have taken place since 2007 are shown in Table 26.



Table 26: Major Retail Completions in Glasgow 2007 – 2010

Location	Description	Retail Floorspace
St Enoch Centre, City Centre	Extension to centre	17,277 sqm
Cobden Road, St Rollox (Tesco)	Extension to retail store	4,227 sqm
2121 London Road, East End (Instyle)	Erection of retail unit	1,980 sqm
Great Western Road, Anniesland (Aldi)	Retail store	1,515 sqm
Silverburn Centre, Pollok	Mixed development including retail	64,000 sqm
Saughs Road, Robroyston	Retail warehouse units	9,977 sqm
170 High Street, City Centre (Aldi)	Mixed development including retail	1,540 sqm

4.59 The flagship retail development proposed at Glasgow Harbour has not yet been delivered, although planning permission in principle for a revised scheme was approved in October 2009, subject to a legal agreement. A number of other major retail schemes, on sites around the City, have been submitted for planning approval.

4.60 The Council remains concerned over the potential impact that retail schemes (e.g. food stores) would have on the City Centre and other town centres. A cumulative retail impact study was prepared on behalf of the Council in 2009 to investigate the effects on the City Centre from new developments, such as the expansion of the Silverburn Centre. The study estimated that the impact on the City Centre if all the new retail proposals under consideration and in the pipeline would draw 10 – 14% of trade from the City Centre. This potential impact, including those for other town centres, remains of concern to the Council. The study concluded that the precautionary approach towards consideration of significant additional comparison floorspace outwith the City Centre remains valid and should be strengthened.

**Commercial Leisure and Tourism
(City Plan 2, paragraphs 6.87 – 6.90)**

4.61 Glasgow remains a popular tourist destination. In 2001 (see table:27) the City experienced a boom in hotel development, attributable to an under-supply in the budget to mid-range hotels. Since then, the number of hotel developments has remained fairly consistent over the years despite the economic downturn. There are currently 6,126 hotel bedrooms in the pipeline. Of these 3,629 have planning permission, 1,928 are subject to planning agreements and 569 are still to be determined. More recent hotel developments are outlined in the table 28 below.



Table 27: Hotel Completions in Glasgow

Year	No of Developments	Rooms
2000	3	243
2001	7	916
2002	3	420
2003	2	357
2004	2	427
2005	1	52
2006	0	0
2007	1	56
2008	1	165
2009	0	0
2010	2	298
Total	22	2,934

Table 28: Hotel Developments in Glasgow 2007 – 2010

Location	No of Rooms	Cost
25 Elmbank Street: Best Western (2007)	56	£8m
Springfield Quay: Etap (2008)	165	£8m
Blythswood Sq (2010)	100	£10m
Renfrew Street: Citizen M	198	£100m

**Improving Town Centres
(City Plan 2, paragraphs 6.91 – 6.94)**

4.62 The Plan supports the protection and improvement of town centres. There is a national trend in the decline of the retail function of many smaller town and local shopping centres due to competition from larger town centres and out of centre developments. Changes are also taking place in the way that people shop, including greater use of the internet.

4.63 The Plan promotes the use of town centre action plans, where appropriate, to assist the improvement of town centres. In addition to the City Centre Action Plan, the Council is promoting action plans for Maryhill, Parkhead, Possilpark and Shawlands town centres. These plans should bring forward strategies highlighting potential improvement schemes, such as shop front improvements, marketing initiatives, improvement of the interface between traffic and pedestrians and a general improvement in the quality and vitality of the town centres. An action plan for Govan town centre has been completed and is now being implemented Central Govan Town Centre Action Plan.

4.64 The development of the community growth area at Robroyston/Millerston provides the opportunity to address strengthening the central area through the development of additional appropriate uses.

4.65 The improvement and adaptation of the City’s town centres, and the updating of policy to reflect changing circumstances, will require to be addressed in the Local Development Plan.

**Commercial Centres
(City Plan 2, paragraph 6.95)**

4.66 A number of locations in the City are designated as Other Retail and Commercial/Leisure Centres in the City’s network of centres. These are identified as suitable locations for retail development that cannot be accommodated in, or on the edge, of town centres and where the development will not undermine the viability of existing town centres. These areas generally accommodate bulky retail goods outlets and many also include a food superstore. Pressure on some of these areas to accommodate more general comparison goods is mounting and this issue will require to be dealt with in the retail policy review for the Local Development Plan.

**Format and Design of Retail and Commercial
Leisure Developments
(City Plan 2, paragraphs 6.96 – 6.98)**

4.67 The Plan identified various policies aimed at ensuring retail and commercial leisure developments are of an appropriate format and design. The policies remain valid.

Local Shopping (City Plan 2, paragraph 6.99)

- 4.68** The Plan highlighted that the Council would review local shopping provision and bring forward measures to promote the improvement of these facilities. This is being pursued through neighbourhood planning, the community growth areas and appropriate local development strategies. In view of the increasing emphasis on health, THE LOCAL DEVELOPMENT PLAN will continue to encourage a diverse range of local shopping facilities in order that communities have access to day to day shopping opportunities and services.

The Local Development Plan Potential Issues

- The cumulative impact of major retail development outwith the City Centre.
- Protect and improve local accessibility to shopping and other town centre uses in order to promote sustainable communities and healthy living.

Waste Management

- 4.69** In respect of WASTE MANAGEMENT the Development Strategy seeks to:
- promote sustainability, by reducing waste, and the energy and resources invested in producing it, and minimising landfill and associated environmental issues.

Development Strategy - Progress

- 4.70** The following section provides an overview of the progress with the Development Strategy in relation to WASTE MANAGEMENT and highlights issues which should be taken into account in the Local Development Plan.

National and Area Waste Plans (City Plan 2, paragraphs 6.105 – 6.107)

- 4.71** The Scottish Government's National Waste Plan was replaced in 2010 by Scotland's Zero Waste Plan. This sets out the strategic direction for waste and it aims to tackle all waste generated in Scotland and not just waste material which is collected and managed by local authorities (less than one fifth of all waste material produced).

- 4.72** The Zero Waste Plan seeks to:
- minimise resource use;
 - stop disposing of valuable resources in landfill sites; and
 - separate most waste streams for reprocessing (leaving only a very limited amount of waste to go to residual waste treatment, including energy from waste).

4.73 A number of national waste targets to establish Scotland as a “Zero Waste” nation have been set. These are:

- to stop the growth of municipal waste by 2010;
- to increase recycling/composting rates to at least 40% of municipal waste by 2010, rising to 50% by 2013, 60% by 2020 and 70% by 2025;
- by 2025, to ensure that no more than 5% of municipal waste is sent to landfill sites (all municipal waste and not just biodegradable municipal waste);
- landfill bans on mixed unsorted waste;
- mandatory requirements to pre-sort recyclable materials;
- setting a limit on the biodegradable content of waste that can be landfilled; and
- restriction being placed on what can be incinerated.

Table 29: National Municipal Waste Management Targets (Jan 2008)
% of Municipal Solid Waste (MSW) arisings by weight

	2010	2013	2020	2025
Recycle/Compost	40%	50%	60%	*70%
Energy from Waste) EfW (residual)	4%	14%	25%	25%
MSW to Landfill	56%	36%	15%	5%

Source: Scottish Government - Zero Waste Plan (*aspirational target)

4.74 Historically, Scotland’s municipal waste programme has been dominated by landfill with, for example, 92% of municipal waste going to landfill in 2001/2002. Significant progress to reduce landfill has been made in recent years with a corresponding growth in recycling and composting. By 2008/2009, Scotland had reduced the volume of municipal waste being disposed of to landfill sites to 63% and is on course to meet its 2010 obligations.

4.75 Following a request by the European Commission for the UK adopt a broader definition of municipal waste, this led to a revision of the Scottish baseline figures used to calculate future targets. As a consequence the revised figures resulted in the European target to reduce the amount of biodegradable waste being sent to landfill being achieved for 2010 and 2013.

4.76 As part of the review of Glasgow’s Residual Waste Strategy, the Council commissioned an outline business case for processing residual municipal solid waste, aiming to reduce its reliance on landfill. The 2009 report enabled the Council to make decisions about the future delivery and investment in waste management infrastructure. It concluded that the cost and risk to Glasgow of not meeting Government targets for waste management would be unacceptably high and that any future waste management strategy must focus on reducing its future landfill costs liabilities by:

- Controlling/reducing the quantity of MSW arisings managed by Glasgow City Council;
- Expanding and optimising the City’s source-segregated/kerbside recycling services.
- Procurement of a long-term contract with a service provider for processing and landfill diversion of Glasgow’s residual MSW.

4.77 Following approval of the Outline Business Case in February 2009, the Council undertook a review of its approach. This exercise, established the need for a revised strategy to procure a residual waste treatment to treat a minimum of 150,000 tonnes per annum of Glasgow’s municipal waste. The contract will cover the design, planning, construction, financing, operation and management. The project procurement has now commenced and it is anticipated that a preferred bidder and technology solution will be known in the summer of 2011. Further information is available on the Council’s website: Residual Waste Strategy.

4.78 Extension of current GCC-controlled landfill void space; in particular GCC should seek to extend the life of Cathkin landfill (to the extent possible), as this will provide greater security with respect to the cost and availability of its future landfill provision.

4.79 The following table shows the total volume of municipal solid waste collected in Glasgow between 2004/05 and 2009/10. The total volume of waste collected over this period declined by 7.6% while the amount of waste sent to landfill declined by around 20%. There was a corresponding 53% increase in the amount of waste which was recycled and composted.

Table 30: Glasgow, Local Authority Collected Municipal Solid Waste

	Waste Arisings (Tonnes)	Landfill (Tonnes)	Incinerated (Tonnes)	Recycled/Composted (Tonnes)	% Recycled/Composted	Single Outcome Agreement
2004/05	353,931	320,811	0	33,121	9.4	-
2005/06	361,603	304,709	0	56,893	15.7	-
2006/07	369,025	306,884	0	62,141	16.8	-
2007/08	363,041	297,404	0	65,637	18.1	-
2008/09	347,262	278,230	0	69,032	19.9	21%
2009/10	326,987	256,244	0	70,743	21.6	23%
2010/11	-	-	-	-	-	31%

Source: Scottish Environment Protection Agency
 NB: Full year data not yet available for 2010/11

4.80 A waste reduction target has been set within the Council’s Single Outcome Agreement with the Government. While the Council strives to meet these targets, funding is required to provide the appropriate facilities to reach the targets.

4.81 The Council are working with the neighbouring Local Authorities within the Clyde Valley Review Group to explore the potential for joint or collaborative approach to the procurement of new municipal waste treatment services for the eight authorities within the Clyde Valley to realise more integrated waste management services across the Clyde Valley.

4.82 The Clyde Valley Group’s Outline Business Case was approved in November 2010. The Clyde Valley Steering Group instructed that a detailed Business case be prepared by the Clyde Valley Review Group. It is anticipated that this group will report findings in the summer of 2011.

4.83 The annual report on waste collected by, or on behalf of, Scottish Local Authorities is available on the Scottish Environment Protection Agency website: Local Authority Annual Reports.

- 4.84** Land use considerations, arising from the need to deal with waste obligations and targets, will have to be taken into account in the Local Development Plan, as appropriate.

**Waste Recycling
(City Plan 2, paragraphs 6.108 – 6.116)**

- 4.85** The Council has upgraded the civic amenity sites at Dawsholm, Queenslie and Shieldhall to recycling centres. Work on Polmadie is on-going and is due for completion late March/Early April 2011. A significant number of additional waste bins to households have also been distributed around the City in order to encourage the general public to increase waste recycling. This action includes:

- 110,740 blue bins provided to single properties;
- 40,000 blue recycling bins were provided to 20,000 closes within flats and tenements;
- 102,800 brown bins provided for organic garden waste;
- 100,000 purple 140 litre bins provided for kerbside glass recycling;
- and
- the provision of approximately 600 public collection points.

**Sustainable Construction
(City Plan 2, paragraphs 6.117 – 6.119)**

- 4.86** The Plan highlights the need to reduce waste material from building construction works and it introduced new policies aimed at encouraging the development of sustainable, energy efficient buildings, the use of sustainable materials and reducing waste generated by the construction process. The Council is also about to sign up to WRAP's Halving Waste to Landfill policy which was a commitment within the Climate Change Strategy and Action Plan.

- 4.87** The success of the existing sustainable construction policies has not been formally monitored, although options are being considered as to how best to approach this. The success of these policies in general has been evidenced by the number of related policies and requirements emanating from the Scottish Government where sustainability and climate change have now become key themes in planning.

- 4.88** In 2010, to demonstrate how energy efficient homes could be produced at a reasonable cost, City Building, in collaboration with a private architect's firm, developed a number of show homes (the Glasgow House) in the Laurieston area using sustainable construction methods and materials. City Building and the Glasgow Housing Association are keen to build on the success of the joint investment in this project and to see the ideas and efforts being taken to the next and deliverable stage. A number of areas now have to be looked at with a view to achieving better buildability and greater cost efficiency, particularly since the new stringent HAG levels have been set. In the meantime the project has demonstrated that modern sustainable homes can be built which:

1. achieve high standards of insulation and reduced energy costs to tenants
2. can comfortably be constructed by locally trained labour.



- 4.89** City Plan 2 stated that the Council would prepare additional policy guidance to encourage Sustainable Construction practices within the development industry. Since then, however, a range of guidance has been produced by other bodies making this action point obsolete. In addition to this, Legislation in relation to sustainable construction is being strengthened through the building regulations which delivered a further improvement on energy standards to reduce carbon emissions in October 2010. Further revisions in 2013 and 2016 will aim to reduce carbon emissions towards zero.

The Local Development Plan Potential Issues

- Climate change and its impact is one of the key drivers of change for the Local Development Plan.
- The land use implications arising from the Scottish Government's waste reduction and recycling targets.
- The need to develop policy guidance in relation to sustainable construction methods.

Water Supply

- 4.90** In respect of WATER SUPPLY the Development Strategy seeks to:
- promote sustainability by minimising water consumption and facilitating the release of development sites in the most suitable and sustainable locations;
 - advance social renewal by facilitating regeneration, particularly in the Key Regeneration Areas; and
 - promote health by supporting proposals which improve drinking water quality/ supply.

Development Strategy - Progress

- 4.91** The following section provides an overview of the progress with the Development Strategy in relation to WATER SUPPLY and highlights issues which should be taken into account in the Local Development Plan.

Water Supply (City Plan 2, paragraphs 6.120 – 6.138)

- 4.92** Scottish Water's investment programme Quality and Standards III covered the period 2006 – 2010, and aims to address strategic water and sewerage infrastructure constraints in order to support sustainable new development. The remaining objectives from this programme are being taken forward through the Scottish Water Delivery Plan 2010 – 2015. This Plan refers to a direction from Scottish Ministers', requesting that Scottish Water set out a plan, for the period 1 April 2010 to 31 March 2020, to provide new strategic capacity to meet the requirements of all new housing development, as well as commercial and industrial customers. In order to identify the need for this capacity, Scottish Water requested that local authorities provide information on recent development activity, and programmed development for the period 2009 to 2033. This data has now been analysed, and will be used to model demand for new strategic capacity.

4.93 In order to avoid investment in redundant infrastructure, Scottish Water also requires developers to demonstrate their commitment to progressing projects, by confirming the following:

- the land is in the ownership or control of the developer;
- the development is supported by the THE LOCAL DEVELOPMENT PLAN a valid planning permission is in place;
- measures are in place to mitigate network constraints created by the development; and
- the development programme is reasonable given the economic circumstances.

4.94 Responsibility for the provision of infrastructure to connect to the strategic network remains with the developer, and this continues to be a constraint to development progress.

4.95 The Delivery Plan also sets out some key issues for consideration in Quality and Standards IV, which will be the basis for Scottish Water investment in the period 2015–2025. Further information on Scottish Water and its development programmes is available on the website at: Scottish Water Delivery Plan 2010-15.

The Local Development Plan Potential Issues

- The means of delivering infrastructure, including water, drainage and sewerage infrastructure, in the current economic climate.

Drainage And Sewerage

4.96 In respect of DRAINAGE AND SEWERAGE the Development Strategy seeks to:

- advance social renewal by facilitating the continued regeneration of the City, including key regeneration areas;
- promote sustainability, by integrating flood management and spatial planning decisions and promoting biodiversity in infrastructure design; and
- protect and improve residents' health by minimising the threat of flooding and the related risk of pollution and disease.

The Changing Context

4.97 Much of the legislative framework relating to the water environment remains unchanged since Finalised Draft City Plan 2 was published in 2007. The Flood Risk (Scotland) Management Act 2009, however introduces a more sustainable and co-ordinated approach to flood risk management and aims to ensure that all the bodies involved in flood risk reduction work together to deliver results. THE LOCAL DEVELOPMENT PLAN will be obliged to reflect the provisions of this revised legislative framework, where appropriate.

Development Strategy - Progress

4.98 The following section provides an overview of the progress with the Development Strategy in relation to DRAINAGE AND SEWERAGE and highlights issues which should be taken into account in the Local Development Plan.

Glasgow Strategic Drainage Plan (City Plan 2, paragraphs 6.148 - 6.152)

4.99 The Plan highlighted the lack of capacity in the surface water drainage systems serving the City. While some progress has been made to increase capacity, the potential for flooding continues to be a major obstacle to the City's development aspirations. This lack of capacity is an issue for the Local Development Plan.

4.100 The Plan highlighted that the Council actively participated in the development of the Glasgow Strategic Drainage Plan (GSDP) which addresses the lack of capacity in the sewerage system. The GSDP has been extended to include the wider metropolitan area and been renamed the Metropolitan Glasgow Strategic Drainage Partnership (MGSDP), comprising local authorities, Scottish Government, Scottish Water, Scottish Environmental Protection Agency (SEPA) and the Clyde Gateway URC. The Partnership aims to provide a holistic approach to managing surface water which will reduce flood risk and unlock development potential while improving water quality and allowing residential areas to co-exist with the natural landscape.

4.101 The MGSDP is currently developing Surface Water Management Plans for the Clyde Gateway and Toryglen areas of Glasgow. These surface water management plans will be reflected in local development strategies and masterplans being prepared for specific parts of the City where flooding and drainage is an issue. The MGSDP is making progress on integrated infrastructure delivery.

4.102 Further information is available on the Metropolitan Glasgow Strategic Drainage Partnership website.

Clyde Catchment Flood Liaison Advisory Group (City Plan 2, paragraph 6.153-6.154)

4.103 The Clyde Catchment Flood Liaison Advisory Group (FLAG) was established in 2005 to take account of river basin management planning. The Council continues to participate in the group on a regular basis.

Flood Prevention Schemes (City Plan 2, paragraph 6.155)

4.104 The White Cart Water Flood Prevention Scheme, which is one of the projects being taken forward by the MGSDP, is almost complete and is on schedule for completion in 2011. Further information on the project is available on the website: www.whitecartwaterproject.org

River Clyde Flood Management Strategy (City Plan 2, paragraph 6.156 - 6.157)

4.105 The River Clyde Flood Management Strategy was commissioned to investigate and address flood risk from the River Clyde. The strategy focuses on local flood defences, including refurbishment or reconstruction of quay walls. Projects which impact onto the river have, as part of the planning process, resulted in quay wall levels being raised. Further information is available on the Council's website: Flood Risk Management



The Local Development Plan Potential Issues

- The capacity of the City's surface water drainage system presents a constraint to development, limiting the City's development aspirations.
- The means of delivering infrastructure, including water, drainage and sewerage infrastructure, in the current economic climate.

Information And Communication Technologies

4.106 In respect of INFORMATION AND COMMUNICATION TECHNOLOGIES the Development Strategy seeks to:

- advance social renewal by providing for the City's continued competitiveness through the development of ICT infrastructure whilst minimising its visual impact.

Development Strategy - Progress

4.107 The following section provides an overview of the progress with the Development Strategy in relation to INFORMATION AND COMMUNICATION TECHNOLOGIES and highlights issues which should be taken into account in the Local Development Plan.

Information and Communication Technologies (City Plan 2, paragraphs 6.159 - 6.170)

4.108 Parts of Glasgow now have access to super-fast (fibre-based) broadband. This allows multiple applications to run at the same time and offers advantages to businesses operating in Glasgow by providing excellent state of the art communications, such as high-quality video conferencing. The upgrading of the Halfway and Western exchange areas which serve Hillington, Cardonald, Crookston and the west end of the City are now largely complete. The upgrading of the exchange serving the Bridgeton area is also underway with residents being offered the opportunity to access this service as it becomes available.

The Local Development Plan Potential Issues

- No major issues.

Other Utilities

4.109 In respect of OTHER UTILITIES the Development Strategy seeks to:

- advance social renewal by ensuring access to utilities whilst minimising the visual and other impacts associated with the utility network infrastructure.

Development Strategy - Progress

- 4.110** The following section provides an overview of the progress with the Development Strategy in relation to OTHER UTILITIES and highlights issues which should be taken into account in the Local Development Plan.

Other Utilities

(City Plan 2, paragraphs 6.171 - 6.174)

- 4.111** The Council, in partnership with Sustainable Glasgow has been involved in discussions with utilities (including Scottish and Southern Energy, Scottish Power, BT, Scottish Water) and major ICT companies to encourage sustainable regeneration and development provision. When major development proposals are submitted, Sustainable Glasgow aims to achieve the most sustainable outcome possible. For example, while utilities are being installed, the opportunity to introduce super-fast (fibre-based) broadband or other services are considered for installation at the same time. This would minimise disruption to residents and potentially reduce the costs for those parties concerned.

The Local Development Plan Potential Issues

- No major issues.

Education

- 4.112** In respect of EDUCATION the Development Strategy seeks to:
- advance social renewal by maximising the regeneration benefits offered by new schools and by facilitating the role of further and higher education in developing the economy of the City; and
 - promote sustainability and health by facilitating access by walking, cycling or public transport to educational facilities through their location and the implementation of travel plans.

Development Strategy - Progress

- 4.113** The following section provides an overview of the progress with the Development Strategy in relation to EDUCATION and highlights issues which should be taken into account in the Local Development Plan.

Tertiary Education Establishments

(City Plan 2, paragraphs 6.179 – 6.184)

- 4.114** The Plan highlights the major contribution that the universities and further education colleges make to the City's economy (over 68,000 students enrolled in the City's 3 universities alone).
- 4.115** The Plan encourages the preparation of a campus plan or masterplan to provide a context for future expansion or contraction of these educational facilities. Table 31 provides details of the progress with these Campus Plans.

Table 31: Campus Plans Progress

Glasgow University	<u>Gilmorehill Campus</u> (West End) - the University intends to expand the Gilmorehill campus into the area currently occupied by the Western Infirmary in future. The timescale will be determined by the transfer of NHS services to other locations, such as the South Glasgow Hospital. The University continues to invest in refurbishment programmes and capital projects and is reviewing its West End campus plan.
University of Strathclyde	The campus plan is still evolving and discussions about locating a Technology and Innovation building at City Science Park are being discussed with the Council.
Glasgow Caledonian University	Discussions have taken place with respect to the development of a campus plan.
Glasgow School of Art	Glasgow School of Art proposes to develop a more compact campus in Garnethill. A new college building is proposed opposite the original building and a development application has been submitted to the Council for consideration. The future of any redundant buildings released through rationalisation of the campus will be clarified in the campus plan.
RSAMD	Planning consent has been granted for an extension to the Royal Scottish Academy of Music and Drama.
City of Glasgow College	The new City of Glasgow College was formed in September 2010 following the merger of the Central College, Glasgow Metropolitan College and Glasgow College of Nautical Studies. The College is Scotland's largest with over 40,000 students and around 1100 staff. It is situated on two campuses - City Campus, based around Cathedral Street and Riverside Campus, at Crown Street/Ballater Street. The campus plan for these areas was approved, in principle, by the Council in 2010. Implementation is dependent on Government approval of the business case, anticipated in Summer 2011. Further information is available on the website: City of Glasgow College



Schools

(City Plan 2, paragraphs 6.185 – 6.188)

- 4.116** The Public Private Partnership (PPP) to provide modern educational and recreation facilities for the City's secondary schools is now complete. The Council is progressing the pre-12 Strategy "Raising the Standards for the Learning Age" and this involves the rationalisation of over 100 primary, nursery and special

education needs schools into 35 new-build pre-12 campuses. 32 new pre-12 campuses containing a range of pre-5, primary and special educational needs schools have been completed, and the remaining 3 campuses are scheduled for completion by November 2012. Further information is available on the Council's website: Pre-12 Strategy and Education Estate Strategy 2009-2012.

The Local Development Plan Potential Issues

- The economic downturn has meant that funding cuts have jeopardised or limited progress of some education projects.
-

Hospital Provision

4.117 In respect of HOSPITAL PROVISION the Development Strategy seeks to:

- promote social renewal and sustainability by providing for access to hospitals by sustainable modes of transport and through design that minimises environmental impact and encourages biodiversity; and
- maintain residents' health by encouraging the development of modern hospital facilities in Glasgow.

Development Strategy - Progress

Hospital Provision

(City Plan 2, paragraphs 6.189 - 6.200)

4.118 The National Health Service Greater Glasgow and Clyde continues to roll out improvements to hospital provision through its Acute Services Review. Recent major changes include:

- The West of Scotland Beatson Cancer Centre at Gartnavel General (2007)
- The West of Scotland Heart and Lung Centre at the Golden Jubilee National Hospital (2008)
- New hospital facilities at Victoria and Stobhill Hospitals (2009)
- The closure of the Queen Mothers Hospital and the provision of maternity services at Glasgow Royal Infirmary and Southern General Hospital (2010)
- The transfer of acute in-patient services from Stobhill Hospital to Glasgow Royal Infirmary (2011)
- New Laboratory Complex at Southern General campus due to open (2012)

4.119 As stated in City Plan 2, an investment programme of £750 million will see a new South Glasgow Hospital built at the Southern General Campus by 2015/16 complimenting existing local, regional and national services for obstetrics, gynaecology, care of the elderly, neuro-sciences and spinal injuries on the site. Redevelopment will include a new Children's Hospital which will include Accident and Emergency facilities dedicated for the treatment of children. The opening of the new hospital will lead to the closure of the Western and Victoria Infirmarys, the Mansionhouse Unit and the Royal Hospital for Sick Children.

4.120 Future development and refurbishment works will be undertaken at Glasgow Royal Infirmary and Gartnavel General Hospital.

4.121 The City's Accident and Emergency Trauma services, dealing only with the most seriously ill and injured, are now concentrated at the Royal Infirmary (in the City Centre) and the Southern General (in Govan), Victoria Infirmary (in Battlefield) and the Western Infirmary. The Victoria Infirmary and Western Infirmary Accident and Emergency Trauma services will remain open until 2015/16 before transferring to the new South Glasgow Hospital.



4.122 New purpose built Minor Injury Units have been established at the new Victoria and Stobhill Hospitals.

4.123 As outlined in City Plan 2, there will be opportunities for the partial or full redevelopment of surplus land and buildings as the Acute Services Review of Hospital provision proceeds. Policy DEV 9: Civic, Hospital and Tertiary Education requires that the future of hospital and related facilities is considered within the framework of campus plans. These take account of future development requirements, including the disposal of redundant property.

4.124 This approach remains valid and the sites will be dealt with on an individual basis depending on their own unique set of circumstances. A campus plan has been prepared for the new South Glasgow Hospitals and this has received planning permission in principle. The new hospitals will incorporate a children's and adult hospital as well as a range of associated clinical and laboratory facilities. Modernised maternity services are already in place. This redeveloped NHS campus is scheduled for completion in 2015. Campus plans will be developed on an individual basis, when appropriate, for continuing operational sites and for those sites proposed for disposal.

4.125 Progress at the Western Infirmary remains largely unchanged since City Plan 2. The future development of this site will be influenced by the aspirations of the University of Glasgow Campus plan and timescales will be determined to a large extent by the transfer of NHS services to other locations, such as the South Glasgow Hospital.

4.126 In terms of parking provision, the proposal in City Plan 2 to build a multi-storey car park at Gartnavel Hospital is unlikely to go ahead as the additional acute beds anticipated for the site have not been developed. At the new South Glasgow Hospital Campus, a 700 space car park is currently under construction with a further 3 car parks in the pipeline. The new Stobhill and Victoria hospitals incorporate car parks. Further information about hospital provision can be found on the NHS Greater Glasgow and Clyde website.

The Local Development Plan Potential Issues

- The future use of surplus healthcare facilities.

Culture and Sport

4.127 In respect of CULTURE AND SPORT the Development Strategy seeks to:

- advance social renewal by providing for improved local access to cultural and sporting facilities and by capitalising on the economic potential offered by Glasgow's developing cultural and sporting provision;
- promote sustainability by encouraging the development of new, locally accessible, cultural and sporting facilities within the City's regeneration areas and within schools; and
- help improve residents' health by providing for access to sporting and cultural facilities that can sustain and improve both physical health and mental well-being.

Development Strategy - Progress

4.128 The following section provides an overview of the progress with the Development Strategy in relation to CULTURE AND SPORT and highlights issues which should be taken into account in the Local Development Plan.

Context

(City Plan 2, paragraph 6.204 – 6.208)

4.129 Glasgow is well provided with world-class cultural and sporting facilities. These play a crucial role in addressing the social, economic, environmental and the health needs of the City. The 2006 Glasgow's Cultural Strategy sets out a vision for delivering the City's social and economic aims and objectives through culture and sport. This document is currently being updated and a more up-to-date version should be available by the end of 2011.

Community Cultural and Sporting Facilities

(City Plan 2, paragraph 6.209 – 6.211)

4.130 The provision of cultural, sport and leisure facilities is important to the long term development of Glasgow's communities and the Plan encourages the provision of these, especially within Glasgow's regeneration areas. The Plan also acknowledges the importance of the development and implementation of the Council's Sports Pitch Strategy and encouragement for wider community access to culture and sports facilities within schools.

4.131 Financial pressures on local authority budgets mean that the community use of culture and sports facilities within schools presents an opportunity to achieve cost savings while retaining critical local services. The replacement of the City's secondary schools, through the public private partnership contract, and the ongoing rationalisation of pre-12 schools provision, has helped to deliver greater community access to schools accommodation.

4.132 Since 2007, 93 pitch units have been provided. Despite this, Glasgow still has some way to go to adequately cater for current and future demand, significant progress has been made in terms of the quantity and quality of pitches. Virtually all new build Primary Schools now include a quality, multi-use all-weather pitch, thereby giving an increasing number of Glasgow's young people a positive, early introduction to outdoor sport.



4.133 Notable recently completed projects include the following:-

- **Toryglen Regional Football Centre (South Sector)**
4 x FIFA 2 Star Certified floodlit synthetic football pitches, an indoor pitch with 700 spectator seats; grass pitch and free play Multi-Use Games Court, all serviced by changing / showering and ancillary built accommodation.
- **St Monica's Primary / Glasgow Club Milton (North Sector)**
1 x full-size floodlit synthetic pitch suitable for hockey and football, 3 x grass football pitches and 1 x grass rugby pitch, all serviced from new build changing accommodation within the School/Community Campus. The synthetic pitch has been available for public use since November 2009 and the grass pitches available since September 2010.
- **Pirie Park Primary / Glasgow Club Drumoyne (West Sector)**
2 x grass rugby / football pitches, 1 x floodlit 7-a-side sized multi-use synthetic pitch, and 1 x full-size floodlit (third generation) football / hockey pitch. The sports centre and two synthetic pitches have been open to the public since September 2010, and it is anticipated that the grass pitches will be available for public use from January 2011 onwards.

Table 32: Additional pitch provision following recently completed Phase 4 Primary Schools (pre-12 strategy):-

Primary School	Pitch Provision	Completion Date
Our Lady of Peace (Barlanark)	1 full-size grass	May 2008
Ashpark (Carnwadric)	All-weather 7-a-side	November 2008
Oakwood (East Easterhouse)	All-weather 7-a-side	June 2008
St Monica's	(see item b. above)	March 2009
St Bernards	All-weather 7-a-side	October 2008
Aultmore Park (Easthall)	All-weather Multi-Use Games Area	February 2009
Cleeves (Househillmuir)	All-weather 7-a-side	April 2009
St Vincents (Arden)	All-weather 7-a-side	May 2009
Quarrybrae (Parkhead)	All-weather 7-a-side	September 2009
Pirie Park (Drumoyne)	(see item c. above)	November 2009

Strategic Cultural and Sporting Facilities (City Plan 2, paragraph 6.212 – 6.214)

4.134 The City Council's support was expressed in City Plan 2 for a number of proposed strategic sporting facilities including the National Indoor Sports Arena (NISA) and Velodrome to be located in the Metropolitan Growth Corridor on London Road. Both are on site and on target for completion in 2012. The New Museum of Transport (the Riverside Museum) on the north bank of the Clyde opened in June 2011.



4.135 The current key priorities in terms of capital projects are the refurbishment of the Kelvinhall with a range of sporting and cultural (museum) facilities and the refurbishment of the Burrell Collection.



2014 Commonwealth Games (City Plan 2, paragraph 6.215)

4.136 The Plan highlights that the Council will encourage and facilitate the promotion of facilities associated with the 2014 Commonwealth Games. The main facilities being delivered are the National Indoor Sports Arena and Sir Chris Hoy Velodrome. These are under construction on a 10.5 hectare site on London Road, adjacent to Celtic Park in Parkhead and close to the proposed athletes' village proposed to be developed in Dalmarnock.

4.137 The Commonwealth Games offers the opportunity to achieve a lasting legacy for Glasgow and Scotland. Both the Scottish Government and the Council have identified measures to maximise the legacy benefits. Further information is available on the website: A Games Legacy for Scotland and A Games Legacy for Glasgow. The Glasgow 2014, Transport and Environment, A Sustainable Legacy provides details of the transport proposals for the Commonwealth Games. The East End Local Development Strategy provides details of the east end spatial strategy and related policies, including for legacy development which will benefit local communities.

The Local Development Plan Potential Issues

- The provision of future culture and sport facilities in the current economic climate.



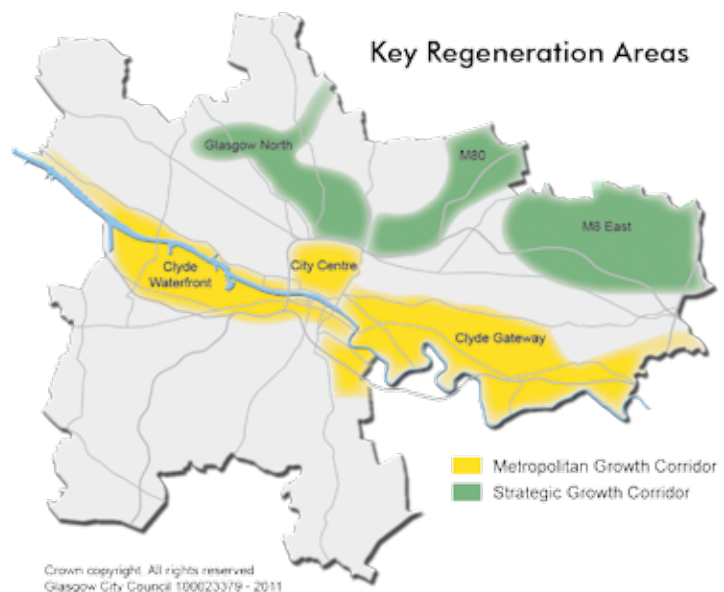
KEY REGENERATION AREAS

5.1 City Plan 2 identifies 6 Key Regeneration Areas which form the City's Spatial Priorities. These comprise:

The Metropolitan Growth Corridor City Centre
 Clyde Waterfront
 Clyde Gateway

The Strategic Growth Corridors M8 East
 M80
 Glasgow North

Map 3



5.2 In respect of the KEY REGENERATION AREAS the Development Strategy seeks to:

- advance social renewal by regenerating communities to provide for their varied housing needs, deliver employment and other opportunities in locations which can be easily accessed by residents, and enrich their environment, to create attractive living and working environments;
- promote sustainability by maximising use of brownfield land and the potential of the public transport system, delivering sustainable urban neighbourhoods, designed and constructed to make good use of resources and to enhance biodiversity, and by providing local facilities accessible by foot and bicycle; and
- improve residents' health by removing dereliction and contamination, promoting attractive living and working environments which provide for access to local facilities by foot or bike and by facilitating the delivery of new jobs and retention of existing ones, thereby helping to improve life circumstances, reduce poverty and foster self-esteem.

5.3 The following diagrams provide an overview of the main changes that have occurred within each of the KEY REGENERATION AREAS since the Draft Plan was published in 2007. A note on the main changes and progress in the Rest of the City, outwith the Key Regeneration Areas, is also included.

City Centre Key Regeneration Area

Subway Station Modernisation

Scottish Government support for upgrade scheme involving new trains, automated signalling and redevelopment of all stations (including introduction of smartcard ticketing). Design work has started for the Hillhead, Kelvinhall and Ibrox stations.

City Centre Business Improvement District (BID)

In November 2008, a ballot to establish the City Centre Business Improvement District (BID) narrowly failed. Subsequent to the ballot, the "Style Mile" initiative was established to address many of the issues included in the proposed BID. As part of a collaborative approach with key retailers and shopping centre owners, the Style Mile initiative aims to expand and strengthen the role of the City Centre as the UK's premier shopping destination outside London. Further information on the Style Mile can be found at: glasgowstylemile.com

M8 overbridge at Anderston

Walking and cycling routes completed - providing a traffic free route into the City Centre from the west.

International Financial Services District (IFSD)

Over £1 billion of investment has been secured in the IFSD since it was launched in 2001. More than 90% of this has come from the private sector. Despite global difficulties, the IFSD has recently attracted Tesco Banking to Renfield Street, bringing over 880 jobs. The IFSD is proposed as a Strategic Economic Investment Location in the emerging Strategic Development Plan (SDP).

Broomielaw Public Realm

Public realm work completed at Broomielaw. The project also makes provision for the later integration of Clyde Fastlink along the southern edge of the Broomielaw.

Broomielaw Local Development Strategy

LDS was completed in 2003, however, the document is out of date and no longer considered relevant. Opportunity to revisit and refresh the document.

Clyde Fastlink

Scottish Government has agreed to contribute towards the development of the north and south bank routes with funds also coming from developer contributions. Planning consent has been granted for the north bank route with route reservations in place at SECC and Glasgow Harbour. A 0.5km section of route has been completed at Broomielaw and the section across the Clyde Arc Bridge installed. Route reservations on the south bank established at Pacific Quay and South Glasgow Hospital (SGH) in Gowan. The SGH section will be provided as part of the work for the new hospital complex. Transport Scotland is considering the business case for the Government's funding contribution in advance of developing a project timetable.

Central Area Conservation Area Appraisal

Public consultation on appraisal complete. Appraisal proposes a number of minor boundary amendments. Approval anticipated mid 2011.

City Centre Traffic Management Review

City Centre traffic management arrangements are being reviewed within the framework provided by the Millennium Plan. This is aimed at benefiting public transport and taxis.

Glasgow School of Art Campus Plan

Campus Plan currently being prepared by School of Art. Plan will identify future role for various School of Art buildings in Garnethill.

RSAMD Campus Plan

Campus Plan not yet started.

Townhead/Cowcaddens - Port Dundas

Improvements to the linkages between the City Centre and the Canal Basin development at Port Dundas are currently being investigated in order to benefit businesses through improved access to the city centre.

Glasgow Caledonian University Campus Plan

Campus Plan currently being prepared by University. Informal discussion with consultants but no plan formally submitted as yet.

City Centre Retailing

A cumulative retail impact study was prepared on behalf of the Council in 2009 to investigate the effects on the city centre from new out of town shopping developments. The study concluded that the precautionary approach towards consideration of significant additional comparison floorspace over the city centre remains valid and should be strengthened.

City of Glasgow College

The new City of Glasgow College was formed in September 2010 following the merger of the Central College, Glasgow Metropolitan College and Glasgow College of Nautical Studies. The proposed twin site campus for the new college was approved by the Council in 2010. City Campus is based around Cathedral Street, while the Riverside Campus is located at Crown St/Ballater St.

Strathclyde University Campus Plan

Campus Plan currently being prepared by University.

City Centre Action Plan

Action Plan completed 2006

College Lands Masterplan

Masterplan completed.

Public Realm Linkages

The first phase of the IFSD public realm improvement Programme has been completed and further public realm works are in progress in the Merchant City. A programme of improvements has also been implemented at Central Station, however, those planned for Queen Street Station have yet to be implemented. The next stage of the Public Realm Strategy will focus on improvements to traffic management and the creation of new cultural hubs and linkages in the City Centre. There is also a need to consider points of arrival, routes and clusters or events which will define the City during the Commonwealth Games.

Merchant City Wynds

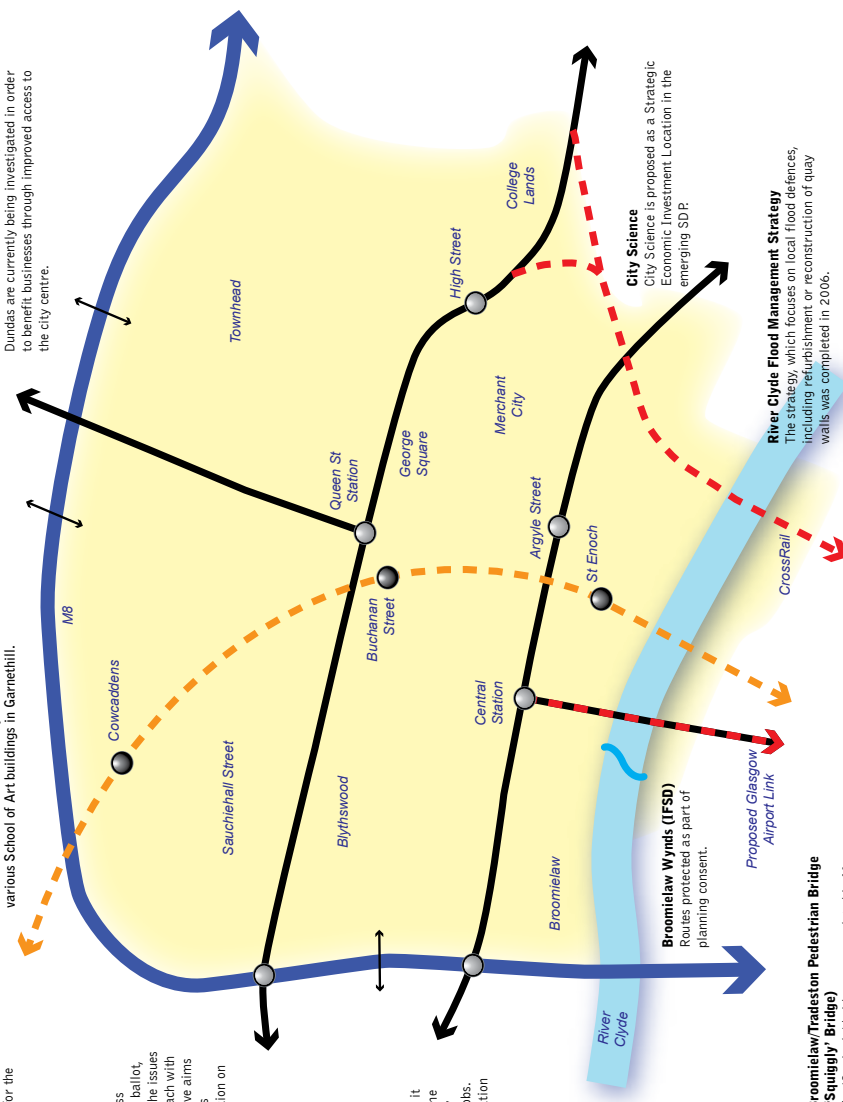
Projects to improve the permeability within the city centre have been completed at Virginia Court, with additional improvements currently underway at Trognate.

High Street Corridor: Local Development Strategy

A Local Development Strategy for this area is to be prepared by January 2013.

Merchant City Townscape Heritage Initiative

The Merchant City Townscape Heritage Initiative (THI) seeks to improve the physical, economic and social conditions of the Merchant City with a view to achieving a successful retail, cultural and residential centre. The THI manages a programme of grants to building owners who wish to repair, restore and re-use historic buildings and floorspace in the area. It is scheduled to complete in July 2011, by which time it will have successfully undertaken 59 building and public realm projects.



Glasgow Airport Rail Link (GARL)

Project cancelled by Scottish Government in 2009. Related works are being progressed, including capacity upgrade and signalling improvements between Glasgow Central and Paisley Gilmour Street stations. Two additional platforms at Glasgow Central station have been completed.

River Clyde Flood Management Strategy

The strategy, which focuses on local flood defences, including refurbishment or reconstruction of quay walls was completed in 2006.

Broomielaw/Tradeston Pedestrian Bridge ('Squiggly' Bridge)

The Squiggly Bridge was completed in May 2009 and reflects the Council's aim of improving accessibility across the river and creating a landmark waterfront structure. The £6 million bridge connects Tradeston and the International Financial Services District and provides a focus for activities and events, promoting Tradeston as a new urban quarter. It is also ideally positioned to act as a catalyst for investment, promote confidence in the City and play a major role in the river's regeneration.

City Science

City Science is proposed as a Strategic Economic Investment Location in the emerging SDP.

South City Centre Bus Station

Investigations ongoing to identify a suitable location.

Crossrail

Project not supported by Transport Scotland (with the exception of the development of the Kelvinhaugh Turnback).

Clyde Waterfront

Key Regeneration Area

River Pontoon/Ferry Services

Pontoon at Pacific Quay has been completed. Tenders prepared September 2010 for additional pontoons at Water Row and Yorkhill Quay to facilitate ferry crossing between Water Row and New Riverside Museum, (due to open June 2011). Project may also facilitate public access to Govan Old Parish Church - to highlight historical significance. A commercial operator is now operating the Yoker to Renfrew ferry.

North Clyde Development Route

The SECC and Glasgow Harbour sections of the route are now complete. Current lack of funding to develop the Yoker section.

Shieldhall/North Bank Local Development Strategy

LDS not yet started. To be linked to wider study of New South Glasgow Hospital/West Clyde LDS.

King George V Dock Strategic Business and Industrial Site.

No progress.

Waste Recycling

The Council has upgraded the Shieldhall civic amenity sites to a recycling centre.

Southern General/New South Glasgow Hospital Campus Plan

Campus masterplan for New South Glasgow Hospital approved 2010. This sets the context for future developments and identifies areas for expansion. Investigations are underway in respect of the development of a Science Park or Mediapark on industrial and business land nearby. Fastlink route and proximity to the river and motorway create opportunities for connectivity.

Linthouse Strategic Business and Industrial Site

Planning applications submitted in October/November 2010 for industrial and business use on the southern part of the site and a helipad on the northern part. These applications have not yet been determined.

Glasgow Airport Rail Link (GARL)

Project cancelled by Scottish Government in 2009. Related works are being progressed, including capacity upgrades and signalling improvements between Glasgow Central and Paisley Gilmour Street stations. Two additional platforms at Glasgow Central station have been completed.

Govan Cross Townscape Heritage Initiative

The THI was launched in 2009 with a 5 year programme of implementation scheduled to complete in September 2014. To date it has facilitated repair and restoration work to the Pearce Institute and Aitken Memorial Fountain, together with public realm improvements to Govan Cross. Further building repairs and shopfront improvements are proposed.

Central Govan Action Plan

The implementation of the Action Plan is underway and includes more than 500 new mixed tenure homes, a range of public realm improvements and the restoration and reuse of historic buildings. Many of the projects are being progressed through the Govan Cross Townscape Heritage Initiative and the proposals for Water Row.

West Clyde Local Development Strategy

Local Development Strategy proposed for West Clyde to include area of New South Glasgow Hospital and former Shieldhall/North Bank Local Development Strategy.

Kevingrove Museum and the Riverside Museum

A walking/cycling route will be developed to provide a link between these tourist venues.

Glasgow Harbour Masterplan

Masterplan application submitted in 2008 for a mixed use development comprising retail, offices, leisure, commercial, education, hotel and residential together with public open space. Masterplan approved subject to Section 75 legal agreement.

Glasgow Harbour Northern Route

Walking and cycling route protected as part of planning consent.

Partick Interchange

Walking and cycling route protected as part of planning consent.

Yorkhill

Walking and cycling route protected as part of planning consent.

SECC

Walking and cycling route protected as part of planning consent.

Pacific Quay

Walking and cycling route protected as part of planning consent.

Springfield Quay

Walking and cycling route protected as part of planning consent.

Cessnock

Walking and cycling route protected as part of planning consent.

Kinning Park

Walking and cycling route protected as part of planning consent.

Ibrox

Walking and cycling route protected as part of planning consent.

M77

Walking and cycling route protected as part of planning consent.

M8

Walking and cycling route protected as part of planning consent.

SECC Campus Plan

Campus Plan to be revised 2011. Review to be led by SECC with input from the Council.

Finnieston/Anderston/Springfield Local Development Strategy

LDS completed in 2004, however, now out of date and no longer relevant.

River Clyde Flood Management Strategy

The strategy, which focuses on local flood defences, including refurbishment or reconstruction of quay walls was completed in 2006.

Pacific Quay Masterplan

Joint masterplan proposed for SECC/Pacific Quay to provide broader context for future development.

Anderston/Springfield Bridge

No longer proposed.

Subway Station Modernisation

Scottish Government support for upgrade scheme involving new trains, automated signalling and redevelopment of all stations (including introduction of smartcard ticketing). Design work has started for the Hillhead, Kelvinhall and Ibrox stations.

Clyde Arc (Squinty) Bridge

The Clyde Arc was opened in September 2006 and is the first new surface level road bridge to cross the River Clyde since 1969. It is a key infrastructure component in the continued development of Pacific Quay. Its spectacular tied arch forms an instantly recognisable gateway to the City and signals the City's continued commitment to the regeneration of the Clyde Waterfront. In addition to two private and commercial traffic lanes, the bridge also features two lanes dedicated to public transport, together with cycleways and pedestrian footpaths.

Clyde Fastlink

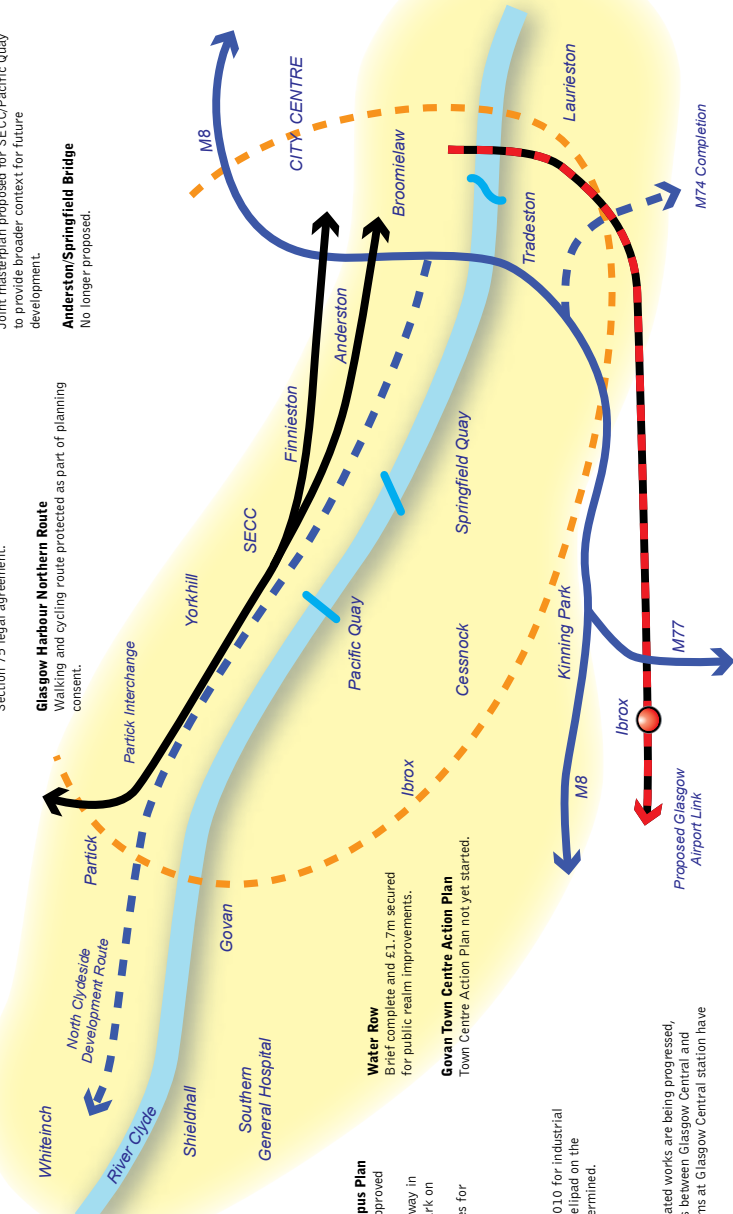
Scottish Government has agreed to contribute towards the development of the north and south bank routes with funds also coming from developer contributions. Planning consent has been granted for the north bank route with route reservations in place at SECC and Glasgow Harbour. A 0.5km section of route has been completed at Broomielaw and the section across the Clyde Arc Bridge installed. Route reservations on the south bank established at Pacific Quay and South Glasgow Hospital (SGH) in Govan. The SGH section will be provided as part of the work for the new hospital complex. Transport Scotland is considering the business case for the Government's funding contribution in advance of developing a project timetable.

Broomielaw/Tradeston Pedestrian Bridge (Squiggly Bridge)

The Squiggly bridge was completed in May 2009 and reflects the Council's aim of improving accessibility across the river and creating a landmark waterfront structure. The £6 million bridge connects Tradeston and the International Financial Services District and provides a focus for activities and events, promoting Tradeston as a new urban quarter. It is also ideally positioned to act as a catalyst for investment, promote confidence in the City and play a major role in the river's regeneration.

Transformational Regeneration Area (TRA): Laurieston/ Laurieston Local Development Strategy

TRA Masterplan approved. This proposes over 1,500 homes, over 30,000 sq m of commercial space, community facilities and shops. Project to be implemented in phases with private development partners. The first phase of new build will be 200 units for New Gorbals Housing Association and tender approval is planned for March 2011.



Clyde Gateway Key Regeneration Area

Proposed Bridgeton Cross Conservation Area
Public consultation on new conservation area undertaken in January 2011.

Super-fast Broadband
Proposal to upgrade exchange serving Bridgeton to provide access to super-fast fibre optic broadband.

Bridgeton Station Upgrade
Upgrading of station in support of the Commonwealth Games.

Bridgeton Cross Planning Study
Planning Study completed 2007.

Mile End Planning Study
Planning Study completed 2007.

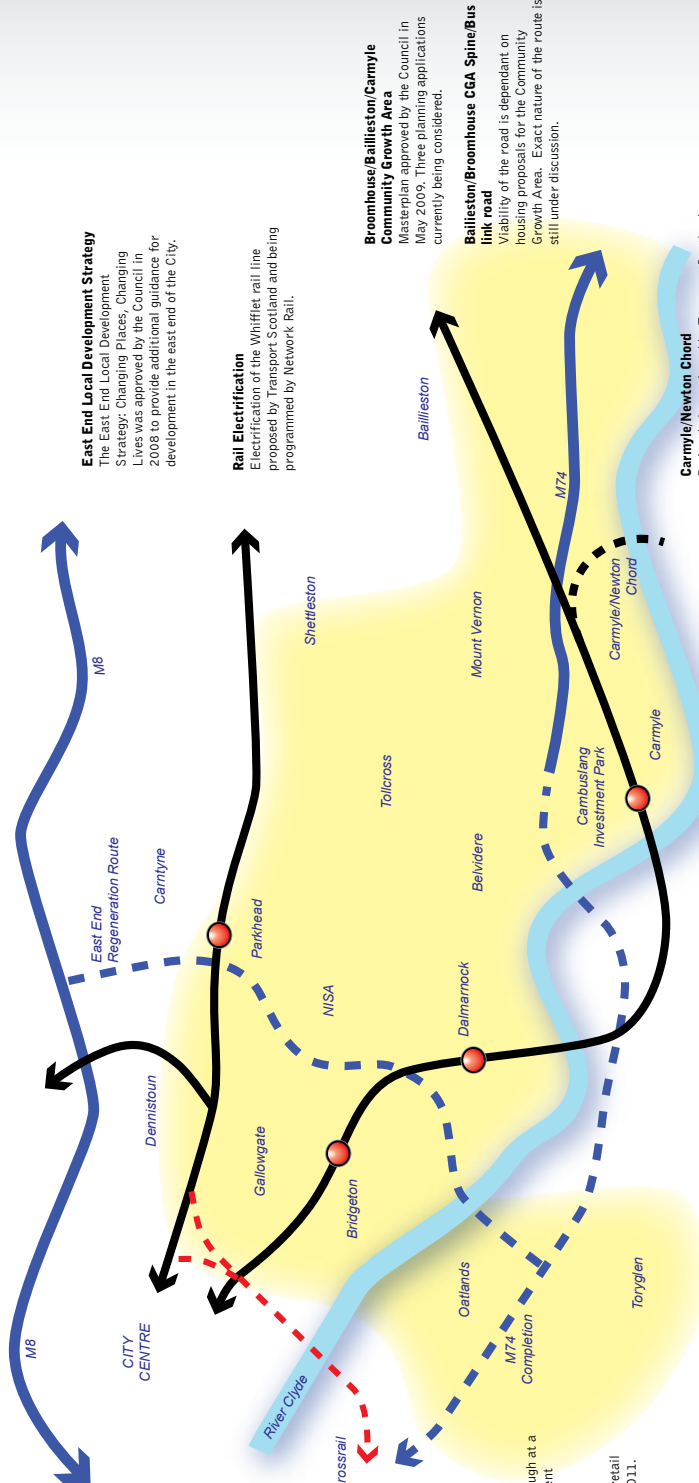
National Indoor Sports Arena (NISA)
The Arena and Sir Chris Hoy Velodrome are currently under construction.

Parkhead Cross Conservation Area Appraisal
Appraisal completed and approved April 2005.

Parkhead Town Centre Action Plan
Town Centre Action Plan currently being prepared.

Parkhead Cross Townscape Heritage Initiative
The THI has facilitated a number of shopfront improvements and the restoration of Parkhead Congregational Church.

Proposed Parkhead Forge Rail Station
Proposed rail station not supported by Transport Scotland.



Transformational Regeneration Area: Gallowgate
Transformational Regeneration Area (TRA) project comprising 100 units will commence 2011/12.

M74 Completion
Work well advanced with completion programmed mid 2011.

Clyde Walkway east of Crown St
Section of walkway completed.

Oatlands New Neighbourhood
Masterplan completed. Development progressing, although at a slower pace due to subdued housing market. Development activity focussing mainly on houses rather than flats.

Crown Street Strategic Business and Industrial Site
A mixed use proposal comprising office/business units, retail superstore and residential was submitted in February 2011. This application has not yet been determined.

Metropolitan Glasgow Strategic Drainage Partnership (MGS DP)
Surface Water Management Plans for the Clyde Gateway and Torrylen areas currently being prepared.

Waste Recycling
Work to upgrade the Poimadise civic amenity site to a recycling centre is on-going and is due for completion March/April 2011.

Dalmarnock Planning Framework
Planning Framework completed 2007.

Dalmarnock Station Upgrade
Funding secured for upgrade of Dalmarnock Station in support of the Commonwealth Games. Design currently being developed.

Transformational Regeneration Area: North Torrylen
A delivery mechanism, involving the City Council, Glasgow Housing Association, Scottish Government and Private sector, will take this scheme forward.

Clyde Gateway Urban Regeneration Company (URC)
Clyde Gateway URC is a partnership between Glasgow City Council, South Lanarkshire Council, Scottish Enterprise, with funding from the Scottish Government. It was established in December 2007 as Scotland's top regeneration priority. Covering a large part of the City's east end, together with Rutherglen and Shawfield, it has a remit to bring about economic and physical change to the area over a 20 year period. The Council is working with the URC to deliver many of the commitments in City Plan 2.

River Clyde Flood Management Strategy
The strategy, which focuses on local flood defences, including refurbishment or reconstruction of quay walls was completed in 2006.

East End Regeneration Route
Phase 1 (Oatlands Bypass) completed.
Phase 2 (Parkhead) under construction and scheduled for completion by Spring 2012.
Phase 3 (Parkhead to Provan) has been out to tender, although no date has been agreed for commencement of work.

Commonwealth Games Athletes Village
The delivery of the Commonwealth Games Athletes' Village is identified as the top priority in the Strategic Housing Investment Plan 2011/12 – 2015/16. Planning application for Athletes Village approved September 2010.

East End Local Development Strategy
The East End Local Development Strategy: Changing Places, Changing Lives was approved by the Council in 2008 to provide additional guidance for development in the east end of the City.

Rail Electrification
Electrification of the Whifflet rail line proposed by Transport Scotland and being programmed by Network Rail.

Broomhouse/Bailleston/Carmyle Community Growth Area
Masterplan approved by the Council in May 2009. Three planning applications currently being considered.

Bailleston/Broomhouse C&A Spine/Bus link road
Viability of the road is dependant on housing proposals for the Community Growth Area. Exact nature of the route is still under discussion.

Carmyle/Newton Chord
Project being reviewed by Transport Scotland.

Proposed Rail Station
Proposed rail station at Bogleshole (Cambuslang Investment Park) not supported by Transport Scotland.

New Cycling Infrastructure
Currently being provided through Smarter Choices project on London Road and Gallowgate.

Clyde Gateway Strategic Business and Industrial Site
Masterplan almost completed to deliver strategic industrial and business development and address strategic drainage issues in Dalmarnock. The strategic industrial and business opportunities within Clyde Gateway will be progressed in partnership with the urban regeneration company.

M8 East

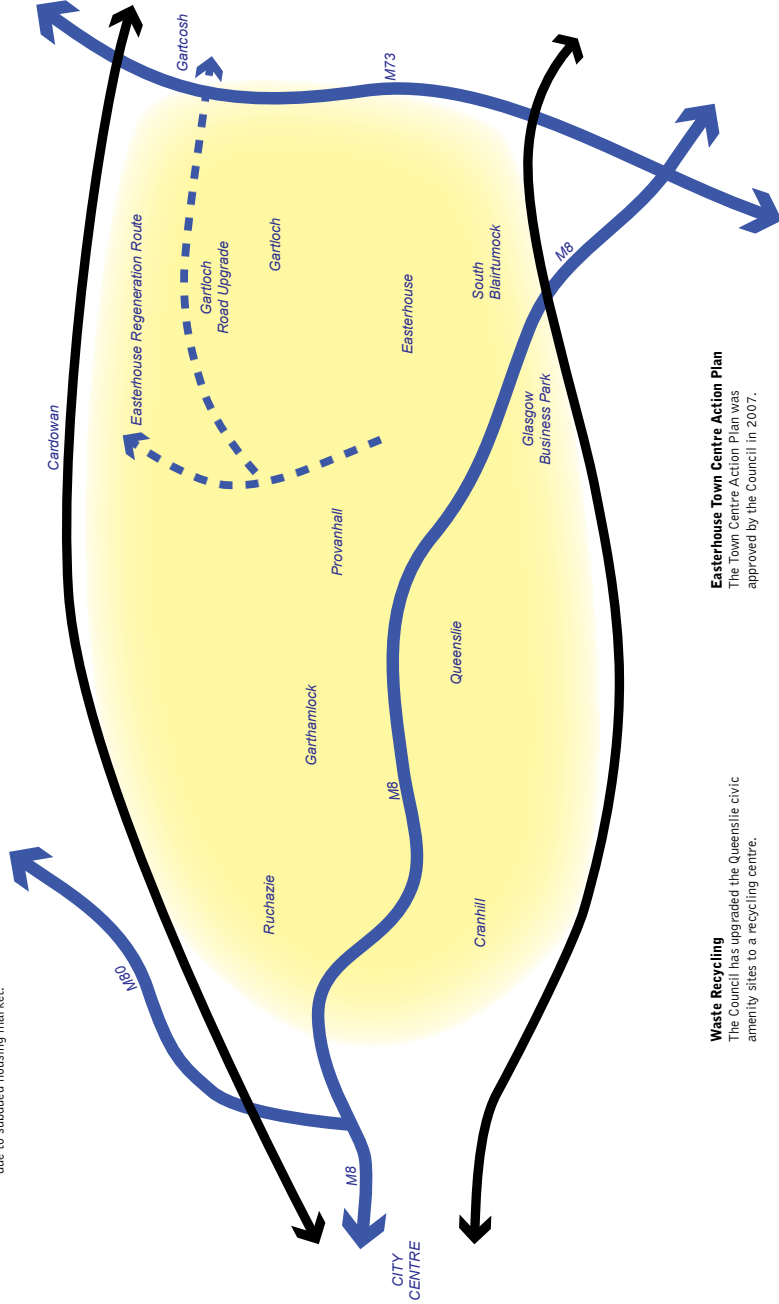
Key Regeneration Area

Easterhouse Regeneration Route
New road link between Easterhouse and Cardowan. The Greenfield housing release site at the southern section of the route has received planning permission and is currently awaiting a section 75 agreement. The viability of the route, nevertheless, remains dependent on a second housing proposal going ahead.

Garthamlock New Neighbourhood
Masterplan completed. Development progressing, although at a slower pace due to subdued housing market.

Cardowan Moss Local Nature Reserve
Legal agreements are being progressed for the extension of Cardowan Moss Local Nature Reserve.

Frankfield Loch Local Nature Reserve
Ongoing discussions with North Lanarkshire Council regarding proposed Frankfield Loch Local Nature Reserve.



Bishop Loch Local Nature Reserve
Legal agreements are being progressed for the extensions of Bishop Loch Local Nature Reserve.

Bishops Estate Woodlands
One of 8 woodland management projects completed in 2008/09, with funding support from Forestry Commission Scotland.

Easterhouse/Garthloch Community Growth Area (CGA)
Analysis of the development opportunities and environmental constraints has identified 3 areas with development potential. Masterplans will be required which ensure that infrastructural issues relating to these 3 areas are addressed in advance of development. The Council, together with Glasgow and Clyde Valley Green Network Partnership, has commissioned a study to confirm CGA development sites and to provide design guidance for developers as they prepare site specific masterplans. The study will allow developers of identified sites to proceed to a more detailed stage and will ensure new housing developments integrate with the Garthloch/Garthloch Green Network Strategy/Masterplan.

Garthloch Road Upgrade
Upgrade of Garthloch Road to provide access to the M73 and the Strategic Development Site at Garthloch. Funding has not been allocated to this road proposal as part of the Council programme.

Waste Recycling
The Council has upgraded the Queenstie civic amenity sites to a recycling centre.

Easterhouse Town Centre Action Plan
The Town Centre Action Plan was approved by the Council in 2007.

M80

Key Regeneration Area

Robroyston/Millerston Community Growth Area

Masterplan, approved by the Council in September 2009. The masterplan identifies the site for a school/community facility playing pitches and a park and ride facility associated with a new rail station on the Glasgow to Cumbernauld rail line. A planning application has been submitted for this range of uses, although it has not yet been determined.

Robroston North Nationally Safeguarded Single User Site

Site is proposed as a Strategic Economic Investment Location in the emerging Strategic Development Plan (SDP). 5.00 ha is retained as a high amenity location within Nova Technology Park.

Transformational Regeneration Area: Red Road

Red Road/Barmulloch Regeneration Study carried out during 2006/07. Transformational Regeneration Area (TRA) project currently subject to review exercise.

Petershill Road Streamline Bus Route

SPT to fund the development of Streamline Bus Route.

Proposed Germiston Rail Station

Proposed rail station not supported by Transport Scotland.

Royston Road Streamline Bus Route

SPT to fund the development of Streamline Bus Route.

Garmgald Chord

Transport Scotland support project as part of proposals for the electrification of the Cumbernauld rail line.

Bishopbriggs Relief Road

A section of this route has been completed within Glasgow although the upgrade of the road remains dependant on the housing development proceeding.

Robroyston/Millerston Spine/Bus link road

The viability of the road is dependant on the housing element, identified in the Robroyston/Millerston masterplan, proceeding.

Cumbernauld Rail Line Electrification

Electrification proposed by Transport Scotland and being programmed by Network Rail.

Proposed Robroyston/Millerston Rail Station

Business case being prepared for new rail station to support development of the community growth area.

Blackhill Road Upgrade

The route has been partially upgraded by a private housing developer and the City Council.

Robroston South Nationally Safeguarded Single User Site

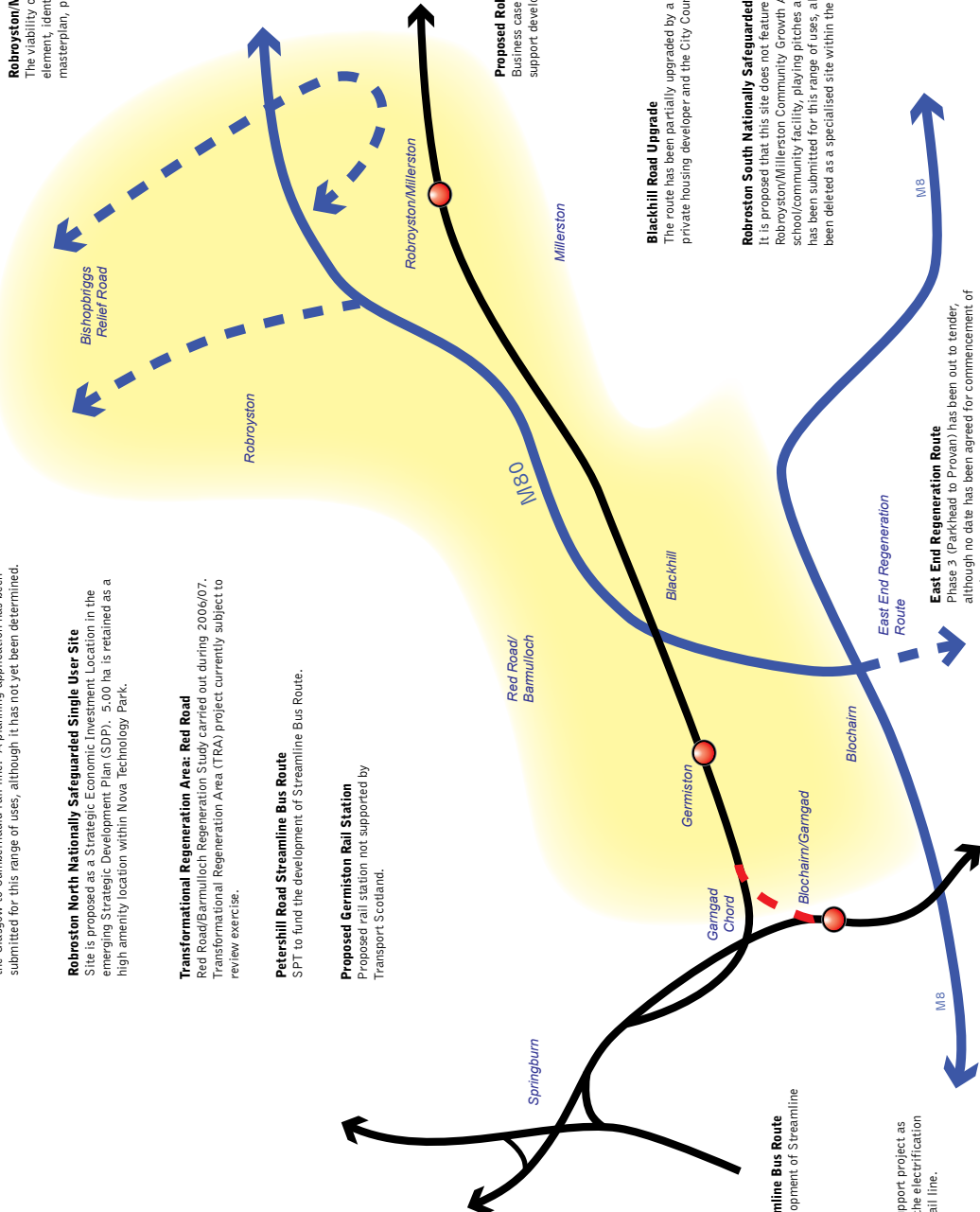
It is proposed that this site does not feature as a strategic location in the emerging SDR. The Robroyston/Millerston Community Growth Area Masterplan identifies the site for a school/community facility, playing pitches and a park and ride facility. A planning application has been submitted for this range of uses, although it has not yet been determined. The site has been deleted as a specialised site within the industrial and business land supply.

East End Regeneration Route

Phase 5 (Parkhead to Provan) has been out to tender, although no date has been agreed for commencement of work.

Proposed Blochairn/Garmgald Rail Station

Proposed rail station not supported by Transport Scotland.



Glasgow North

Key Regeneration Area

Forth and Clyde Canal Local Development Strategy
LDS approved for Forth and Clyde Canal in 2007. The LDS highlights the need for masterplans to be brought forward. Two of these masterplans, Maryhill Locks and Spiers Locks, have been prepared and approved by the Council. Further masterplans have still to be produced e.g. Firhill Basin.

Summerston/Balmore Planning Study
Planning Study indicated that area offered little scope for development in the context of Community Growth.

Forth and Clyde Canal Ferry Services
Consideration is being given to potential new bridge crossings and infrastructure works.

Glasgow University Campus Plan (Garscube)
Campus Plan not yet started.

Milton Masterplan
Masterplan no longer proposed.

Dawsholm Park Woodland Improvements
Woodland improvements currently underway, with funding support from Forestry Commission Scotland.

Waste Recycling
The Council has upgraded the Dawsholm civic amenity sites to a recycling centre.

Possilpark Town Centre Action Plan
Town Centre Action Plan in preparation. Better Glasgow Fund monies have also been targeted to help deliver environmental improvements.

Saracen St/Stonyhurst St Development Option Study
Indicative masterplan for Saracen Exchange development produced December 2007. Proposal includes small scale retail component to support the existing town centre. Planning Permission in Principle approved 2010.

Transformational Regeneration Area: Maryhill
The Botany (Phase 1) housing development completed. Maryhill Locks (Phase 2) new housing proposal achieved planning permission in September 2010. Transformational Regeneration Area (TRA) project currently subject to review exercise.

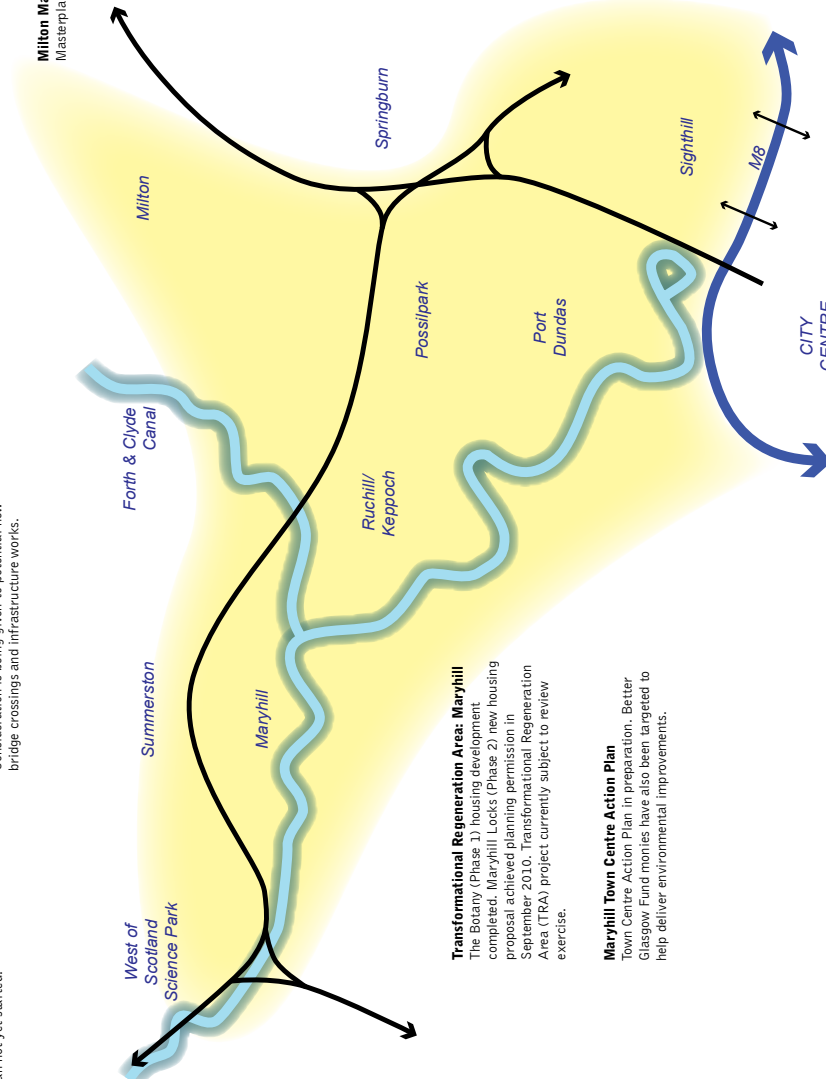
Maryhill Town Centre Action Plan
Town Centre Action Plan in preparation. Better Glasgow Fund monies have also been targeted to help deliver environmental improvements.

Ruchill/Keppoch Local Development Strategy
LDS approved for Ruchill/Keppoch in 2005.

Ruchill/Keppoch New Neighbourhood
The Local Development Strategy for Ruchill/Keppoch New Neighbourhood has been completed, however, there has been no significant progress with implementation due to subdued housing market.

Transformational Regeneration Area: Sighthill
Sighthill Regeneration Study carried out during 2006/07. Transformational Regeneration Area (TRA) project will commence 2011/12, although number of units is not yet determined.

Townhead/Cowcaddens - Port Dundas
Improvements to the linkages between the City Centre and the Canal Basin development at Port Dundas are currently being investigated in order to benefit businesses through improved access to the city centre.



Rest of the City

Drumchapel New Neighbourhood

The Local Development Strategy for Drumchapel New Neighbourhood has been completed, however, there has been no significant progress with implementation due to subdued housing market.

Castlemilk/Carmunnock Planning Study

Planning Study indicated that area offered little scope for development in the context of Community Growth.

Transformational Regeneration Area: Shawbridge

Transformational Regeneration Area (TRA) project comprising 93 units will commence 2011/12. Now included as part of Pollokshaws Local Development Strategy, which is currently being prepared.

Drumchapel Town Centre

Masterplan approved by the Council in 2007, however, there has been no significant progress due to economic downturn.

Glasgow University Campus Plan (Gilmorehill)

Campus Plan currently being prepared by University.

Strathclyde University Jordanhill Campus Plan

Campus Plan not yet started.

Victoria Infirmary Campus Plan

Campus Plan no longer proposed.

Stobhill Hospital Campus Plan

Campus Plan completed. NHS Trust reviewing the redevelopment potential of further areas within the campus.

Anniesland College Campus Plan

Campus Plan completed.

Gartnavel Hospital Campus Plan

Campus Plan completed.

Subway Station Modernisation

Scottish Government support for upgrade scheme involving new trains, automated signalling and redevelopment of all stations (including introduction of smartcard ticketing). Design work has started for the Hillhead, Kelvinhall and Ibrox stations.

Langside College Campus Plan

Campus Plan completed.

Scotstoun Conservation Area Appraisal

Appraisal completed and approved June 2005.

Glasgow West Conservation Area Appraisal

Public consultation on appraisal complete. Approval anticipated early 2011.

Woodlands Conservation Area Appraisal

Appraisal currently being prepared. Public consultation May 2011.

Park Conservation Area Appraisal

Appraisal currently being prepared. Public consultation May 2011.

St Vincent Crescent Conservation Area Appraisal

Appraisal completed and approved April 2005.

Dennistoun Conservation Area Appraisal

Appraisal completed and approved June 2005.

Dumbreck Conservation Area Appraisal

Appraisal currently being prepared. Public consultation March 2011.

Hazelwood Conservation Area Appraisal

Appraisal completed and approved April 2005.

Pollok Park Conservation Area Appraisal

Appraisal currently being prepared. Public consultation May 2011.

West Pollokshields Conservation Area Appraisal

Appraisal completed and approved April 2010.

East Pollokshields Conservation Area Appraisal

Appraisal currently being prepared. Public consultation January/February 2011.

Strathbungo Conservation Area Appraisal

Appraisal completed and approved April 2005.

Crosshill Conservation Area Appraisal

Appraisal completed. Approved June 2005.

Millbrae Conservation Area Appraisal

Appraisal completed and approved June 2005.

Newlands Conservation Area Appraisal

Appraisal currently being prepared. Public consultation March 2011.

Snuff Mill Conservation Area Appraisal

Appraisal completed and approved June 2005.

Carmunnock Conservation Area Appraisal

Appraisal completed and approved June 2005.

Broomhill Conservation Area Appraisal

Appraisal currently being prepared. Public consultation May 2011.

Castlemilk Local Development Strategy

LDS No longer proposed. See comment under Castlemilk/Carmunnock Planning Study above.

Pollokshaws Local Development Strategy

LDS currently being prepared. Also includes consideration of Shawbridge Transformational Regeneration Area.

Partick/Byres Road Town Centre Action Plan

Town Centre Action Plan not yet started.

Shawlands Town Centre Action Plan

Town Centre Action Plan currently being prepared.

Parkhouse/Deaconsbank Comprehensive Planning Study

Comprehensive Planning Study to be undertaken. Scoping study has been undertaken.

Drumchapel New Neighbourhood

The Local Development Strategy for Drumchapel New Neighbourhood has been completed, however, there has been no significant progress with implementation due to subdued housing market.

Hampden/Toryglen Planning Study

Study no longer proposed.

East Pollokshields/Port Eglinton Planning Study

Planning Study currently being prepared.

Nitshill Development Framework

Development Framework currently being prepared. Consultative Draft nearing completion.

Arden Development Framework

Development Framework currently being prepared. Consultative Draft nearing completion.

Cowglen Planning Study

Planning Study currently being finalised. Finalised Draft masterplan December 2010.

Darnley Mains Regionally Important Location

It is proposed that this site does not feature as a strategic location in the emerging SDP. Planning consent granted, subject to legal agreements, for a mixed use development, comprising residential, strategic business/office use, community facilities, hotel and public house/restaurant. The legal agreements have yet to be concluded. The proposal involves the use of the 5.00 ha Regionally Important site for industrial/business use.

Linn Park Local Nature Reserve

The Council is actively progressing the designation of Linn Park as a Local Nature Reserve.

Cathkin Braes Local Nature Reserve

The Council is actively progressing the designation of Cathkin Braes as a Local Nature Reserve.

Waulkmill Glen/Darnley Mill Local Nature Reserve

The Council is actively progressing the designation of Waulkmill Glen/Darnley Mill as a Local Nature Reserve.

Cathkin Quarry Landfill Woodland Creation

Funding has been secured for the creation of woodland at Cathkin Quarry Landfill site. Tenders are currently being developed for the project.

Linn Park Woodland Improvements

A funding bid has been submitted to Forestry Commission Scotland, under their Woodlands In and Around Town (WIAT) Challenge Fund for the Linn Park Woodland Improvements project. A decision on the bid is expected in April/May 2011.

Castlemilk Woodlands Improvements

A funding bid has been submitted to Forestry Commission Scotland, under their Woodlands In and Around Town (WIAT) Challenge Fund for the Castlemilk Woodland Improvements project. A decision on the bid is expected in April/May 2011.

Castlemilk Woodlands

One of 8 woodland management projects completed in 2008/09, with funding support from Forestry Commission Scotland.

Cathkin Braes Park

One of 8 woodland management projects completed in 2008/09, with funding support from Forestry Commission Scotland.

Crookston Woodlands

One of 8 woodland management projects completed in 2008/09, with funding support from Forestry Commission Scotland.

Drumchapel Woodlands

One of 8 woodland management projects completed in 2008/09, with funding support from Forestry Commission Scotland.

Pollok Country Park (Phases 1 & 2)

Two of 8 woodland management projects completed in 2008/09, with funding support from Forestry Commission Scotland.

Darnley Mains Strategic Business and Industrial Site

This site is subject to the same mixed use proposal identified in the section above, relating to the Regionally Important site.

M74 Completion

Work well advanced with completion programmed mid 2011.

East End Regeneration Route

Phase 1 (Oatlands Bypass) completed.

Phase 2 (Parkhead) under construction and scheduled for completion by Spring 2012.

Phase 3 (Parkhead to Provan) has been to tender, although no date has been agreed for commencement of work.

Crookston Spine/Bus link road

This is dependant on the housing proposal proceeding for Crookston Greenfield Release Site.

Northern Circumferential Route

No progress has been made with the feasibility study. The development is dependent on housing development.

Kelvingrove Museum and the Museum of Transport

A walking/cycling route will be developed to provide a link between these tourist venues.

White Cart Water Flood Prevention Scheme

On schedule for completion in 2011.

Proposed Drumchapel West Rail Station

Proposed rail station not supported by Transport Scotland.

Proposed Jordanhill West Rail Station

Proposed rail station not supported by Transport Scotland.

Barrhead Rail Line Electrification

Electrification proposed by Transport Scotland and being programmed by Network Rail.

Paisley Canal Rail Line Electrification

Electrification proposed by Transport Scotland and being programmed by Network Rail.

East Kilbride Rail Line Electrification

Electrification proposed by Transport Scotland and being programmed by Network Rail.

Aikenhead Road Streamline Bus Route

SPT to fund the development of Streamline Bus Route.

Cathcart Road Streamline Bus Route

SPT to fund the development of Streamline Bus Route.

Corkerhill Road/Peat Road Streamline Bus Route

SPT to fund the development of Streamline Bus Route.

Sauchiehall Street/ Berkeley Street Streamline Bus Route

SPT to fund the development of Streamline Bus Route.

Super-fast Broadband

Exchanges have been upgraded providing Hillington, Cardonald, Crookston and the West End access to super-fast fibre optic broadband.