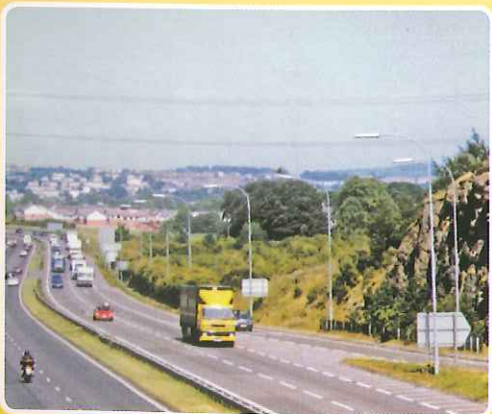




Director of Planning and Environment
North Lanarkshire Council



Northern Corridor Local Plan



FOREWORD

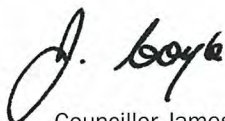
This is the Local Plan for the Northern Corridor which covers the settlements of Stepps, Auchinloch, Muirhead, Chryston, Gartcosh, Moodiesburn and Mollinsburn. It replaces the the Strathkelvin District Southern Area Local Plan, which was adopted in May 1983 and that part of the Strathkelvin District Kirkintilloch Local plan adopted in 1982 which included Auchinloch.

The Local plan has been shaped by the views of a wide range of individuals and organisations who responded to the consultations which took place during the Plan's earlier stages and through the Local Plan Inquiry in March 2003.

The Plan consists of a Written Statement and a Proposals Map. The Written Statement outlines the wider planning context for the document, identifying proposed objectives for the area, suggesting policies and proposals for the future action by the Council and other bodies along with

The Development plan consists of both the approved Glasgow and Clyde Valley Structure Plan and its constituent Local Plans

Through its policies the Northern Corridor Local Plan aims to contribute towards the provision of a sustainable economic, social, and physical environment and provides the statutory policy framework to guide and control the development and use of land in order to achieve the protection and enhancement of both the natural and built environment.



Councillor James Coyle
Convenor of the Planning and Environment Committee

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CHAPTER 1 INTRODUCTION

PLANNING IN NORTH LANARKSHIRE

- 1.1** North Lanarkshire is one of the largest unitary authorities in Scotland with a population of 326,720 (mid 1998 GRO estimate). Its administrative area extends from the Kilsyth Hills in the north to the Clyde Valley in the South and westwards from Harthill to the boundary with the City of Glasgow at Stepps. The Local Plan area covers some 18.3 square kilometres, and is known as the “Northern Corridor”. It stretches from the north eastern corner of Glasgow to Cumbernauld and includes the settlements of Auchinloch, Stepps, Chryston and Muirhead, Moodiesburn, Mount Ellen, Gartcosh, Mollinsburn and the surrounding rural hinterland on either side of the A80 corridor.
- 1.2** This Local Plan will supersede the Strathkelvin District Southern Area Local Plan, which was adopted in May 1983 and that part of the Strathkelvin District Kirkintilloch Local plan adopted in 1982 which included Auchinloch.
- 1.3** A consultative draft plan was placed on deposit for six weeks from 21 April until 1 June 1998 and public exhibitions were held throughout the Plan area during this period. This exercise revealed a considerable local interest in certain aspects of the Plan and changes have been made to the finalised plan on the basis of representations made. Where necessary the text has been revised to take account of new policy guidance or the availability of updated land supply figures.

LOCAL PLAN CONTEXT

- 1.4** The Council is required to maintain up to date local plan coverage to comply with planning legislation, principally the Town and Country Planning (Scotland) Act 1997. Local Plans together with the approved Glasgow and Clyde Valley Structure Plan, will form the statutory Development Plan against which development proposals will be assessed.
- 1.5** The Northern Corridor Local Plan has been prepared in the context of the Council’s Corporate Strategy and is modified in the context of the approved Glasgow and Clyde Valley Structure Plan which became operative on 1st May 2002. The Structure Plan remains the key element in the development plan process and the local plan cannot be adopted unless it conforms generally to the approved Structure Plan.
- 1.6** The Northern Corridor Local Plan has been prepared in accordance with the statutory requirements of the Town and Country Planning (Scotland) Act 1997. Although the Plan covers a relatively small geographic area it is affected by a range of central government planning policies published in the form of National Planning Policy Guidelines (NPPGs), Planning Advice notes (PANS) and Circulars. Where appropriate these are referred to in the Plan.
- 1.7** The development control process will be the vehicle through which this Local Plan is expressed. Section 25 of the Town and Country Planning (Scotland) Act 1997 requires that planning decisions must be made in accordance with the development plan. The provisions of the development plan will therefore form the basis of the decisions made by the Council.

THE ROLE OF THE LOCAL PLAN

- 1.8** The main purpose of the Finalised Local Plan is to provide a basis to encourage, or where necessary, require the continuing development of communities throughout the Plan area without detriment to the environment. By highlighting development opportunities, steering investment to areas of need and co-ordinating action by the Council and its partners, the Local Plan can assist in the economic development of the area and improve the quality of life for its residents.
- 1.9** The Local Plan aims to provide consistency with the Structure Plan and the strategic aims of other agencies such as Scottish Enterprise Lanarkshire and Communities Scotland, and will enable resources to be drawn together and action focused upon the priorities shared as far as possible by each agency. It aims to establish a framework for future investment in the area and provides developers, the public, the local authority and other interested parties with a clear sense of

direction for at least the next five years. The Plan should also provide a sustainable framework for development decisions and proposals for development which are contrary to Local Plan policies will be resisted.

FINALISED LOCAL PLAN: FORM AND CONTENT

The Finalised Local Plan comprises two distinct parts. These are:

a) The Written Statement

- 1.10** This sets out the Council's Local Plan Development Strategy, detailing policies for each of the topics addressed. These comprise a general background or narrative that highlights major trends and key issues, together with the Council's proposed policy and reasoned justification. While many of the policies apply generally across the Plan area, some are site specific and reflect development that the Council wishes to initiate or see taking place. In situations where the Council wishes to see action pursued by other public or private bodies, the Council phrases its policy in the form of a recommendation to the body identified.

b) The Proposals Map

- 1.11** The proposals map represents the policies contained in the written statement geographically and shows the boundaries of the urban area and the policies that apply within it, delineates the Greenbelt and also highlights those policies affecting the rural area. Where policies are delineated on the proposal map, each contains a cross-reference to the text within the written statement. Policies which apply across the Plan area are not represented on the proposal map but are listed in the written statement.

THE LOCAL PLAN POLICY FRAMEWORK

- 1.12** To ensure that the Local Plan can meet the needs of the area in an appropriate manner, it is important that it sets out a policy framework to take account of national and regional planning legislation, advice and guidance. This will also complement the Council's other policy documents such as the Corporate Plan, Economic Development Strategy and the emerging Environmental Strategy, Transport Strategy Document and Leisure Plan as well as seeking to be consistent with the 'Strategic Plans' of agencies such as Scottish Enterprise Lanarkshire, Communities Scotland and the European Funding Programme. The production of this Local Plan occurs at an important time for North Lanarkshire as a whole, with the area undergoing significant economic, social and environmental change.

AIMS AND OBJECTIVES

- 1.13** The policy framework comprises a number of Aims and Objectives, which enable the Council and others to focus effort within the Plan area. Policies contained within the Local Plan are designed to support this development strategy, seeking to secure sustainable regeneration within the Plan area enabling it to play its full part in the Scottish economy, reducing its environmental costs, and achieving the best possible standard of living for its residents. The Aims of the Local Plan are:

- to secure social, economic and physical regeneration through concerted action by the Council and other agencies
- to improve the sustainability of the environment, reinforcing its sense of place, upgrading the quality of its urban form and protecting the countryside
- to enhance the amenity and quality of life for all the present and future members of the community

- 1.14** These Aims will be pursued through the following Objectives:

a) Securing Regeneration

- to encourage the expansion of the economic base, through enhancing infrastructure, and make the area more attractive for investment
- to identify sites for business and industry with good access to public transport
- to help create jobs and reduce unemployment by encouraging investment, through the creation of an attractive and safe environment and by encouraging the diversification of the local economy and employment base

- to balance the supply of land and property against established market demands
- to pursue the provision of the highest possible quality of housing, for all tenures, through partnership with Scottish Homes, Housing Associations and private developers and by identifying and promoting residential development opportunities that are located in a manner which affords accessibility to the public transport network
- to reduce the extent of vacant and derelict land

b) Improving Sustainability

- to protect and promote the Greenbelt, sites of importance for nature conservation, natural heritage and other locations of environmental significance
- to reinforce sense of place and enhance amenity by actively pursuing through a variety of policies, the continuing upgrading of the environment in general, by improving the quality of design in new development, by protecting and enhancing local character and by having regard to the setting of new development in the landscape
- to promote more environmentally sound patterns of development and activity, and encourage reductions in energy consumption
- to overcome access constraints and encourage more sustainable forms of transport

c) Enhancing Amenity and Quality of Life

- to enhance the provision of leisure and recreation facilities and to encourage tourism where appropriate
- to maintain, and where possible, improve the quality and level of provision of local shopping within each settlement in order to provide for everyday shopping needs and to reduce the need for longer trips by private transport for such purposes
- to support the development of community facilities and to promote social inclusion
- to ensure equal access for residents of the Plan area

IMPLEMENTATION OF THE LOCAL PLAN

- 1.15** The Local Plan establishes a policy framework for the Council's consideration of planning matters generally by highlighting areas where specific types of development are generally acceptable and provides detailed guidance on how the Council will consider planning applications for a variety of land uses. In determining planning applications the Council must apply a presumption in favour of proposals which accord with the Local Plan unless material considerations dictate otherwise.

Partnership

- 1.16** To meet the Local Plan's Aims and Objectives action must be initiated and focused to overcome constraints and create development opportunities. This requires extensive funding from both public and private sectors. Throughout recent years the resources available to the public sector have reduced considerably and therefore the private sector has become increasingly important in generating jobs and investment. Partnership is therefore vital to the implementation of the Local Plan, and this involves joint action between the public and private sector and local communities to enable resources to be increased better co-ordinated and targeted (see, for example, Strathclyde University Masterplan - Frankfield Loch, Stepps - paras. 2.37 and 4.27).

Monitoring and Evaluation

- 1.17** The Local Plan sets out a range of policies and identifies action to be pursued by the Council and other agencies. These must be implemented to secure regeneration, improve sustainability and enhance amenity and quality of life. Consistent with planning guidance and advice, the Local Plan must maintain its relevance to the needs of the Plan area and provide an accurate reflection of the Council's intentions for its future development. This requires that a clear policy direction is set and that progress is monitored closely to identify areas where the Plan is failing to meet expectations. The Council will therefore monitor the Plan on an ongoing basis.
- 1.18** Monitoring forms an integral part of the Council's overall evaluation procedures and will involve the collation and analysis of a wide range of data used to influence the direction of Local Plan policy. Monitoring will measure progress towards or variance from the objectives set in the Local Plan.

CHAPTER 2 THE ENVIRONMENT

INTRODUCTION

- 2.1** The protection and enhancement of the natural and built environment is one of the main concerns of the Local Plan. A key role of the planning system is to ensure that society's land requirements in terms of housing, economic activity, transport infrastructure and recreation are met in ways which do not erode the environment. In recent years public awareness of environmental issues has increased rapidly. The term 'Sustainable Development' came into prominence in the 1980's and was embraced by the United Nations at the UN Conference on Environment and Development in Rio de Janeiro in 1992. The Government White Paper 'This Common Inheritance' sets out broad objectives for protecting the environment and introduces environmental considerations in policy making and implementation. The Council's wide responsibilities in relation to the environment encompass the protection and enhancement of both the built and natural environments.
- 2.2** This chapter firstly explains the concept of sustainable development, and outlines the policy context for action and identifies the key issues affecting the built and natural environment within the plan area.

SUSTAINABLE DEVELOPMENT

- 2.3** The UK Government's White Paper "This Common Inheritance" (1990) and "Sustainable Development - The UK Strategy" (1994), have defined objectives which should be taken into account when formulating policies for the environment. Three key objectives are:
- to balance the competing demands on the finite quality of land available and to optimise the reuse and development of vacant and derelict land
 - to protect and manage, as far as possible, the countryside for its landscape, wildlife, agriculture, recreational and natural resource value
 - to maintain and protect historically and aesthetically important monuments, buildings, site and landscapes for future generations
- 2.4** With specific regard to local government, these documents stress the role that local councils can play in the development of sustainable policies through the application of a Local Agenda 21 programme. The local application of Agenda 21 is a continuing and developing process aimed at improving good practice, involving community partnerships and working towards reducing harmful impacts on the environment. Local Planning has to function within this wider environmental context.

NATIONAL AND STRATEGIC GUIDANCE

- 2.5** A range of legislation and advice garnered from the international and regional levels sets the context for the policy framework for this chapter.
- 2.6** There is no definitive policy document for Scotland that deals with the environment. However, the themes of protection and improvement are taken up in a range of Planning Advice notes (PANs) and National Planning Policy Guidance (NPPG) which are being replaced by Scottish Planning Policy (SPP). In January 1999 NPPG 14 "Natural Heritage" was issued by the Scottish Office giving guidance that the Scottish Natural Heritage (SNH) is the agency responsible for advising central and local government on all aspects of Scotland's Natural Heritage and that SNH has a statutory responsibility for many issues relating to the protection, conservation and improvement of the environment.
- 2.7** The Scottish Environment Protection Agency's (SEPA) role is to protect the land, air and waters of Scotland which together form the environment in which we live. SEPA is predominantly concerned with reducing the impact of development on the environment through the exercise of regulatory standards, including pollution control, river purification and waste regulation. SEPA may be concerned with the scale, type and location of developments and wishes to encourage through the planning system, developments that give due regard to environmental matters. Both SNH and SEPA are consulted on both Structure Plans and Local Plans.

- 2.8** The Scottish Office Development Department Circular 24/85 contains a number of aims for Greenbelt land that should be adhered to when formulating policy. These are:
- To maintain the identity of towns and villages by establishing a clear definition of their physical boundaries and preventing coalescence
 - to provide countryside for recreation or institutional purposes of various kinds
 - to maintain the landscape setting of towns
- 2.9** This guidance makes clear that towns and villages should not be allowed to expand into the greenbelt beyond the detailed limits established in local plans.
- 2.10** Guidance for development in the landscape and within towns is outlined within several Scottish Executive documents. NPPG 3, “Land for Housing”, states that:
- “New housing development should be well integrated with the existing development in terms of scale, density, quality and suitability of site; and should not adversely affect either the local environment or amenity of small towns and villages or approved greenbelts, or the landscape character of the area”.
- 2.11** NPPG 3 also suggests that designated wildlife habitats and other important features of the Natural Heritage should be protected from housing development. The requirement to protect Designed Landscapes and Historic Gardens against inappropriate development is also identified.
- 2.12** PANs 36 and 44 give advice on the siting and design of new housing. These were issued in an effort to promote better standards of design within rural areas. “Design” embraces position, setting, form, layout, colour and the impact on landscape character. These are key considerations if the distinctive character of the area is to be maintained.
- 2.13** PAN 52, “Planning in Small Towns” reflects on the concern that the identity of small towns in Scotland is being eroded. It seeks to “retain, restore what is best and remove, improve or rehabilitate what is worst”. The Council recognises these concerns and aims to meet the objectives of PAN 52 through applying appropriate Plan policy.
- 2.14** With regard to the Heritage Resource contained within the Plan area, guidance for the statutory duties of the Council concerning Listed Buildings, Article 4 Directions within one of the Areas of Special Character and the Designed Landscapes is contained within the “Memorandum of Guidance on Listed Buildings and Conservation Areas 1998”, and within the Strathclyde Structure Plan 1995. In April 1999 the Scottish Executive issued NPPG 18 “Planning and the Historic Environment” which sets out the Government’s planning policies in relation to historic environments with a view to their protection, conservation and enhancement. Central to the Government’s approach is the need to secure preservation whilst accommodating and remaining responsive to present day needs. Local Plan policy has been prepared accordingly.

The Glasgow and Clyde Valley Structure Plan

- 2.15** The approved Glasgow and Clyde Valley Structure Plan strongly supports the need for a well defined and substantial Greenbelt and for strong defensible boundaries, and further defines the function of the Greenbelt for the purposes of :
- Controlling the growth of built up areas and supporting the process of urban renewal;
 - Preventing neighbouring towns from merging and controlling sporadic and isolated development;
 - Preserving the special character of towns, including their landscape setting;
 - Protecting agricultural from inappropriate development and creating the necessary stability for its productive use for appropriate countryside uses such as forestry;
 - Protecting and, where appropriate, enhancing landscape character and biodiversity;
 - Providing for the enjoyment and recreational use of the countryside; and
 - Supporting the development of the Green Network.

The continued designation of the Glasgow and Clyde Valley Greenbelt is required through Strategic Policy 1 of the Structure Plan.

- 2.16** The Metropolitan Development Strategy requires that a Green Network is created extending from the heart of Glasgow City and other town centres through to the remoter communities. The Greening of the Conurbation Strategy referred to in the 1995 Strathclyde Structure Plan was a response by a number of bodies to the condition of the Green Belt around Glasgow. More recent studies have included Landscape Action in the Green Belt, the Glasgow and Clyde Valley Landscape Character Study and work for the Glasgow City Plan. In addition much of the vacant and derelict land provides an opportunity to contribute to the creation of this green network.
- 2.17** The area contains one Site of Special Scientific Interest (SSSI), a geological feature, which is located close to Mollinsburn. In addition to being afforded protection by means of the Wildlife and Countryside Act 1981 the SSSI is also protected through the following policies within the Glasgow and Clyde Valley Structure Plan.

STRATEGIC POLICY 8

SUSTAINABLE DEVELOPMENT OF NATURAL RESOURCES

(d) safeguard and enhance the Strategic Environmental Resources (Schedule 7).

STRATEGIC POLICY 10

DEPARTURES FROM THE STRUCTURE PLAN

iii Environmental Benefit

(a) the protection and enhancement of environmental resources identified in Schedule 7 or identified in Local Plans

- 2.18** The Council 's Nature Conservation Strategy has also identified nine Sites of Importance for Nature Conservation (SINCs) within the Northern Corridor and accordingly policies have been devised for their protection. A review of SINC boundaries in North Lanarkshire was completed in January 1999 and the Finalised Proposals Map reflects this. It is through the Local Plan that SINCs are identified and protected.

Central Scotland Forest Strategy

- 2.19** Significant areas of Scotland have suffered environmental degradation as a result of progressive deforestation and past industrial activity and therefore, the expansion of woodland cover can make an important contribution to their rehabilitation.
- 2.20** In April 1995 the Central Scotland Forest Strategy was launched. The strategy is an initiative of the Secretary of State and is supported by a myriad of partners. This strategy aims to double the cover of woodland across Central Scotland within 20 years. The vision for the Central Scotland Forest (CSF) states that:

"The Forest will be different in style from any other forest in Scotland, designed to meet the diverse needs of the 21st century. Built on sustainable principles, it will bring about an enhanced environment and image, and greater natural asset values, alongside a regenerated economic context for all activities in the area - industrial, commercial, and residential, and those related to tourism and recreation.

In the Forest, trees and woodlands will form a mosaic with farmland, settlements and natural environments, creating a well wooded, diverse and functional landscape and striking a balance between the agenda for change and the agenda to conserve and protect.

...Many different types of woodland will be planted to fulfil many different objectives - image enhancement, wood production, recreation provision, wildlife enhancement and the creation of attractive locations for business."

- 2.21** Within the Northern Corridor area North Lanarkshire Council is in partnership with The Central Scotland Countryside Trust (CSCT), The Forestry Commission, Scottish Natural Heritage and Scottish Enterprise Lanarkshire in order to progress the above vision. This was in accordance with the 1995 Strathclyde Structure Plan Policy GB3 which states that: "The Regional Development Strategy requires the Greening of the Conurbation, through integrated environmental projects to improve the Greenbelt, and major urban corridors and other areas suffering from urban fringe management pressures". To date the partnership has been successful in achieving projects on the ground.

KEY ISSUES

2.22 There are a number of issues relating to the environment which require to be addressed by this Local Plan. These are as follows:

- the means by which sustainability can be incorporated into the Local Plan and be balanced against the need to develop the area's economy
- the protection and enhancement of the locally distinctive character of the rural and built environment
- the need to direct development towards brownfield sites to improve the urban environment and reduce pressure on the Greenbelt
- the maintenance and strengthening of the Greenbelt boundary
- the protection of important and fragile natural resources
- the need to increase public accessibility for recreation in the Greenbelt
- the scope to upgrade the overall quality and identity of the natural and built environment
- the need to enhance areas of ecological diversity and to create linkages between them
- the need to enhance and protect the quality of the built environment through development control and the pursuit of good quality design
- the need to promote the re-use of vacant and derelict land

POLICY FRAMEWORK

2.23 In response to the issues outlined above, the Council has formulated a comprehensive set of policies to deal with the environment of the Plan area during the period of the Local Plan. These are prefixed with the initials ENV and are supported by a detailed explanation or reasoned justification. The following policy in response to the issues outlined above shall apply generally.

ENV 1: SUSTAINABLE DEVELOPMENT

The Council supports sustainable development by seeking to maintain and enhance the quality of the environment of the Plan area by promoting the long term environmental interest and reducing, where appropriate, damaging effects of development on this long term interest.

THE GREENBELT

2.24 The Greenbelt has protected the Plan area's urban fringe and countryside from inappropriate development and has complemented policies that direct development into the urban areas. It has also served to prevent any trend towards the coalescence of the urban areas. The Council will take any opportunity to augment the permanence of the Greenbelt and in this respect tree planting is seen as an important method by which a clear distinction between the rural and urban areas can be created (see Policies ENV 2, 3, and 4). The Greenbelt boundaries have been reviewed to ensure their continued relevance and defensibility. As a consequence of this review the following sites are proposed for release from the Greenbelt for housing land: Lindsaybeg Road, Chryston; Millbrae Farm, Chryston and South Mount Ellen. In addition as yet unspecified land will be considered for release at Frankfield Loch, Stepps as part of a Masterplan for the area. This is considered further in later sections of the Plan.

ENV 2: GREENBELT

The Greenbelt will be maintained within the boundaries shown on the Proposals Map.

ENV 3: IMPROVING THE GREENBELT

The Council in conjunction with other bodies will encourage and support urban fringe planting which improves the appearance of the Greenbelt, promotes nature conservation, and increases public access to the countryside.

2.25 The protection of the greenbelt from inappropriate new development is important in ensuring that the countryside continues to be enjoyed by residents and visitors. An important function of Greenbelt policy is to allow the rural environment to be accessed and provide recreation for the

public. There is constant pressure for small and large-scale development in the greenbelt. This must be resisted to ensure that the rural qualities that attract most interest are not lost through individual or cumulative developments. Greenbelt policies are therefore intended to presume against new development including dwellings unless they are shown to be necessary for agriculture, horticulture, forestry or other uses appropriate to a rural area. Where a proposal meets this criterion, there is an onus on the applicant to demonstrate a specific locational need for the dwelling to be located within the Greenbelt. In particular where the dwelling is sought for a farmworker, information will be required from an independent agricultural expert to justify the need for additional dwellings within the farm unit (see Policies ENV 4 and 5).

ENV 4: DEVELOPMENT IN THE GREENBELT

There will be a presumption against new development in the Greenbelt unless required for agriculture, forestry, horticulture, nature conservation, appropriate countryside recreation or tourism dependent upon a countryside location, and other development, such as telecommunications development and the generation of power from renewable resources which can be shown to require to be located in the Greenbelt. Proposals for telecommunications development, which satisfy that requirement, should also meet the criteria in Policy UT3.

ENV 5: RESIDENTIAL DEVELOPMENT IN THE GREENBELT

There will be a presumption against new residential development in the Greenbelt unless it is shown to be necessary in the direct interests of agriculture, forestry, and horticulture or other uses appropriate only to a rural area. Where a proposal meets these criterion, the following will apply:

- 1. The design and siting of the development will have regard to guidance published by The Scottish Office in "Siting and Design of New Housing in the Countryside" (PAN36) in that it reflects a functional, and visual association with existing buildings or some other significant feature, and should be sited in proximity to existing farm groups;**
- 2. The occupancy of the house will be subject to a planning condition and a Section 75 Agreement, to the effect that the house must remain in the occupation of a person solely or mainly employed, or last employed, in the locality in agriculture as defined in Section 277 of the Town and Country Planning (Scotland) Act 1997 or in forestry or any other appropriate rural occupation, or a dependent of such a person residing with him or her, or a widow or widower of such a person;**
- 3. Where a farmhouse, farmworkers house or other agricultural building is disposed of separately and/or occupied by a person not employed full time in agriculture, planning permission for a new dwelling, or replacement building, within the original farm unit will not normally be permitted;**
- 4. There is an onus on the applicant to provide supporting information from an independent agricultural expert to justify the need for additional dwellings on farm steadings.**

- 2.26** The Council is currently undertaking a study to assess the potential of land for development to the south of the A80 in the plan area. The non built areas within this study area are designated greenbelt and this shall be maintained and reviewed only as and when development proposals are identified.

ENV5A - The Council will undertake a study to assess the potential for strategic environmental renewal and the development of housing, business and industrial uses in the Gartcosh area, in the context of Strategic Policy 2 of the Glasgow and Clyde Valley Structure Plan.

- 2.27** Notwithstanding the normal presumption against new dwellings in the greenbelt, there may be a case for the replacement of occupied dwellings in poor condition. There will, however, be a presumption against replacing buildings of particular design or historical merit. Each application

will be considered on its own merits. It will be a normal requirement that the original dwelling be demolished prior to the erection of the replacement dwelling. This is to insure against additional rather than replacement dwellings. A residential caravan may be granted temporary approval to provide accommodation for the intervening period. No demolition should take place on the assumption that planning permission will be granted for a replacement dwelling (see Policy ENV 6 below).

ENV 6: REPLACEMENT HOUSING

There will be a presumption against replacement dwellings where the original dwelling is considered by the Council to contribute positively to landscape character and local distinctiveness through characteristics such as design, vernacular character or historical significance. It will be a normal requirement of any approval for a replacement dwelling that:

- 1. The dwelling to be replaced shall be demolished prior to construction commencing on the new dwelling;**
- 2. The proposed replacement dwelling will be designed with regard to guidance published by the Scottish Office in "Siting and Design of New Housing in the Countryside" (PAN 36) in that it reflects a functional and visual association with existing buildings or some other significant feature and should reflect any local traditional rural house styling.**

It is recognised that some diversification of the rural economy and re-use of existing vacant buildings might occur, but they should be undertaken in a manner which is sympathetic and appropriate to Greenbelt policies whilst at the same time protecting landscape, heritage and natural habitats. Unused or neglected agricultural land, whether or not officially designated as "set aside", should not be regarded as having any development potential other than within the terms of greenbelt policy. The Council will continue to maintain the basic strict principles of Greenbelt policy.

- 2.29** Many traditional buildings have become an integral part of the rural environment and contribute to the local amenity. Where such buildings are no longer required for their original agricultural (or other) use and where they are substantially complete, restoration for a suitable new use may be acceptable. All works must be of a high design standard and the use must be compatible with surrounding uses. Generally only stone or other masonry built traditionally roofed buildings will be considered acceptable for restoration (see Policy ENV 7).

ENV 7: REHABILITATION/CONVERSION OF BUILDINGS IN THE GREENBELT

There will be a presumption in favour of the restoration and renovation of existing redundant buildings that are of some vernacular interest to form buildings for a use considered appropriate by the Council, provided the following criteria can be satisfied:

- 1. The existing buildings have external walls and a roof that is substantially complete in its present form, and the development would not amount to the effective reconstruction of the building. Generally only stone or other masonry built, and traditionally roofed buildings will be considered acceptable for use;**
- 2. The Council is satisfied that the building is no longer capable of reasonably beneficial use for the purpose for which it was designed or last used and is capable of accommodating the proposed conversion;**
- 3. Any extensions either by size or visual impact must not dominate the existing building and the design should reflect the style and materials of the existing building;**
- 4. The applicant must be able to satisfy any requirements of the water and sewerage authorities and should not involve these or any other statutory bodies in unreasonable expenditure in providing basic services;**
- 5. The proposed re-use will be compatible with the location of the building and existing adjoining land uses.**

- 2.30** Poorly designed or overlarge extensions can have an adverse effect on an attractive rural environment. Extensions should therefore be modest in size and complementary to the design of the building (see Policy ENV 8 below).

ENV 8: EXTENDING EXISTING DEVELOPMENTS IN THE GREENBELT

Within the Greenbelt, proposals for the extension of existing residential, industrial or commercial premises shall only be given favourable consideration where the proposals are consistent in scale, are well integrated with existing buildings, and satisfy local planning criteria, such as access, parking and relationship to adjoining land uses.

NATURAL ENVIRONMENT

- 2.31** The Plan area contains a variety of landscape types and a number of varied settlements. The rural area is predominantly an agricultural landscape farmed for both crops and livestock whilst the Campsie Fells, outwith the Plan area, form a visual backdrop. The landscape character is predominantly intimate, created by a strong landscape framework of woodland and enclosed field patterns overlaying a strong landform that is characterised by rounded hillocks, drumlins and remnants of glaciation. The rural environment encompasses a number of sites of ecological importance and landscape features ranging from wildlife corridors and large tracts of lowland raised peat bog to designed landscape. There is an element of abandoned, damaged and despoiled land, mainly in the southern part of the Plan area.

Landscape Character

- 2.32** Guidance on the quality of landscape character, identification of issues and opportunity for enhancement are outlined in "Landscape Action in the Greenbelt" (1996, Strathclyde Regional Council) and "The Central Scotland Forest Strategy" (1995, CSCT). A more detailed assessment of landscape quality has been undertaken for the Glasgow and Clyde Valley Structure Plan Area, and identifies a range of landscape types which will each have a different capacity to accommodate any form of development without detriment to its character.
- 2.33** In the Local Plan area the drumlin landform has a southwest to northeast orientation which is emphasised by the main routes and settlement patterns. It is therefore very vulnerable to change by development that cuts across the grain of the landscape: the proposed Kirkintilloch Link Road, and the M80, for example. The creation of a strong landscape framework associated with development should seek to strengthen the area's characteristics, making it more robust, and can help integrate strategic developments into the wider landscape (see Policy ENV 9 below).

ENV 9: LANDSCAPE CHARACTER

The Council will seek to ensure that all forms of new build contribute positively and relate sensitively to the local landscape character, and that proposals for development should retain or replace, as appropriate, woodland, trees, hedgerows and other key landscape features.

- 2.34** Local landscape features will be conserved and protected through promotion of Policy ENV 10.

ENV 10: LANDSCAPE CHARACTER

The Council will assist and support measures to conserve and sympathetically enhance the landscape features that contribute to landscape character and local distinctiveness.

Nature Conservation

- 2.35** In recent years many wildlife habitats, species and other features of natural interest have been lost through built development, changing agricultural practices or lack of appropriate management. However, Nature Conservation and the interests of the environment now represent major concerns locally as well as nationally and internationally. The European Commission issued the Habitats Directive in 1992 which encourages the conservation of biodiversity through the protection of

natural habitats and wild fauna and flora. The Council has produced a Local Biodiversity Action Plan, which is a blueprint for partnership action for the conservation of local wildlife. It details specific actions required to safeguard vulnerable species in an area, and to protect and enhance key habitats.

- 2.36** The Kelvin Valley Countryside Project's Nature Conservation Strategy has provided guidance on nature conservation for planning authorities to utilise when considering policies and proposals for the Local Plan. In addition to Sites of Special Scientific Interest (SSSIs) the strategy identifies a number of Sites of Importance for Nature Conservation (SINCs) and Important Wildlife Corridors (IWCs) throughout the Local Plan Area. Furthermore the Council will continue to work with other partners to identify further sensitive areas which are worthy of protection. These policies will ensure the sustainability of these valued locations so that they are safeguarded for the enjoyment of future generations. Policy ENV11 below reflects this concern.

ENV 11: NATURE CONSERVATION

- a) The Council, in keeping with its Local Biodiversity Action Plan, will seek to maintain and enhance the nature resources of the Plan area by the protection of habitats species and natural features which are vulnerable and /or specifically protected, and by a requirement to take account of the needs of wildlife where new development is proposed.**
- b) The Council in conjunction with the appropriate bodies will continue to seek to identify and expand areas of nature conservation value, and will seek both the conservation and enhancement of such land through management agreements and other initiatives.**

- 2.37** Local authorities may designate Local Nature Reserves (LNRs) under the National Parks and Access to the Countryside Act 1949, as amended by the Local Government and Planning (Scotland) Act 1982. The local authority usually declares a LNR because of the high natural heritage interest of the site and its particular value for education and informal enjoyment of nature. An opportunity for a LNR as part of a wider Masterplan exists at Frankfield Loch, Stepps on land crossing the boundary of North Lanarkshire and Glasgow City Councils.

Frankfield Loch, Stepps, Masterplan.

- 2.38** Approximately 30 years ago the University of Strathclyde acquired some 101ha. of land in and around Frankfield Loch, Stepps as a general landholding in anticipation of further expansion, and with a view to creating a country campus similar in nature to other new universities at the time such as Stirling and Heriot Watt. Since the initial acquisitions the University has concentrated its academic expansion elsewhere although it has developed some 20 ha. of the Stepps site as sports and recreation facilities. Only limited further expansion of these sports facilities is now anticipated. The undeveloped areas include the environmentally sensitive Frankfield Loch and its immediate water margins. Discussions with the former Strathkelvin District Council identified the need for a masterplan for this site to show how the various elements of residential development, infrastructure and managed nature conservation (Local Nature Reserve) could combine to secure a more sustainable future for the area. The masterplan area crosses the boundary between Glasgow City Council and North Lanarkshire Council. The Council will therefore support the following Proposal ENV 12 for the future designation of a Local Nature Reserve at Frankfield Loch, Stepps as part of a masterplan the feasibility of which is the subject of further studies involving the impact of development on the nature conservation and hydrological aspects of the loch and its immediate environment. A masterplan for this area will seek to achieve:

- a Local Nature Reserve (LNR)
- a new road linking Cumbernauld Road with Cardowan
- residential development
- a site for a new non denominational primary school
- a site for a focussed shopping area for Stepps, and a hotel

ENV 12: NATURE CONSERVATION / LOCAL NATURE RESERVE

The Council will support the future designation of a managed Local Nature Reserve at Frankfield Loch, Stepps.

SSSIs and SINCs

- 2.39** The SSSI in the Local Plan area, Mollinsburn Road Cutting, is geological in nature and provides an example of part of a dyke swarm which is a result of volcanic activity in the Carboniferous age. In contrast to SSSI's, SINCs do not receive statutory protection, but are given added protection by means of local plan policy. NPPG 14 "The Natural Heritage" provides added protection to SINC sites and other areas of nature conservation value outwith designated areas. The table below identifies the SSSI and SINCs within the Local Plan area. Wildlife Corridors are identified within the Kelvin Valley Countryside Project's Nature Conservation Strategy. This Strategy argues that where habitats such as SINCs are concerned, the local plan is the most appropriate mechanism to protect these ecologically sensitive areas. Accordingly Policy ENV13 below affords protection to these sensitive sites.

Table 2.1 Special Scientific Interest and Sites of Importance for Nature Conservation

SITE OF SCIENTIFIC INTEREST (SSSI)
Mollinsburn Road Cutting: Part of a linear dyke swarm.
SITES OF IMPORTANCE FOR NATURE CONSERVATION (SINC)
Gartcosh Steelworks (part): An area of grassland including open water, marsh and swamp vegetation. Part comprises an Amphibian Conservation Area. Species include the Great Crested Newt.
Johnston Loch: A loch of moderate size surrounded by an area of wet heath, marshy grassland and semi-improved pasture fields. The margins of the loch support rich marsh and swamp communities.
Garnkirk Moss (N) / Heathfield Moss*: A mire community of high value to nature conservation. A large part of the site retains a good cover of bog vegetation.
Drumcavel Quarry: Colonised by vegetation that includes scrub, tall ruderals and pioneer species. The two main ditches and several small ponds contain reasonably diverse aquatic and marginal plants.
Garnkirk Woods: A network of broad-leaved, semi-natural woodland plantations.
Gadloch*: Margins of the loch and adjacent land support habitats of marsh, marshy grassland, swamp, scattered scrub and conifer plantation.
Moodiesburn Peat Workings: Large area of peat extraction with a relic area of heath/mire vegetation located to the east of the workings.
Moodiesburn Moss & Gartcosh Pond*: The site comprises a moderate sized pond, scrub, scrubby woodland, extensive areas of marsh/marshy grassland and a wet heath.
Frankfield Loch* (mostly within Glasgow): Extensive area of open water that is generally shallow and contains mud islands and emergent dead shrubs. Potential local nature reserve.
Moodiesburn Glen / Bothlin Burn: Woodlands and mixed habitats associated with the Bothlin Burn.
Cadder Yard*: A birch woodland/pine plantation on a lowland raised bog.
Cardyke Plantation: A birch woodland that has been established on the site of a former bog.
Cardowan Moss / Garthamlock Quarry*: A relic raised bog that has become degraded due to drainage and burning

Note: The sites marked* extend outwith the Local Plan area. Adjacent authorities will be consulted on any application which is likely to have any impact on these cross boundary SINC sites to ensure that a co-ordinated approach is taken.

2.40 The following policies apply in respect of the SSSI and SINC's identified in Table 2.1 above.

ENV 13: NATURE CONSERVATION

- A. There will be a general presumption against developments that could adversely affect sites designated as Sites of Special Scientific Interest.**
- B. There will be a general presumption against developments that could adversely affect Sites of Importance for Nature Conservation (SINC) as listed in table 2.1. Where development is to be approved which could affect any SINC, the Council will seek to conserve, as far as possible, the site's ecological interest and to provide for replacement habitats or features where damage is unavoidable.**
- C. The Council have agreed the boundaries of a nature reserve at the former Gartcosh Steel Works site to accommodate the existing colony of Great Crested Newts and will in conjunction with SNH and the Director of Community Services (Conservation and Greening) decide on the future status of the nature reserve.**

2.41 NPPG 14 "Natural Heritage" recognises the importance of landscape features which are important for flora and fauna as directed by Article 10 of the Habitats and Species Directive and Section 37 of the Conservation (Natural Habitats, &c) Regulations 1994. They also require that local plans are also required to include policies in respect of the natural beauty and amenity of land which encourage the management of landscape features such as ponds, dykes, hedgerows or other linear features which are essential for the migration, dispersal and genetic exchange of wild species. The following policy is therefore included to comply with the directive.

ENV 14: NATURE CONSERVATION

There will be a presumption against developments or land use changes that would adversely affect the integrity or continuity of landscape features including linear tree belts, shelter belts and hedgerows, rivers and corridors, lochs, reservoirs and ponds, marshland and stone dykes, which are of major importance for wild flora and fauna. Where the reasons in favour of development outweigh the desirability of retaining the features, mitigation measures, including replacement habitat creation will be sought on land within the developer's control.

2.42 There is also a need to ensure protection for species important in a British context either under the Wildlife and Countryside Act 1981, or specific legislation such as the Badger Act 1981. Policy ENV 15 reflects this concern.

ENV 15: NATURE CONSERVATION

There will be a presumption against any development which is likely to have an adverse effect on sites supporting species receiving protection under the Wildlife and Countryside Act 1981 (as amended) and the Badgers Act 1992. Where development sites support protected species there will be a requirement to submit detailed information about the location and territories of these populations in support of the application. Consent will normally only be granted if adequate mitigation measures can be put into place to safeguard the continued viability of these populations.

Tree Preservation Orders (TPOs)

2.43 Mature trees and woodlands make a substantial contribution to the amenity and environmental quality of an area and it is important that these are retained for future generations to enjoy. There are 19 confirmed Tree Preservation Orders within the Local Plan area (see table below for list of TPOs). Trees or woodlands covered by a TPO under the Civic Amenities Act 1967 are protected from destruction by felling, lopping, topping and uprooting etc. Consent is required from the Council before any of the above alterations can take place on trees covered by a TPO. It is the role of the Council to identify and protect further trees important to the character and appearance of an area by making them the subject of TPOs (see Policy ENV 16 below).

Table 2.2 Tree Preservation Orders in the Local Plan Area

No.	Name
1	Bedlay Estate, Chryston
3	Potassels Road, Muirhead
4	Cumbernauld Road, Stepps
30	Gadloch Avenue/Lenzie Golf Club
51	Beard Crescent, Gartcosh
68	Mollinsburn Inn
72	Mount Harriet Drive, Stepps
73	Pleaknowe Interchange, Mollinsburn
75	Bedlay Cemetery
76	Slakiewood, Muirhead
77	Woodhead Road, Crowwood
78	Lochview Terrace, Gartcosh
79	Peathill Avenue (rear of), Muirhead
80	Glaudhall, Muirhead
81	Johnston House, Gartcosh
136	West Avenue (Nos. 21-23), Stepps
136a	West Avenue (No.25), Stepps
136b	West Avenue (East), Stepps
N.01	Millbrae Farm and Nursery

Source: North Lanarkshire Council Records

ENV 16: TREE PRESERVATION ORDERS

The Council will make Tree Preservation Orders in order to prevent the loss or destruction of any individual or group of trees that form a noticeable feature of the landscape or townscape. Within an area covered by a TPO there will be a presumption against development unless it can be proven that the proposal would not adversely affect the stability or appearance of protected trees or groups of trees. There will be a presumption against the felling, lopping or topping of protected trees unless the works are for the proper management of an individual tree or group of trees, or unless the tree is proved to be dangerous.

2.44 It is important that after a number of years existing TPOs are examined to assess the condition of the trees and to identify whether or not the statutory protection is still valid or if a management scheme to enhance their status is required. A survey of all existing and potential TPOs in the Plan area will be carried out during the Plan period. The following policy will apply in this respect.

ENV 17: TREE PRESERVATION ORDERS

The Council will carry out a condition survey of trees covered by Tree Preservation Orders in the Plan area during the period of the Plan to establish their future status or to assess whether action is required to enhance their protected status.

Woodland

- 2.45** Where woodland planting is concerned North Lanarkshire Council is in partnership with The Forestry Commission, Scottish Natural Heritage, Central Scotland Countryside Trust and Scottish Enterprise Lanarkshire in order to bring forward the aims and objectives of the Central Scotland Forest Strategy (see para. 2.19-2.21). Broad-leafed trees of a native species planted in small woods, shelter belts or in hedgerows will be particularly welcomed by the Council. Special importance is attached to the periphery of the built up area where it is considered that tree planting will often strengthen the landscape setting of communities and assist in creating a clear and defensible greenbelt boundary. Policy ENV 18 below gives support to this and in particular encourages the planting of woodlands in order to promote access for the community and strengthen the Greenbelt. The Council encourages the management of private woodland and in some circumstances enters into legal agreements to ensure those woodlands are well maintained. It should also be recognised that commercially sustainable woodlands are needed within the mix of woodland types. These are supported by the Forestry Commission's Woodland Challenge Fund which offers support for creating woodlands of a productive nature, over 5 hectares in area.

ENV 18: WOODLAND

The Council as a general principle, supports the planting of trees in all parts of the Plan area except in certain localised areas where tree planting might endanger a heritage, nature conservation or environmental feature or where road and public safety could be jeopardised. The Council supports the Central Scotland Countryside Trust's Central Scotland Forest Strategy. The provision of "community woodlands" at appropriate locations will be encouraged and, in general, the Council will seek to ensure public access when considering tree-planting proposals.

- 2.46** An inventory of Ancient, Long established and Semi-natural Woodland was produced for the former Strathkelvin District Council by the former Nature Conservancy Council. It listed all the woodlands regarded as important for nature conservation within the then Strathkelvin District. However such woodland is very sparse within this Local Plan area with only two areas being identified within the inventory. The following policy will therefore apply.

ENV 19: MAINTAINING WOODLAND AREAS

The Council will encourage the maintenance and enhancement of the following woodland areas:

- 1. Moodiesburn Glen - Ancient Woodland - This site has a proven continuity of woodland cover for at least 240 years and is likely to be a remnant of Scotland's original forest cover.**
- 2. Garnkirk Woodlands - long established woodland of Plantation origin. These woodlands are likely to have been planted between 1750 and 1860 and thus have a proven continuity of woodland for at least 130 years.**

BUILT ENVIRONMENT

HERITAGE RESOURCE

- 2.47** The historic environment is a fundamental part of our cultural heritage and serves as a framework for the evolution and development of our built environment. Together with the finest examples of planning and architectural achievements, more modest historic buildings, townscapes and landscapes are valued for their distinctive style and character, quality of workmanship and important archaeological remains. The historic environment is of immense importance to education, recreation, leisure, tourism and the wider economy. Legislation exists to identify and protect the character of buildings and areas of architectural or historic interest. There are also provisions for the protection of the setting of historic buildings and for grants to be awarded for the repair of buildings of special architectural and historic interest and townscape within outstanding conservation areas. Despite the application of measures for the protection of the historic environment, as well as greater public awareness and support for heritage issues, the historic environment can still be threatened by inappropriate development.

2.48 Listed Buildings

There are currently five Listed Buildings within the Plan area. These are shown in the table below. Listed Buildings are recognised and protected by the Scottish Executive for their special architectural or historic interest. Listed Building Consent is required for the demolition, alteration or extension of Listed Buildings, thus providing additional protection from development pressures (see Policy ENV 20 below).

Table 3.3 Listed Buildings within the Northern Corridor

Name	Grade
Bedlay House, Chryston	A
Stables, Bedlay House, Chryston	B
Ruined Gateway in Garden, Bedlay House, Chryston	B
Davidson Mains Farm, north of Chryston	B
War Memorial Cottage, Gatepiers & Railings, Lochend Road, Gartcosh	C(S)

Source: North Lanarkshire Council Records

ENV 20: LISTED BUILDINGS

There will be a presumption against any development, including demolition, which could adversely affect the character, appearance, urban or landscape setting, or distinctive character of a Listed Building. Development will be in accordance with the approved policies set out in “Development Affecting Conservation Areas and Listed Buildings” The Council will pursue the listing of further buildings and consider the need to designate or amend Conservation Areas where appropriate. Where justified, the Council will seek to obtain an Article 4 Direction to control development at particular locations within conservation areas and “Areas of Special Character” having regard to national planning advice.

Areas of Special Character

2.49 The former Strathkelvin District Council designated two “Areas of Special Control”. These are as follows:

1. Auchinloch: part of Langmuirhead Road;
2. Stepps: Church Avenue, Whitehill Avenue, Anniesdale Avenue and parts of Whitehill Farm Road, Mount Harriet Drive, Lenzie Road, Blenheim Avenue and Victoria Road.

2.50 The Auchinloch area provides an example of an attractive village centre with traditional cottages while the Stepps area consists of Victorian villas set in comfortably large grounds, providing a mature residential environment. The aim of the designation is to retain the distinctive character of these areas by the application of development limitations. This Plan re-affirms these as “Areas of Special Character”. A direction under Article 4 of the Town and Country Planning (General Permitted Development) (Scotland) Order 1992 is already in existence for the Auchinloch Area of Special Control (see Policy ENV21). The confirmation of an Article 4 direction for the Stepps Area of Special Control will not be sought but normal planning powers are to be applied as rigorously as possible.

ENV 21: AREAS OF SPECIAL CHARACTER

The Council confirms the continued designation of “Areas of Special Character” within Auchinloch and Stepps. Within these areas designated as “Areas of Special Character” at Auchinloch and Stepps, all proposals will be subject to rigorous scrutiny and in all cases the Council will require to be satisfied that proposals will maintain or enhance the area’s character. Within the Auchinloch “Area of Special Character” the approved Direction under Article 4 of the Town and Country Planning (General Permitted Development) (Scotland) Order 1992 which removed permitted development rights will be rigorously implemented.

Archaeological Sites

Nationally important archaeological sites are protected as scheduled monuments under the Ancient Monuments and Archaeological Areas Act 1979. Special permission is required from the Scottish Ministers for works that affect them. Mollins Roman Fort is the only scheduled ancient monument within the area of the Plan. This fort comprises the ploughed out remains of a Roman Fort dating to the later first century AD now only visible from the air. Roman historical source indicate that Agricola, at that time governor of Roman Britain built a chain of garrisons across the Forth Clyde Isthmus in the late 1st century AD and the fort at Mollins is the only known surviving example. Policy ENV 22 provides protection for this site and for other sites of archaeological value that may be identified in the future should a situation arise where such an area comes under pressure from development.

ENV 22 : ARCHAEOLOGICAL SITES

The Council will not normally allow development that would have an adverse impact on Scheduled Ancient Monuments or other archaeological sites and their settings. Where development affecting sites of archaeological importance is permitted, conditions will be attached to any planning consent to allow for excavation and recording before or during development. The Council will require developers to fund such works.

Historic Gardens and Designed Landscapes

- 2.52** The Strathclyde Structure Plan 1995 identified Bedlay House (also known as Bedlay Castle) in Schedule 22 "Historic Gardens and Designed Landscapes in Strathclyde". This is covered by Recommendation R61 which states that "It is recommended to Local Authorities... that they consider the significance of the historic and designed landscapes included in Schedule 22 and that they have regard to the potential value of these sites in the preparation of Local Plan and the determination of planning applications".
- 2.53** It is considered that the wooded landscape within the grounds of Bedlay House is a feature which is of the utmost importance to the setting of Muirhead / Chryston. Located on the edge of the A80 trunk road it also contributes to the image that those passing through will form of the area. There is also a designed landscape at Garnkirk House, which is also identified in the above Schedule. However the Council has surveyed this and the present day degraded landscape is not considered worthy of protection. Consequently, it is the intention of the Council to protect only the grounds of Bedlay Castle from development which would adversely affect this designed landscape (see Policy ENV 23).

ENV 23: HISTORIC GARDENS AND DESIGNED LANDSCAPES

Proposals that affect the designed landscape within the grounds of Bedlay Castle will only be considered acceptable where they assist restoration of the landscape and do not adversely affect its landscape setting or distinctive character.

Townscape

- 2.54** Townscape can be defined broadly as the range of visual elements which give the urban area its character and sense of place. This encompasses not only the buildings, how they relate to each other and how they are viewed in context, but also their relationship to public open space and to the wider landscape setting.
- 2.55** The urban areas covered by the Plan consists of what was essentially a collection of villages, some of which have substantially increased in size through residential development. An important characteristic of particular settlements is their setting within the agricultural landscape and this is sensitive to change through incremental expansion leading to settlement coalescence. This is recognised by the Council and provision of protection is made through Greenbelt policies ENV 2 - 8

2.56 While many proposed developments may appear to be acceptable on a particular site when considered in isolation, planning permission is likely to be resisted where it is likely to have an adverse effect on the character and amenity of an area. The Council wishes to protect these settlements from the negative effects of development and thus maintain and enhance the quality of these settlements. Throughout the Plan area, the Council will encourage a high standard of design. Most new development requires planning permission and even relatively minor proposals can have an impact on the appearance of an area. By encouraging a high standard of design in all new developments and having regard to the distinctive character of an area, the Council can effect substantial improvements to the appearance of the built environment (see Policies ENV 24 and ENV 25 below).

ENV 24: TOWNSCAPE

The Council will seek to maintain and enhance the quality of the environment of the Plan area, through appropriate design guidance as contained in Appendix Two to this plan. The potential damaging effects of development will be minimised by the following:

- 1. the retention of original features where possible, or if not, replacement;**
- 2. by ensuring that developments do not intrude into the setting of important buildings and landscape features and should not involve the development of open space within the framework of a settlement which is important to the general character and appearance of the locality;**
- 3. by ensuring that developments reflect the character of the area through scale, layout, siting and design and materials.**

ENV 25: TOWNSCAPE

All new development will be expected to make a positive contribution to the quality and appearance of the environment by:

- 1. being related to neighbouring developments;**
- 2. having a scale, height and massing that is in character with the area design and materials;**
- 3. incorporation of appropriate landscape and planting proposals.**

Shopfronts

2.57 Shopfronts are particularly susceptible to commercial pressures for their replacement in response to ever changing retail trends. Traditional shopfronts are an important townscape feature that should be protected and kept in good repair. There is a tendency for the design of shopfronts to be dictated by corporate styles, particularly in the case of retail and food chains, by the convenience of standard solutions or the latest fashion, with little regard to the architecture of the building within which they are inserted or other shopfronts in the street. All new and substantially altered shopfronts should, wherever possible, allow for access for people with disabilities (see Policy ENV 26 below).

ENV 26: SHOPFRONTS

The Council will seek to ensure that traditional shopfronts are retained and restored in preference to the fitting of new shopfronts. Where new shopfronts are proposed the Council will seek appropriate design and details to ensure that the shopfront is sympathetic to the original shopfronts in the street, as detailed in Appendix 1 to this plan.

Shop Security

2.58 Shop security is an essential element in the design of shop frontages. Although the ideal situation would be for open frontages to encourage all hour access to window displays, in many instances the need is for a protective deterrent in the form of grille type roller shutters or blinds. The concealment of this type of shop window security is often a physical problem and the preferred options are dealt with in Design Guidance Note No.6 in the Appendix 1 to this Written Statement.

Public Art

- 2.59** Encouraging art in the environment can greatly enhance the experience and enjoyment of buildings and public spaces. It can also help to attract investment by creating a positive image of the Plan area. The Council, in recognising the important contribution that art can make to improving the environment, has devised Policy ENV27 to encourage the provision of works of art in association with new developments. Such an approach can also offer people the opportunity to shape their environment and make contemporary arts and crafts more accessible to them. Percent for Art initiatives are aimed at ensuring that as part of major new developments a specific percentage of the capital cost is allocated towards provision of art works. The Council will consider the nature of each development and notify the applicant at an early stage if it considers the development to be of a scale for inclusion in the Percent for Art initiative. In recognition of the potential value of such schemes, the Council through Policy ENV 27 will seek to implement a Percent for Art policy, in partnership with the private sector, other public bodies and through its own spending programmes.
- 2.60** Public Art can bring a number of positive benefits to an area. It can contribute to the enhancement of the image of an area through the introduction of memorable landmarks. Within the Local Plan area there are opportunities to make art more accessible to the local population by introducing it to the area. The Council will welcome the provision of works of art in conjunction with new development (see Policy ENV 27).

ENV 27: PUBLIC ART

The Council encourages the provision of works of art or craft in association with new development. In support of this, the Council will seek to operate a Percent for Art Policy for major developments and will seek to implement this in partnership with the private sector, other public bodies and through its own spending programmes.

Advertisements

- 2.61** Adverts can have an important effect on the road safety in, and the attractiveness of, an area. They must be in keeping with the character and appearance of the area or buildings in which they are to be erected or to which they are to be attached and should be of a suitable scale relating to other signs in the vicinity. Hoardings and poster boxes can often represent a traffic hazard and can be incongruous with the built environment. Therefore, they will not always be acceptable within the built environment or on road verges. Further, unrelated, excessive or poorly located adverts including advance signage, will be opposed and special attention will be paid to advertisements proposed for Listed Buildings or in Areas of Special Character. Signs mounted on free-standing poles will generally be opposed unless they relate to the use of the site e.g. hotel or petrol filling station, where proposals will be considered on merit.
- 2.62** The control of advertisements in industrial and business areas will be less strict than elsewhere. Nevertheless, the general principles of need and appropriate scale and design will be applied. Composite directional signs will be preferred to a series of individual signs and, wherever possible, the information should be displayed as a standard road sign. Where the need for a sign is accepted, the size, design and siting of the structure must take account of both amenity and road safety (see Appendix 1 and Policy ENV 28 below).

ENV 28: ADVERTISEMENTS / SIGNS

When considering applications to display advertisements, the Council will apply the following principles:

- 1. advertisements in the green belt will generally be opposed;**
- 2. advance signage, signs mounted on free standing poles, and large free standing or gable/wall mounted hoardings will generally be opposed;**
- 3. directional signs remote from the business or premises to which they relate will generally be opposed unless a clear need in terms of public safety and convenience can be demonstrated;**
- 4. advertisements in residential areas will generally be opposed. If the necessity for an advertisement or sign can be demonstrated, any structure permitted must have a minimal detrimental effect on the visual amenity of the vicinity. Consent will not normally be granted in "Areas of Special Character" unless they are sympathetic to the surroundings and unobtrusive.**

OTHER ENVIRONMENTAL CONSIDERATIONS

Vacant and Derelict Land

- 2.63** The Scottish Executive requires local authorities to undertake an annual survey of vacant and derelict land as part of the Scottish Vacant and Derelict Survey (SVLS). Vacant land is defined as being:
- land in urban settlements (with a population of 2000 or more); or
 - land within 1km of the edge of such settlements which would be commonly considered as having the characteristics of urban vacant land e.g. some combination of factors generally including being unused or unsightly or land which would benefit from development or improvement
- 2.64** Derelict land (and buildings) in urban and rural areas includes:
- land which has been so damaged by development or use that it is incapable of development for beneficial use without rehabilitation
 - land which is not being used for the purpose for which it is held or for a use acceptable in the local plan
 - land which is not being used and where contamination is known or suspected (even if treatment is required only for the buildings thereon)
- 2.65** Scottish Enterprise Lanarkshire and the two Lanarkshire Councils launched the Lanarkshire Derelict Land Strategy on 15 May 1998. The Strategy identifies priority areas for action and aims to provide a strategic framework through which the various partners can bring these areas back into productive use. There are a number of vacant and derelict sites within the Plan area. The Council will seek to promote the re-use of vacant and derelict land (except where the site has nature conservation value) in accordance with other policies contained within this Plan. This is consistent with the sustainability aims and urban renewal objectives of the Local Plan. Where the re-use of derelict land is proposed, the Council, where appropriate, will require that possible contamination be investigated and mitigating measures be included as part of the planning application (see Policy ENV29).

ENV 29: VACANT AND DERELICT LAND

The Council will encourage the efficient use of vacant or derelict land where it has no use value for nature conservation and will seek to achieve such beneficial use by encouraging the proper management or reclamation of the land as is considered appropriate. Vacant or derelict sites in the Greenbelt should be developed in a manner appropriate to the Greenbelt only.

2.66 The vacant and derelict sites greater than one hectare in the Plan area are listed in the table below.

Table 2.4: Vacant / Derelict Land in Northern Corridor (sites greater than 1 hectare) at March 2000

Site	Owner	Site Area(ha.)	Existing Condition	Previous Use	Future Use
Gartcosh Steel Works	Public	90.6	Derelict land buildings	Steelworks	Industry, business, greening
Lochend Rd., Gartcosh	Public, private	2.28	Derelict land	Housing	Residential
Auchengeich Rd, Moodiesburn	Private	3.27	Derelict land	Coal extract	Agriculture, forestry
Cardowan Road, Stepps	Private	25.5	Derelict land Current rehab.	Coal extract.	Residential
Woodhead Rd, Garnkirk	Private	1.52	Vacant	Unknown	Industrial/ Business
Stoneyetts Hospital, Moodiesburn	Public	8.7	Derelict land and building footprints	Community health, hospital	Greenbelt compatible
Former Bus Depot, Stepps	Private	1.4	Vacant land	Transport	Non - retail commercial
Mollinsburn, A80	Private	1.4	Derelict land and buildings	Mineral Extraction/ Other	Forestry, woodland
Gartferry Rd., Moodiesburn	Private	14.6	Vacant land	Greenfield associated with adjacent industry	Industrial Expansion/ open space

Source: Vacant and Derelict Land Survey - March 2000

Contaminated Land

2.67 The reclamation and treatment of contaminated sites to a standard appropriate for the development proposed can contribute towards urban renewal and urban regeneration. In this respect, one of the main roles of the Local Plan will be to ensure that development on contaminated land does not give rise to any public health and safety risks. However, to assess potential risks, the Council requires to obtain information on the extent of contaminated land across the Plan area. One means of achieving this is to require developers to investigate the sites where contamination is known or suspected and supply this information to the Council prior to planning permission being granted. In all cases, the Council will continue to assess sites on an individual basis in accordance with existing Environmental Protection legislation when development is proposed or a planning application is received for such sites (see Policy ENV 30 below).

ENV 30: CONTAMINATED LAND

The Council will require developers to investigate the site conditions of land that is known or suspected to be contaminated prior to the granting of detailed or full planning permission. Such investigations should identify the nature of the contamination and detail the remedial measures to be undertaken to treat or remove the contamination in accordance with the best practicable environmental option appropriate to the proposed development and the nature of the site.

Mineral Extraction

2.68 There is no strategic need for mineral extraction in the Plan area and so new opportunities do not require to be identified. Outwith areas where the Structure Plan has indicated that opencast coal and related mineral developments may be acceptable, there will be a general presumption against opencast coal and related minerals working. Therefore, in order to safeguard rural amenity and urban fringe landscapes, the winning and working of surface minerals, including peat, will generally be opposed (see Policy ENV 31). Only where such working involves the removal of waste materials, for instance at the sites of the former collieries, will planning permission be considered. In such cases, conditions related to planning approvals will take into account local planning considerations and rates of extraction and re-instatement as appropriate. There are currently two locations within the Plan area where consent exists for mineral extraction. These are as follows:

- Bedlay Colliery: planning consent granted for blaes extraction/importation of soils with overall restoration by 2006;
- Drumcavel Quarry: excavation permitted until 2042 under an Interim Development Order.

ENV 31: MINERAL EXTRACTION

There will be a presumption against proposals for the winning and working of surface minerals, including peat, in order to safeguard both rural amenity and the setting of urban areas

Landfill and Waste Disposal

2.69 Under the Environment Act 1995, the Scottish Environment Protection Agency (SEPA) is responsible for waste regulation, whilst waste collection and disposal remains a Council responsibility. The Council recognises that if not properly controlled, waste disposal operations can have a significant impact on the environment and amenity of an area. As such the Council will direct such operations to locations whereby the maximum benefit will be achieved, whilst at the same time ensuring the effects of the environment and amenity are minimised (see Policy ENV32 below). Subject to a wide range of environmental and amenity considerations being satisfied, such acceptable locations are considered to be man made voids such as disused or worked out mineral extraction sites. Great emphasis will be placed on the appropriate restoration and after use of the site being addressed as part of any proposal for waste disposal. Planning conditions and where appropriate Legal Agreements will be utilised to safeguard the environment and amenity as well as the restoration of a site if considered necessary. Drumcavel Quarry is the only operational landfill site within the Plan area. The existing consent grants planning permission for inert material infilling until 2012. Activity here is controlled under the Environmental Protection Act 1990.

ENV 32: LANDFILL AND WASTE DISPOSAL

There will be a presumption against the disposal of waste by means of landfill onto agricultural land, moorland or woodland. Planning applications for waste disposal will be considered in relation to:

1. The need to protect woodland, moorland, agricultural land, scheduled ancient monuments, archaeological sites, listed buildings, Sites of Special Scientific Interest, Local Nature Reserves and Sites of Importance for Nature Conservation
2. The effect on the environment and on the open countryside, and on the amenities of residents in the area, of undue visual intrusion and of possible noise, dust and smell from waste disposal operations
3. The length of time of the proposed operations
4. The number of proposed traffic movements and the effects on the transportation network, including road safety
5. The type of material to be disposed of at the site and suitability of the site and its environs for receiving it
6. The effect on drainage, water supply and nearby surface and underground watercourses;
7. The effect of the development on the character of the area, in particular, the effect of the development on farm structure and viability
8. The potential after-use of the site and the schemes for the restoration of the land where appropriate
9. The opportunity for restoration or reclamation created by waste disposal at the site
10. The need to ensure that finished levels are compatible with the character of the surrounding landscape and are suitable for the proposed after use

Methane

- 2.70** Much of the plan area is affected by the presence of naturally occurring methane gas. While this need not always prevent development, it does provide a constraint that has to be thoroughly investigated as part of the determination of any planning application. Accordingly, applicants seeking develop sites within this area will require to submit to the Council supporting technical information that a risk assessment has been undertaken, a monitoring strategy has been formulated and, where necessary, appropriate remedial measures are proposed. In making these submissions, applicants will be expected to have considered, the relevant codes of Practice, Circulars and other technical advice including Waste Management Paper No. 27, and Department of the Environment Circulars.

ENV 33: METHANE

When assessing any application for proposed development either within the area of naturally occurring methane or on or within 250metres of a landfill site, the Council will require written confirmation that no gas seepage has been detected on site. Alternatively if it is not possible to satisfy the Planning Authority that no gas is present, confirmation will be required from a suitably qualified professional to the effect that construction details and other measures can ensure that gas will not enter into the structure by means of seepage. In all cases any works required to ensure that no gas enters a building will require to be appropriate for the use of the building.

Flooding

- 2.71** Part of the Council's obligation is to take into account matters of public safety when making land use decisions. NPPG 7 on Planning and Flooding advises that flooding must be a consideration when determining planning applications for development. The disposal of surface water from development sites can contribute to flooding problems and the pollution of watercourses. Alternatives to surface drainage, for example, permeable surfaces, grass swales or attenuation ponds can greatly reduce the negative impacts of traditional methods. Advice on alternative methods, known as Best Management Practices, is available from the Scottish Environmental Protection Agency (SEPA).

2.72 The Glasgow and Clyde Valley Structure Plan recognises that it is important to safeguard against the risk of flooding, given the predicted rise in the frequency and severity of storms and the predicted increase in rainfall over the next twenty years. There is therefore a need to

- minimise the risk of flooding associated with development proposals and inappropriate development plan allocations.
- ensure that good practise in sustainable drainage is followed in all developments and that the member authorities will work with SEPA, the water authorities and interested parties to prepare appropriate good practice guidelines.

2.73 Strategic Policy 9(B) requires that development avoids areas that are liable to flooding and it is essential that a robust framework is set out to provide clear guidance on the need to assess the risk of flooding. Para 9.5(1) requires Councils to consult on development proposals and development plan allocations to establish the need for a flood risk assessment to be undertaken where records show a history of flooding or may increase the risk of flooding elsewhere in the catchment. In determining the acceptable level of flood risk, the Joint Committee will establish consultative arrangements through the Flood Appraisal Groups and will seek to agree standards for acceptable flood return periods for appropriate land uses through the consultation process with SEPA, COSLA and other interested parties.

2.74 The Glasgow and Clyde Valley Structure Plan requires that where a proposed development is situated in an area identified as being at risk from flooding or which may lead to an increase in the risk of flooding elsewhere, a flood risk assessment will be required.

2.75 Where a flood risk assessment is required, a development proposal will not accord with the Structure Plan unless:

- (a) a flood risk assessment is undertaken to the satisfaction of the planning authority;
- (b) the assessment undertaken shows that the land in question and other land likely to be affected can be adequately protected from flood risk and that flood protection measures will not increase the risk of flooding elsewhere or have an unacceptable effect on the environment;
- (c) measures are incorporated to meet good practice and design guidance in respect of Sustainable Urban Drainage Systems. (SUDS) to the satisfaction of the planning authority; and
- (d) the developer funds the construction, and makes arrangements for the continued maintenance of flood prevention works, in accordance with Strategic Policy 9C (i)

2.76 The Council is guided by Scottish Planning Policy 7 (SPP7) as to the role the planning system has in helping to reduce the risk of flooding. The guidance requires planning authorities, when dealing with planning applications for sites known to be at risk from flooding to either refuse planning permission or seek to manage the threat of flooding where other reasons for granting consent take precedence over flood risk. In order to reach a decision in such cases, the Council will require applicants to submit a Flood Risk Assessment (FRA) with applications for development on sites known to be at risk from flooding, or on which development is likely to cause flooding elsewhere. It will be necessary as part of the assessment of any application requiring flood prevention measures / infrastructure for agreement to be reached in respect of the continual maintenance of the infrastructure prior to planning permission being granted.

ENV 34: FLOODING

The Council as Planning Authority will seek to reduce the risk of flooding of non agricultural areas by:

- (i) identifying development proposals which may be at risk from flooding or cause flooding elsewhere, and requiring these to be accompanied by a flood risk assessment; and**
- (ii) refusing planning permission when the risk of flooding on site or downstream as a consequence of development is considered to be significant; or**
- (iii) requiring flood management measures, able to cope with a 1 in 200 year event to be incorporated into development schemes at the developer's expense where it is considered that such measures will successfully reduce the risk of flooding on site or downstream.**

Renewable Energy

- 2.77** The Government recognises that the large scale production of electricity from fossil fuel can contribute to environmental damage. As such the Government is seeking to stimulate the growth of renewable energy schemes such as wind turbines that reduce reliance on more environmentally damaging sources. Government advice on renewable energy is contained in a range of documents, the most recent of which is the NPPG 6 on “Renewable Energy in the UK.” The Government considers renewable energy developments to be an important factor in the strategy to reduce the carbon dioxide levels to those of 1992 by the year 2000. It is argued that renewable energy is sustainable in that it does not deplete the reserves of the resource from which the energy is produced. Energy is an underlying requirement for economic growth and thus energy produced in a more environmentally friendly and sustainable way also makes economic growth more sustainable. The Council supports the principle of renewable energy and will encourage proposals that give due consideration and protection to sensitive environments (see Policy ENV 35 below).

ENV 35: RENEWABLE ENERGY

There will be a presumption in favour of proposals which involve renewable energy whilst also having regard to the protection of important environmental assets and other interests:

- 1. where the development will not result in unacceptable intrusion into the landscape;**
- 2. where the development will not result in a significant detrimental effect on heritage features (such as designed landscapes);**
- 3. where the development will not result in a significant detrimental effect on sites of nature conservation value;**
- 4. where the development will not result in an adverse impact on the recreational enjoyment or countryside experience of the surrounding area.**
- 5. where passive solar gain can be maximised through building design and orientation.**
- 6. where the development will not result in an adverse impact on the general amenity of an area.**

Telecommunications Development

- 2.78** The Council is aware of the growth in demand for telecommunications development. All planning applications for telecommunications equipment will be considered in accordance with the provisions of Circular 25/85 “Telecommunications Development”. In all instances protection from visual damage and the effects of proliferation will be important considerations. Although it is recognised that telecommunications equipment can, by its nature, often require a green belt location, such proposals will be subject to particular scrutiny. The Council will encourage telecommunications operators to discuss at the earliest possible opportunity any forthcoming proposals for telecommunications development in order to reconcile as far as possible technical and environmental interests. Policy UT3 in Chapter 7 of this plan will apply in respect of telecommunications development.

CHAPTER 3 TRANSPORT & ACCESSIBILITY

INTRODUCTION

- 3.1** There is a two way relationship between transport and land use planning. The availability of transport shapes land use while land use patterns create demands for transport. A common set of land use and transportation objectives is therefore needed if sustainability goals are to be met. Roads and Planning legislation requires Councils to keep traffic and transport systems in their area under review and to address the improvement of the physical environment and the management of traffic in the preparation of development plans. The pattern of new development can be influenced by transport infrastructure, both existing and proposed, and by transport policies. Planning and transport policies must therefore work together to enable development to be served in the most efficient and effective way, in order to provide a basis for sustainable development. Consideration requires to be given to all modes of transport, in particular public transport, cycling and walking, when contemplating the location of major new developments. The wider transport implications of such developments be they part of development plan proposals or as planning applications, should therefore form an integral part of the planning framework.

NATIONAL CONTEXT

- 3.2** National policy and advice is contained in NPPG 17 and PAN 57 both entitled “Transport and Planning” which were published by the Scottish Office in April 1999. These emphasise sustainable transport reductions in car reliance and direct land use policies towards supporting such aims. Their implications are very significant for both the short and long term planning of transportation and land use which must be clearly reflected in all planning documents. NPPG 17 requires that development plans and local transport strategies should complement and reinforce each other and Local Plans in particular should express the detailed relationship between development proposals and transport in accordance with the strategy of the appropriate Structure Plan. The policy framework referred to in NPPG 17, which will be developed through further guidance, requires developers to produce a Transport Assessment for significant travel generating developments. The Transport Assessment is to be distinguished from an Environmental Impact Assessment but may, where a formal Environmental Impact Assessment is required, form part of it. NPPG9 “The Provision of Roadside Facilities on Motorways and Other Trunk Roads in Scotland” sets out the Government’s policy for the siting and design of roadside facilities. The relevance of this NPPG to the Plan area is dealt with below.
- 3.3** Much of the Government’s transport policy is outlined in the Road Traffic Reduction Act 1997 which aims to reduce the ongoing growth in road traffic, and ultimately bring about reductions in its absolute levels. It is a requirement of the Council’s Transport Strategy that it sets out its action in respect of this Act.

STRATEGIC CONTEXT

- 3.4** The Glasgow and Clyde Valley area has the most extensive passenger rail network in the UK outside London. Despite this there are areas that are not accessible by a rail service and therefore these areas are dependent on bus services which in many places are less attractive in terms of speed and quality of service. The increasing contribution of rail services needs to be maintained but it is also important that walking, cycling and bus services make a greater contribution to meeting travel demands and the requirements of the Road Traffic Reduction Act (1997). These are identified in the Common Transportation Perspective, and will be developed through Regional and Local Transport Strategies. It is important to ensure that the introduction of traffic reduction measures is both balanced by and integrated with any necessary improvement to public transport facilities that are required to accommodate the diverted travel demands.

3.5 Planning policies can contribute towards improving strategic management of travel demands by promoting better use of the existing transport network. The Glasgow and Clyde Valley Structure Plan through Strategic Policy 3 requires that the sustainable development of the Metropolitan area is achieved through the following range of measures to be included in Local Plans and Local Transport Strategies:

- (a) The selection of Sustainable Locations for development which reflect their function and relative transport accessibility (Schedule 3 (a) of Structure Plan)
- (b) Management Plans for Strategic Transportation Corridors (Schedule 3(b) and Diagram 9 of the Structure Plan)
- (c) Town Centre Transport Action Plans (Schedule 3 (c) of Structure Plan; and Parking Policies setting appropriate maximum standards of provision, developing Park and Ride facilities and parking control zones.

These considerations will be taken into account in the assessment of development proposals required under Strategic Policy 9C (ii) of the Structure Plan as follows;

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

- ii. the implementation of appropriate transport measures for the minimisation and management of the future levels of traffic generated, including Green Transport Plans.

3.6 There are a number of public transport schemes and road schemes approved in the Strathclyde Structure Plan 1995 which are listed in the approved Glasgow and Clyde Valley Structure Plan.

Schedule 4

Strategic Transport Network Development Proposals.

(iii) Rail Stations

North Lanarkshire – Abronhill, Gartcosh, Mossend, Ravenscraig

(iv) Road Schemes

M80 Stepps to Hags

(v) Routes of Committed and Inherited Schemes to be Safeguarded and Confirmed through Local Plans

Bishopbriggs Relief Road

Kirkintilloch Link Road

LOCAL CONTEXT

3.7 When putting forward proposals for land use the Local Plan must attempt to strike a balance between the demand for private car use and accessibility to sites for housing and those generating employment in the area. It must also address the transport needs of all sections of the community providing equal opportunities for all to access a wide range of facilities within the local and wider area.

3.8 The Plan area, because of its proximity to major centres of shopping and employment has emerged as a commuting and dormitory base for City of Glasgow and the major centres in North Lanarkshire and East Dunbartonshire. It is therefore necessary that emphasis is placed on the provision of good and frequent public transport services to discourage unnecessary journeys by private car and to provide equal opportunities and accessibility for all sections of the community. It is essential also that, in identifying new sites for housing and other developments their accessibility to the public transport network should be taken into consideration. Development control decisions for future proposals may require Transport Impact Analysis, which will replace the existing Traffic Impact Assessment.

Transport Strategy

- 3.9** The Council through its transportation strategy “Delivering Tomorrow” will address the following three related aims:
- A healthy society - where individual choice and lifestyle encourages health, safety and community well being in a pleasant and attractive environment
 - An inclusive society - where everyone has equal access to opportunities, facilities and resources and individuals participate in shaping the policies affecting them
 - A prosperous society - where economic development and regeneration support sustainable growth for the longer term
- 3.10** A balanced approach in policy implementation and resource allocation is essential to deliver this strategy. The Council aims, therefore, to ensure that the land use strategy respects future transportation requirements, that future transportation investment serves the wider needs of the community, that economic and social needs are met and that environmental and social costs are minimised. The strategy must be underpinned by the principle of sustainability in order to reduce the cost to the community of emissions from inefficient modes of travel. It should support the concept by encouraging a shift towards travel by means other than the car, namely by train, bus, cycling and walking. Recent planning guidance reinforces the principle of sustainable access being a primary determining factor in development decisions.

ISSUES

- 3.11** The following issues will be addressed by the Local Plan in respect of transport:
- North Lanarkshire is ideally situated at the heart of Scotland’s central belt and can therefore take advantage of the unique road and rail links and the opportunities they afford for economic, social and environmental improvements
 - the area has largely become a dormitory or commuting base for the surrounding larger urban areas and therefore the Plan must address the question of equal access in mobility terms for all sections of the local community
 - new developments should be situated where they can access the public transport network
 - access to brownfield development opportunities is essential in order to support the underlying strategy of renewal and regeneration
 - access to a variety of modes of transport should be encouraged to reduce the dependency on the private car thus making a positive contribution to the environment
 - a resolution to the line of the proposed extension of the M80 may have consequences for land use in the Plan area
 - the provision of opportunities for walking and cycling

POLICY FRAMEWORK

CURRENT STRATEGIC ROAD PROPOSALS

- 3.12** In December 1995, the then Secretary of State for Scotland announced to Parliament that the M80/M73 missing section of the Central Scotland motorway network should be taken forward within the Scottish Office’s three year construction plan.
- 3.13** On 5 November 1999, the Scottish Executive published The “Strategic Roads Review” which states that the M80 Stepps- Higgs (Kelvin Valley Route Option) will not be progressed and that the M80 Stepps – Higgs (On –Line Route) will be the subject of further analysis in a “Multi – Modal Corridor Study”. The full motorway upgrade scheme would start at Hornshill Junction on the M80 with a new road of dual 2 lane motorway standard (land and structures could allow for future widening) that would bypass Muirhead and Moodiesburn and join the existing alignment with a new interchange at Mollinsburn. This interchange would also connect with the M73 and local distributor roads.
- 3.14** Only recently has a Draft Programme of works to the A80 emerged the first line orders for the section from the M73 to Auchenkilns were published on December 19, 2003. A public Inquiry will take place when the response to Phases 2 and 3 is known. It is Phase 3 which affects the Local Plan area (from Hornshill to Mollinsburn) and is the final stage in the upgrade of this road. The public inquiry will address objections received to Phase 1 and any others received to Phases 2 and 3.

TR1: M80 EXTENSION

The Council supports the completion of the motorway network within Scotland through the construction of a motorway between Stepps and Haggs to link existing sections of the M80.

- 3.15** East Dunbartonshire Council is proposing the development of the Bishopbriggs Relief Road and Kirkintilloch Link Road. Both are designed to remove traffic from sensitive areas and offer more effective links to the strategic road network. Short sections of both roads pass through the Plan area. North Lanarkshire Council supports the future development of these routes. The Bishopbriggs Relief road passes through the north west corner of the plan area and the Kirkintilloch Link Road is a single carriageway route, which will link from the Hornshill Junction on the M80 to south Lenzie and Kirkintilloch (see Policy TR2).

TR2 MAJOR ROAD PROPOSALS

The Council supports the completion of the Kirkintilloch Link Road and the Bishopbriggs Relief Road.

LOCAL ROAD IMPROVEMENTS

- 3.16** Numerous local road improvements have taken place in recent years in the Plan area but further work is required to increase public safety, environmental quality, and to provide better access to a variety of sites (refer to Policy TR3).

TR3: LOCAL ROAD IMPROVEMENTS

The Council, as roads authority, considers the following road improvements to be a priority in the interests of environmental quality and public safety and improved accessibility to development sites:

- 1. The construction of an access road from the Crowwood Roundabout to the former Cardowan Colliery site (under construction);**
- 2. A80/Woodhead Road: improvement of junction;**
- 3. Lindsaybeg Road, Muirhead: completion of improvements along B757 between Muirhead and Lenzie to ensure the road is constructed to a uniform standard throughout this section;**
- 4. Loch Road , Stepps: the provision of a new road linking Cumbernauld Road, Stepps to Cardowan as part of a Masterplan for the area;**
- 5. Gartferry Road, Chryston: completion of road improvements between Chryston and Mollinsburn to ensure the road is constructed to a uniform standard throughout this section.**

MOTORWAY SERVICE AREAS

- 3.17** The Glasgow and Clyde Valley Structure Plan identifies opportunities for motorway service areas which exist at the locations listed in Schedule 4(vi). In realising these opportunities, regard should be had to the guidance in NPPG 9, existing planning permissions, emerging road proposals, the impact of new facilities on the free and safe flow of traffic on the motorway, the need to safeguard the strategic locations identified in Schedules 5(b) and (d), and important environmental considerations such as the green belt and the natural and built heritage. In accordance with Strategic Policy 4, Schedule 4 (vi) of the approved Glasgow and Clyde Valley Structure Plan, the Council will undertake a study of the M80 and its proposed extension within the local plan area, in consultation with relevant ownership and development interests, Glasgow City Council and the Structure Plan Committee to establish the most suitable opportunity for a MSA.

Schedule 4

- (vi) Opportunities for Motorway Service Areas
 - M80 (Robroyston - Stepps Corridor)
 - M73 (Gartcosh)

TR4: MOTORWAY SERVICE AREAS

The council will undertake a study of the M80 and its proposed extension within the local plan area, in consultation with relevant ownership and development interests, Glasgow City Council and the Structure Plan Committee to establish the most suitable opportunity for a MSA in the context of Strategic Policy 4, Schedule 4 (vi) of the GCVSP.

PUBLIC TRANSPORT/RAIL FREIGHT

- 3.18** Car ownership in North Lanarkshire is lower than the Scottish average and therefore the Council recognises the importance of public transport in providing transport for the residents of the area and for people travelling to work, on shopping trips and for leisure purposes, as a contribution to energy conservation and in reducing traffic congestion. To be effective, action in promoting public transport needs to be undertaken in conjunction with wider transport initiatives such as walking and cycling.
- 3.19** The proximity to major centres of employment requires that the settlements within the area continue to be served by public transport not only on a linear basis to and from Glasgow and Cumbernauld but also in a north and south direction to access employment opportunities within North Lanarkshire as a whole. The Council is the lead authority in progressing the provision of a railway station and park and ride facility at Gartcosh in conjunction with the proposals for the former Gartcosh Steel Mill site (see Policy TR5). The provision of a railway station with integrated links at this location will allow travel patterns to the site to incorporate significant public transport elements. In the Masterplan for the Gartcosh site provision is also made for rail freight access to the site.
- 3.20** Public transport plays a very central role in access to leisure and tourism opportunities. Greater emphasis will be placed on the use of quality partnerships, provision of infrastructure such as bus lanes and improved service interlinking as promotional tools for public transport. Consideration has to be given to the inclusion of public transport measures in the design and layout of new development to meet with the requirements of the Road Traffic Reduction Act 1995.

TR5: PUBLIC TRANSPORT/ RAIL FREIGHT

The Council will support improvements in the operational efficiency of the existing public transport network. The Council in particular supports the provision of a railway station and freight link in conjunction with the development of the former steel mill site at Gartcosh (refer to ECON 3)

TRAFFIC MANAGEMENT AND PARKING

- 3.21** The presence of traffic can create barriers to access and cause detriment to living environments and the economy. The management and regulation of all forms of transport is important in meeting safety, economic and environmental goals and is a primary tool in supporting the improvement of North Lanarkshire's living environment and achieving progress towards the objectives of the Road Traffic Reduction Act.
- 3.22** It is important that all changes and additions to the road network are carried out to a standard in accordance with the Council's Guidelines. In addition, new developments, which intensify the use of land may impose undue strain on the existing road network and may make parking matters worse. Therefore, the traffic implications of new development, particularly commercial development, will be taken fully into account when considering development proposals. In the case of large scale developments, or where in the opinion of the Council as Roads Authority the development will have implications for the existing road network, a Transport Assessment will be required which will have regard to the overall transport impact of proposed developments. It is likely that future guidance will place a greater emphasis on reducing impact by private car, rather than identifying those road

improvement measures which should be undertaken to accommodate such adverse impacts. Local authorities will be increasingly required to promote development in areas where walking, cycling, and public transport are primary access modes not additional to largely car oriented developments.

- 3.23** Parking plays a vital role in traffic management and its control must be considered as part of an overall strategy designed to address both local conditions and the wider aims of the strategy. The provision of parking will accord with the Strathclyde Regional Council "Guidelines for Development Roads" or any subsequent guidance that may supersede it.
- 3.24** Air pollution, noise and the loss of natural environments tend to be closely associated with the development of transport networks, particularly road traffic. Policy TR6 (Development Control Criteria) reinforces the Council's desire to ensure that all developments that generate traffic do not detrimentally affect the environment or adjoining land uses, while at the same time recognising the advantages of enabling development and improving the economic competitiveness of the area.

TR6: DEVELOPMENT CONTROL CRITERIA

In determining applications for new development the Council will consider, amongst other things, the following transport criteria:

- 1. the level of traffic generated and its impact on the environment and adjoining land uses**
- 2. the scope to integrate development proposals with existing public transport facilities**
- 3. impact of the development on road traffic circulation and road safety**
- 4. the provisions made for access, parking and vehicle manoeuvring and**
- 5. the extent to which the development promotes 'access for all', particularly for those with impaired mobility**

ACCESSIBILITY

- 3.25** The Council regards accessibility as a major issue and will be seeking to create networks of safe and accessible routes for pedestrians and cyclists as recommended in guidance, as part of promoting sustainable development. It is fundamental to the aim of the Transport Strategy that equal access be promoted for all groups within society. The Gartcosh Masterplan has provision for footpaths and cycleways providing access to jobs and improving the recreational links in the local area.
- 3.26** The Council is aware of the needs of disadvantaged groups including people with disabilities and mobility difficulties. The Council will use its development control and building regulation powers in order to ensure suitable access within and to all new developments intended to be open to the public, including provision for the elderly and people with special mobility needs. In particular it is important to ensure adequate and dedicated parking facilities are made available close to public buildings. Wherever possible, physical improvements which enhance safety and convenience, such as better lighting, signposting and roads crossings, will be encouraged and it is intended that pedestrian movements should be made as convenient, safe and pleasant as possible by careful attention to the design and layout of pedestrian routes. In particular the Council will seek to ensure that within new development areas a system of safe pedestrian access is established, linking the new areas with the existing settlement. The Council as local roads authority makes varied provision to aid accessibility and mobility e.g. dropped kerbs for wheelchair and pram users and permit exemptions from parking restrictions for drivers with disabilities and mobility difficulties (see Policy TR7).

TR7: ACCESSIBILITY

The Council will seek to:

- 1. improve conditions for pedestrians by encouraging the provision of additional footpaths where appropriate, and encouraging improved provision for crossing roads**
- 2. secure suitable access for disabled persons and the mobility handicapped with specifically identified and convenient disabled parking facilities within existing developments designed for public use**
- 3. ensure that the built environment is sympathetic to the needs of the mobility handicapped**

CYCLING

- 3.27** Cycling is a further priority in Government transport guidance, as set out in NPPG 17 and PAN57. With regard to the pursuit of cycling initiatives the Council will continue to pursue improvements to amenity for cyclists by developing cycle routes with a view to making cycling safer in order that more people can enjoy the health benefits that accrue to this activity.
- 3.28** Cycling has been enjoying a resurgence of interest in recent years and opportunities to enjoy a safe cycling environment will continue to be explored in order to encourage more people to use this mode of transport in their daily routines, as well as for recreational pursuits. The Council will support the extension and upgrading of the Glasgow to Cumbernauld cycleway in order to establish a clearer and safer route. Links to established cycle routes from residential and commercial areas will be encouraged to help promote cycling as a viable, sustainable and healthy transport option. Future proposals include the development of a strategic cycle link from the Glasgow to Edinburgh Cycle Route to the Strathkelvin Railway Walkway. This will offer connections between some of the most important strategic cycle routes including those to Glasgow, Loch Lomond and the Millennium Link. The Gartcosh masterplan proposes links from the site to the strategic cycle network.
- 3.29** Sustrans (Sustainable Transport) is the main organisation which encourages cycling and other forms of sustainable transport. Concentrating on building traffic free paths, often on disused railways, Sustrans works closely with local authorities and is funded by grant assistance from public and private agencies.

TR8: CYCLING

The Council will encourage the provision of cycle routes and facilities as a means of transport for both business and casual use as well as a leisure activity within the Plan area. The Council will support the provision of or improvements to the following facilities with the support of Sustrans:

- 1. the Glasgow to Cumbernauld Safer Signed Cycle Route**
- 2. links to the Glasgow Edinburgh Cycle Route via the Strathkelvin Walkway at Moodiesburn**
- 3. in general , and in particular in new developments, the provision of cycle paths or shared use cycle/ pedestrian footway links to established cycle routes**

CHAPTER 4 HOUSING

INTRODUCTION

- 4.1** A fundamental function of the planning system is to ensure that a sufficient supply of land is available to meet housing requirements. Local plans along with structure plans are the means by which such provision can be made. The availability of land for private housing continues to be a major issue in the area. The Local Plan will attempt to integrate this need with broader environmental aims and objectives such as sustainability, and will attempt to strike a balance between the competing demands of builders and landowners and the continuing protection of the greenbelt. The spatial distribution of new developments, the quality of the housing stock and tenure patterns have all been affected by changes in the housing market in recent years, as well as by planning policies and decisions. The Local Plan recognises the dynamic nature of the housing market and the key role it plays in the area's economy.

THE NATIONAL CONTEXT

- 4.2** In proposing site specific land allocations in relation to housing development, the Local Plan must address national planning advice. The publications SPP3 (Scottish Planning Policy 3) indicates that development plans should be prepared and reviewed within the timescales set out in SPP1 (Scottish Planning Policy 1), so that the plan-led system can provide greater certainty. This guidance will apply to future reviews of structure plans, and to local plans which will be prepared in line with structure plans. Development plans should take a long-term view on the requirement for new housing.
- 4.3** The requirement for additional housing land must also ensure that established environmental policies such as those set out in the Environment White Paper and the UK Sustainable Development Strategy are also taken into account. These include the protection of approved greenbelts around our cities and towns, the relationship between development and transport, the conservation of natural habitats and species, the protection of the countryside and the conservation and enhancement of Scotland's urban environment, built heritage and archaeological sites. The process of allocating land for housing and controlling the quality of development offers the Council an opportunity for implementing Local Agenda 21. For example, promoting new development within the framework of the existing urban area can help to minimise pollution and energy consumption.

THE STRATEGIC CONTEXT

- 4.4** Local Plans are required to accord with the approved Structure Plan and North Lanarkshire Council supports the Metropolitan Development Strategy contained in the Glasgow and Clyde Valley Structure Plan.

The Glasgow and Clyde Valley Structure Plan

- 4.5** The Glasgow and Clyde Valley Joint Structure Plan makes provision for a minimum five year land supply which is effective or capable of becoming effective to meet the forecasted demand for new owner occupied houses. In addition, an assessment of the possible demand for, and potential supply of, housing is made for the period 2006-2011.
- 4.6** The comparison of projected housing demand and supply is initially disaggregated to Housing Market Areas (HMAs) and Sub-market Areas (SMAs). Assessment of demand on the basis of HMAs and the more localised Sub-Market Areas (SMAs) ensures that adequacy of the land supply for more local areas is assessed in terms of the scale and nature of demand that may require to be met locally. The following HMA's and SMA's have been identified as relevant to North Lanarkshire:
- Cumbernauld, Kilsyth and Moodiesburn SMA which is part of the Central Conurbation HMA
 - Motherwell SMA and Airdrie and Coatbridge SMA which forms part of the Eastern Conurbation HMA.

4.7 The comparison of supply and demand for the period 1999-2006 (based on the 1999 Housing Land Supply) shows that there is an anticipated shortfall in the effective land supply within the Conurbation Housing Market Area of approximately 3,300 houses in the period up to 2006. Within the Central Conurbation, the identified future supply of housing land has capacity for about 4,600 houses fewer than the estimated demand between 2006-2011.

4.8 It is concluded that urban brownfield land will continue to be the main source of land for housing development until at least 2011. The priority is therefore to ensure that there is a sustained commitment to its delivery. Additional brownfield opportunities should be brought forward through the local planning process to meet housing demand. Local authorities are required to identify appropriate sites to meet these requirements through Local Plans. This allocation to Sub Market Areas and Local Authorities has had regard to the following.

- The shortfall relates to mobile demand and is therefore not constrained to any specific SMA
- The potential supply of new effective opportunities emerging from the local plan
- The need to sustain city neighbourhoods by stemming the loss of population from them and reduce pressure for inappropriate greenfield land release in a number of adjoining residential areas.
- To provide an improved distribution of opportunities across the conurbation in terms of location, tenure balance, market sector and house type
- The need for any additional provision to be effective; and
- The scope for making use of the public transport network.

THE LOCAL CONTEXT

Population and Households

4.9 The housing needs of an area are to a large extent determined by the characteristics of its population and households. In 1991 the resident population of the Plan area was 16,167 which represents approximately 5% of North Lanarkshire's total population (see Table 4.1). Census figures show a decline in population of 3% between 1981 and 1991, but the number of households actually increased by 4.3% over the same period. The average household size in 1991 was 2.7 compared with 3.0 in 1981. The latest estimates are derived from the 1997 Voluntary Population Survey. The 1997 population (excluding those in institutions), was 16,411, which represents an increase on the 1991 figure of 244 or 1.5%. According to this Survey the average household size in the area has dropped further to 2.6. The growth in households experienced from 1981 to 1991 is therefore continuing, due to changes in family composition and social structure. This implies that more houses will be required just to accommodate the existing population and discourage out-migration, and that there will be a continuing demand for new housing (see Policies HG 1 and HG 6).

Table 4.1 Northern Corridor Settlement Summary (1991)

	Total Population	Total Households	Owner Occupied	Average Household Size % age
Auchinloch	883	357	56	2.39
Chryston/Muirhead	3392	1258	63	2.67
Gartcosh	808	335	58	2.46
Mount Ellen	668	239	23	2.80
Moodiesburn	5961	2064	46	2.81
Mollinsburn	136	44	72	3.14
Steps	4319	1603	69	2.69
Northern Corridor	16167	5900	56	2.71
North Lanarkshire	324048	120638	39	2.69

Source: 1991 Census

Note: The number of households does not equate with number of houses due to vacancy levels.

4.10 The age structure of the Plan area is very similar to that of North Lanarkshire as a whole, although the global figure disguises variations between each of the settlements. Moodiesburn, Mollinsburn and Mount Ellen have the highest proportion of children and the lowest numbers of pensioners. Auchinloch has very low numbers of children but over one quarter of its residents are of pensionable age (see table 4.2 below). These differences in age structure will have implications for the provision of social, community and educational facilities as well as for the types of housing required. Within North Lanarkshire as a whole, it is estimated that the total numbers of people aged over 65 years will increase by 4.6% between 1996 and 2001, with the greatest growth in the over 75 years age group. Just how the particular housing and care service needs of these elderly residents are to be met is emerging as a major issue (see Policy HG 8).

TABLE 4.2 Resident Population Age Structure

	All Ages%	Pre- School%	School Age%	Working Age%	Retirement Age%
Auchinloch	100	3.4	13.5	55.7	27.4
Chryston/Muirhead	100	4.5	14.3	62.2	19.0
Gartcosh	100	4.8	14.6	59.8	20.8
Mount Ellen	100	8.8	13.8	64.1	13.3
Moodiesburn	100	7.0	15.7	64.3	13.0
Mollinsburn	100	4.4	17.6	58.1	19.9
Stepps	100	5.5	15.8	63.5	15.2
Northern Corridor	100	5.9	15.1	63.1	15.9
North Lanarkshire	100	6.6	15.2	62.7	15.5

Source: 1991 Census

Housing Stock and Tenure

4.11 The total housing stock of the Northern Corridor was 6,470 (see table 4.3 below) at 31 March 1999, which represents a 10% increase over 8 years (1991: 5860). Exact tenure figures are not available for 1999, but 581 of the 611 new dwellings since 1991 were privately built. Census figures illustrate the shifting patterns of tenure in the area. In 1981 owner occupied dwellings comprised 41% of total stock, but by 1991 this had increased to 56%. This has been achieved through new building in the private sector and the sale of the public sector stock. The right to buy legislation and the near absence of a local authority building programme due to lack of finance has diminished the amount of choice in and importance of the public rented sector. Local authority resources have been directed towards the maintenance and modernisation of existing council houses and in this respect there has been significant progress.

TABLE 4.3 - NORTHERN CORRIDOR Housing Stock at 31 March 1999

Town	No.
Auchinloch	66
Chryston/Muirhead	1337
Gartcosh	385
Mollinsburn	48
Moodiesburn	2524
Mount Ellen	242
Stepps	1568
Total	6470

Source: North Lanarkshire Council records

4.12 The remaining public sector housing stock is mostly of traditional build, half of which was built between 1950 and 1963. The largest proportion of dwellings is 3 apartments, in contrast to the private sector, which mostly comprises 5 apartment properties. As regards house type, one third of the area's stock is a semi-detached property, with terraces and flats making up similar proportions. This concentration on family dwellings has implications for satisfying demand for special needs housing (see Policy HG 6).

KEY ISSUE

4.13 It has to be emphasised that the Northern Corridor is not a homogenous area. The main settlements vary in size and character. Local Plan policies and proposals need to take this into consideration. A number of key issues which need to be addressed have been identified and these are summarised as follows:

- the implications of changing population and household structures on housing provision and residential land use patterns
- the need to determine how much and what type of housing should be built, and where and on what type of land this housing should be located
- the need to widen housing choice in terms of location, tenure, size and type
- the need to provide a sufficient range of residential sites and opportunities within the housing stock to meet anticipated demands arising from the existing population and any future population growth
- the extent to which the requirements of the various special needs client groups can be met from within the existing land supply and housing stock
- the need to ensure that development of identified greenfield housing opportunities does not jeopardise the development of brownfield sites and the ongoing strategy of urban renewal
- the contribution residential development can make to the process of achieving sustainability and accessibility in the Plan Area (e.g. by guiding developments to appropriate locations)
- the need to enhance the quality of the existing housing environment and set high standards of design and layout for new housing developments

Private Sector Housing Demand And Supply

4.14 Housing demand calculations are based on the population and household projections used for the preparation of the Structure Plan. Housing Market Areas (HMAs) are the framework within which the distribution of housing demand and supply is assessed to establish if there are any shortfalls. Calculations are made over a much wider area than the local plan area since the HMAs operate under a hierarchical structure. The Northern Corridor plan area is part of the 2nd Tier Central Conurbation HMA and 3rd Tier Cumbernauld Sub - Market Area (SMA). These market area tiers are interlinked, reflecting mobility of demand across the Conurbation. It follows therefore, that the Plan area is also linked to the Lanarkshire market area.

4.15 The Council agreed in September 2001 that the need to identify additional housing land to meet North Lanarkshire's contribution to the mobile shortfall identified in the Glasgow and Clyde Valley Structure Plan 2000 should be achieved through the production of an "Interim Housing Land Statement" The main objectives of this are:

- To limit unplanned or greenfield housing development in advance of the local plan review process
- To enable the Council to make consistent decisions in accordance with the Structure Plan pending its inclusion in a local plan review for North Lanarkshire. The Interim Housing Land Statement is intended to bridge the period of time between the approval of the Structure Plan of the Structure Plan by the Scottish Ministers in May 2002 and the review of the Local Plan coverage in North Lanarkshire.

4.16 With regard to the shortfall of 650 houses pre-2006, the Structure Plan requires these sites to contribute to the effective housing land supply as soon as possible. In fulfilling this requirement North Lanarkshire has identified these sites outwith the Local Plan process, due to the limited timescale involved in producing effective housing units by 2006. The Council has therefore promoted this Interim Housing Land Statement as a means of bringing forward additional housing sites to meet the Structure Plan requirement in the absence of an updated Local Plan position. The identification of sites should seek to be in accord with the Guiding Principles and Policies in the Structure Plan and particular regard to:-

- additions to the Housing Land Supply since 1999
- new effective urban brownfield opportunities
- desire to achieve a spread across sub market area
- linkage to employment areas and town centres
- the need to ensure the long term stability of any new Greenbelt boundary
- the Greenbelt and Environmental issues set out in Key Diagram Inset A and Schedule 7
- reducing the dependence upon car travel and implementing the provisions of -NPPG17, in particular access to rail stations or park and ride facilities
- the need to ensure the provision of adequate social and community facilities
- the need to phase the additional housing land requirements for the post 2006 period

The Interim Housing Land Statement is only concerned with the pre 2006 Structure Plan housing land requirements. There is no need to promote sites to meet the allocation of 400 houses for the period 2006-2011 in the Cumbernauld, Kilsyth and Moodiesburn SMA at this time as this can be achieved through the Local Plan Review process. It should also be noted that the proposed pre 2006 housing sites have the ability to contribute approximately 545 units to the post 2006 housing land supply, dependant upon the developable area of each site and the target housing market.

- 4.17** Within the Plan area the interim Housing Land Statement has identified an area of open grassland and scrub which can accommodate future housing development up to and beyond 2006. This site is currently designated for industry / business use. The site is owned by Devro and was originally intended as an expansion area for their operations. Devro have declared their land surplus to their requirements and are actively seeking a mixed use development for the site. The boundaries of the site are clearly defined and the proposed residential use of the site sits comfortably with the adjoining land uses to the north and west. Given the natural containment the site can readily be developed without prejudice to the integrity of the Greenbelt to the east of Moodiesburn. The site which has access to the local road network and is on an existing bus route can accommodate up to 365 houses dependant on the type and density of the development.

The Housing Land Supply

- 4.18** Table 4.5 lists proposed housing sites in the Northern Corridor and is based on the 2003 Housing Land Supply so all figures relate to 31 March 2003. The Council's housing land supply for the Cumbernauld SMA (31st March 2003) conforms to the provisions of SPP3 by indicating the housing land supply up to 2010 and post 2010. The supply up to 2010 covers a period of 7 years, and there is an additional supply post 2010, which is indeterminate but which covers the medium term.
- 4.19** The distribution of housing sites has important implications for tenure choice, since most will be developed for private housing. Table 4.1 demonstrates that all the settlements in the Northern Corridor except Moodiesburn and Mount Ellen had levels of owner occupation above 55% at the time of the 1991 Census. The numbers of private dwellings in Mount Ellen are particularly low with only 23% of the settlement's stock being owner occupied.
- 4.20** The Council believes that housing on sites currently under construction, with planning consent or with residential potential, as identified in the list of proposals, will provide an adequate supply of residential land in the Northern Corridor for the next 7 years and beyond (see Policy HG 1). It is desirable to provide a range of housing opportunities (see Policy HG 1). Certain sites are not immediately available and others may be perceived to have development problems, but it is considered that most of these difficulties can be overcome to allow development to take place. The availability of land for private housing and construction progress will continue to be regularly monitored by the Council, and this will ensure that any shortfalls will be identified and rectified. Examining the land supply, it is anticipated that an average of at least 120 dwellings per annum can be completed between 1999 and 2006. This takes into account any release of land required through the approved Glasgow and Clyde Valley Structure Plan and the Council's Interim Housing Land Statement.
- 4.21** While past building rates should not be used as a surrogate for housing demand it is nevertheless informative to examine the numbers within the Plan area. In the 8 years between 1991 and 1999, 611 dwellings were built in the Northern Corridor representing an average completion rate of 76 dwellings per annum (see Table 4.4) However, completions have increased substantially in the period between 1999 - 2002 with an average completion rate of 474 dwellings per annum.

- 4.22** During the period 1996 - 1999 construction progressed on sites at Heathfield Avenue in Moodiesburn and at Johnston Road in Gartcosh and the latter is now completed. Consent was granted for approximately 290 dwellings at Allison Place in Gartcosh. Although this site is within the Greenbelt, a transport haulage yard has operated on the site for the last 30 years. The setting could be enhanced from the existing situation by the requirement to provide landscaping in association with the residential development. A Section 75 Agreement has ensured a monetary contribution towards a station and park and ride facility, which together with the proposed housing can support the aims of NPPG 3 "Land for Housing". A recent bid to secure finance from the Public Transport fund has been successful. A transport interchange, traffic calming measures and reduction in use of surrounding roads by heavy vehicles, will all bring tangible benefits to Gartcosh and the surrounding area. It is recognised that requirement for Section 75 agreements on other housing sites could help deliver community or educational facilities. This could provide a clear framework for developers in advance of the submission of planning applications and a basis for negotiations in development control. Three separate detailed consents totalling 403 units have also been granted at the former Cardowan Colliery site and construction is currently proceeding on all of these sites.
- 4.23** In addition to the sites outlined in the above paragraph, land at Muirhead West for 125 dwellings was identified as an acceptable greenfield release location to meet a deficit of housing land identified in the Structure Plan Update 1990. This site is now complete.
- 4.24** It is proposed to release two greenfield sites in Chryston for residential development. With the re-alignment of the Chryston to Lenzie road, the site at Lindsaybeg Road now falls within the settlement envelop and the preparation of a detailed design brief will be required jointly by the council and prospective developers of the site, with appropriate consultation with the local community. A site at Millbrae Farm is within the Greenbelt, and a limited development would allow the opportunity to clear the derelict greenhouses on the site. It will also provide the opportunity to create a defensible edge to the greenbelt, reinforced through landscaping, including tree planting. It is considered that these proposals can be regarded as sustainable because both are of a limited scale which does not undermine the brownfield strategy and both are located in proximity to community and shopping facilities. Minor modifications to the greenbelt boundary are therefore proposed to reflect this position (see Policy HG1 below).
- 4.25** The Council is currently undertaking a study of an area south of the A80 to meet the requirement in the approved Structure Plan Policy 2 (SP2). The study is being undertaken to assess the potential of land for strategic environmental renewal and development potential for housing, industry and business. This shall be based upon the guiding principles of Sustainable Development and the criteria in Strategic Policy 9. Any significant proposals for development in the study area will be taken forward through a review of the Local Plan.
- 4.26** The vacant industrial site in Gartcosh represents the biggest economic opportunity in the Northern Corridor and is of major significance in North Lanarkshire terms. The development of this area and the resulting increase in local employment, together with impact of the new motorway junction at Gartcosh will have important implications for housing demand. However, in March 2002 the village had 427 dwellings and the development of housing sites at Johnston Road, Allison Place, and Lochend Road could almost double this number. Therefore it would not be appropriate to pursue significant further release at this stage. However, the situation will be reviewed as part of the longer term development area search being proposed by the Glasgow and Clyde Valley Structure Plan. The single exception is a site south of Lochend Avenue in Mount Ellen, which is bounded by housing on one side and playing fields on the other and is within the settlement envelope, despite being in the Greenbelt. This development will allow the expansion of tenure choice in this settlement and will also offer an opportunity to redefine the settlement edge at Mount Ellen, while protecting the setting of Johnston Loch through structural planting (see Policy HG 1 below). This again would require the preparation of a site development brief jointly by the council and prospective developers together with appropriate consultation with the local community. In addition the Council is minded to grant consent for housing on a site at Mount Ellen Golf Club, the subsequent decision by the "Scottish Ministers" to refuse outline planning permission is currently being challenged at the Court of Session. As stated in para. 4.16 a site at Devro in Moodiesburn was included in the Interim Housing Land Statement as part of a planned Council response to meeting an identified Structure Plan housing shortfall in this Sub Housing market Area. This site is now included in the Housing Land Supply and within Table 4.5 below.

Table 4.5 Northern Corridor Land Supply at 31 March 2003

Site Name	HG1/	Locality	Capacity	Completed	Remaining	Status
Old Gartloch Rd	4	Gartcosh	4	2	2	Committed
West Heathfield Ave	5	Moodiesburn	5	99	74	Committed
Eastgate	9	Gartcosh	16	0	16	Proposed
Church Hall Woodneuk Rd.	10	Gartcosh	4	2	2	Committed
Allison Place	11	Gartcosh	290	0	290	Committed
Cardowan Colliery Areas 3-5	12	Stepps	218	17	201	Committed
Cardowan Colliery Area 1	12	Stepps	120	91	29	Committed
Cardowan Colliery Area 2	12	Stepps	65	38	27	Committed
Lindsaybeg Rd	13	Chryston	30	0	30	Committed
Chryston Rd	14	Chryston	55	0	55	Committed
Millbrae Farm	15	Chryston	25	0	25	Consent
Old Gartloch Rd. South	16	Gartcosh	6	0	6	Proposed
Old Gartloch Rd North	17	Gartcosh	12	0	12	Proposed
Lochend Rd	18	Gartcosh	64	0	64	Proposed
Kelvin Drive	20	Moodiesburn	30	0	30	Proposed
Frankfield Loch	22	Stepps	100	0	100	Proposed
Mnt. Harriet Wrks	23	Stepps	31	12	19	Committed
Cumbernauld Rd/ Cardowan Rd	24	Stepps	15	0	15	Proposed
Lochend Ave	25	Gartcosh	30	0	30	Proposed
Lochend Rd	26	Gartcosh	1	0	1	Committed
Land to rear of Gartferry Rd	27	Chryston	5	0	5	Consent
Devro	28	Moodiesburn	365	0	365	Proposed
Total			1365	24	1141	

Note: HG1/26 and HG1/27 are not shown on the Proposals Map.

Source: North Lanarkshire Council; Annual Survey.

Note: The number of units listed against each site is indicative only.

POLICY FRAMEWORK

4.27 In response to the above the Council has formulated the following policies:

HG1: PROVISION OF HOUSING OPPORTUNITIES

The Council will seek to ensure the provision of a full range of housing opportunities, with the aim of satisfying housing demand and widening housing choice in terms of type, tenure and location. It will support, and where appropriate promote, the housing opportunities listed in Table 4.5 above and shown on the Proposals Map, in addition to other suitable infill or redevelopment sites which emerge within the existing built up area.

- 4.28 Sites in Stepps make up the largest amount of available brownfield land, but they also have the most constraints to development. The most significant brownfield opportunity (440 dwellings) is at Cardowan Colliery. Currently the roads infrastructure for this development is being provided and house construction work has recently commenced.
- 4.29 An opportunity also exists to secure a focal point for Stepps in conjunction with the residential development of three sites (with approximately 100 dwellings in total) off Cumbernauld Road as part of the Strathclyde University/Frankfield Loch Masterplan Proposals. However, this Masterplan is the subject of continuing negotiation with the University, Glasgow City Council and the appropriate statutory bodies to determine the appropriate level of development which could exist with the nature conservation interests which are the primary consideration in the overall concept. A Section 75 agreement will be required to ensure that the nature conservation element of the overall scheme is achieved.
- 4.30 Other smaller sites in Gartcosh, Moodiesburn and Chryston can make a significant contribution to housing supply. It is essential that brownfield sites constitute the primary vehicle for residential development in the area (see Policy HG 2 below). In order to assist this process it is necessary for the Council to market effectively those sites in its ownership. Some of these sites were designated suitable for residential development in previous local plans and have been included in the land supply for a considerable period. The Council will also view their role as one of co-ordinator, in order to focus resources and to increase the attractiveness of sites to private housebuilders.

HG2: BROWNFIELD STRATEGY

The Council will seek to direct new residential developments to brownfield sites within built up areas in preference to the release of land in greenfield locations, in order to encourage the process of urban renewal and regeneration and the consolidation of settlements in the Local Plan area.

HOUSING DEVELOPMENT AND DESIGN

- 4.31 The development and design of residential sites raises a number of important issues for consideration. By providing a framework for development control guidance, the Local Plan can influence how sites are built as well as where they are built. High standards of design for both housing layouts and individual dwellings determine the quality of the living accommodation and the living environment. Development can be guided in ways that will sustain and improve the environment. A number of important considerations need to be taken into account when considering applications for residential development. These include ensuring that the site is zoned for residential use, that it relates properly to the surrounding land form and land uses, and there are no flooding or ground condition problems. The question of accessibility also needs to be carefully examined, with roads and parking requirements taken fully into account. Landscaping, including play areas, will need to be to an appropriately high standard. On a more detailed level, the Council will aim to promote high standards of design for house extensions and detailed guidance is set out in Appendices Two and Three to this plan. The policies below form a context for the detailed guidance.

Residential Amenity

- 4.32** Protection of residential amenity is a basic aim of the local plan process. Policies seek to protect residential areas from developments which are likely to cause nuisance to local residents or to compromise road safety. Development such as childrens' nurseries and nursing homes are often best placed in residential areas. However, such facilities will only be acceptable if there is no significant loss of residential amenity, parking facilities are adequate and unobtrusive and there are no overriding site specific problems (see Policy HG 3 below).

HG 3: RETENTION OF RESIDENTIAL AMENITY

There will be a presumption against the loss of housing to other uses within areas identified primarily for residential use, with the exception of suitable development of a complementary nature to housing which will enhance the provision of local facilities and services. The Council will seek to protect the established character of existing and new housing areas by opposing development which is incompatible with a residential setting or adversely affects the amenity of established housing areas. The change of use of upper floor properties will be considered on their individual merits but there will be a presumption against the introduction of non-residential uses in flatted blocks which are predominantly residential in character.

- 4.33** The following considerations will be taken into account when assessing planning applications for residential development.

HG4: ASSESSING APPLICATIONS FOR RESIDENTIAL DEVELOPMENT

Planning applications for residential development will be assessed against general considerations, which include the following:

- 1. the Development Plan viz. Greenbelt Policies ENV4 - 8**
- 2. Government policy and guidance**
- 3. relationship with surrounding land uses**
- 4. availability of infrastructure**
- 5. impact on the locality including means of access, parking provision, landscape and overall setting**
- 6. accessibility to public transport**
- 7. impact on the natural and built environment, including layout siting, design and external appearance of the development (refer to design guidance in Appendix 1 to this plan)**
- 8. flooding implications within and outwith the site**
- 9. adequate ground conditions in terms of stability, load bearing capacity, gas migration and contamination**
- 10. energy efficiency**
- 11. other appropriate Local Plan policies**

- 4.34** It is essential that the building of extensions and making other alterations to a dwelling are in keeping with the scale and character of its surroundings in order that these do not detract from the appearance of the dwelling itself or the streetscene. The following policy applies:

HG5: HOUSE EXTENSIONS

House extensions should comply with the criteria outlined in Appendix 1; Residential Design Standards- House Extensions and Alterations.

HOUSING FOR SPECIAL NEEDS

- 4.35** The changing age structure of the population suggests that the Local Plan must give particular consideration to the land use implications of providing for the increasing numbers of elderly persons. The increasing emphasis on enabling people to stay in their own homes may reduce the need for additional housing sites. However, many elderly households are occupying larger general needs stock. The availability of smaller, purpose designed accommodation could assist with community care and at the same time release housing for general needs.

4.36 Although initiatives will be pursued primarily through the Housing Plan, the Local Plan has an enabling role to play in ensuring that suitable sites can be made available from the effective housing land supply. One of the key issues to be addressed is the extent to which the requirements of the various special needs client groups can be met from within the existing land supply and housing stock. The Council will attempt to meet the shortfall of barrier free/ varying needs housing within the Plan area in partnership with Scottish Homes, housing associations and private developers. The Local Plan will seek to identify and bring forward further development opportunities for barrier free/varying needs housing to satisfy current and forecasted demands (see Policies HG1 and HG6).

HG 6: HOUSING NEED AND BARRIER FREE/VARYING NEEDS HOUSING

The Council will co-operate with Scottish Homes, housing associations and the private sector in order to meet identified housing need, including barrier free/varying needs housing.

CHAPTER 5 ECONOMIC DEVELOPMENT & TOURISM

INTRODUCTION

- 5.1** In common with other areas in the west of Scotland, the Plan area is undergoing significant changes in its economic structure. Several major employers, including Cardowan Colliery, Gartcosh Steel Mill, and the Black and White Whisky bottling plant at Stepps, closed in the 1970's and 1980's. Although the latter has been developed as a business park with a variety of service and distribution related occupiers, there has otherwise been no large scale take up of industrial land. Rather, the area has come under pressure for residential development confirming the external impression of the corridor as a dormitory or commuting base accessing the adjacent settlements and their employment opportunities. However, more recently redevelopment of the Cardowan Colliery site has commenced, which includes a business park. The former Gartcosh Steelworks site is also being redeveloped jointly by the Council and Scottish Enterprise Lanarkshire.

NATIONAL CONTEXT

- 5.2** The original National Planning Policy Guidance guidance was produced in 1993 and was entitled Industry & Business. NPPG2 was committed to balancing the needs of Economic Development within the context of social and environmental sustainability. It has been recognised in the updated guidance SPP2 (Scottish Planning Policy - Economic Development) that the service sector has emerged as the key source of new jobs and that significant allocations of new land for business purposes are not expected, as much of the requirement of new land can be met from sites already identified. Planning authorities should, however, continue working with the enterprise network to ensure allocations continue to provide a range and choice of competitive locations. The range and number of nationally safeguarded sites has been reduced in SPP2. For example, in accordance with the previous NPPG 2, the Glasgow and the Clyde Valley Structure Plan 2000 identified Gartcosh as a location of medium sized industrial sites (10-30ha) nationally safeguarded for inward investment. Continued reservation of such sites is now a matter for the Council and the Enterprise Network. In SPP2 no new policy is introduced and again the outcome is to emphasise elements of existing policy. Key priorities are safeguarding and enhancing the environment and securing new development in sustainable locations. This is to be achieved by the regeneration of brownfield sites and selection of locations that are, or can be made, highly accessible to public transport. Changes to the national safeguarding of sites will allow greater flexibility in the development of Gartcosh. Revised SPP2 (Scottish Planning Policy) focuses on four themes where planning can contribute to economic development:

- Providing a range of development opportunities
 - Securing new development in sustainable locations
 - Safeguarding and enhancing the environment
 - Promoting a dialogue between councils and business.
- **Providing a range of development opportunities** - The Council is continuing to work with Scottish Enterprise Lanarkshire to ensure the provision of an appropriate range of sites for economic development. The drive towards a knowledge-based economy is seen as important for industry, and the Executive particularly requires planning authorities and Scottish Enterprise to consider whether new sites for science and innovation parks should be brought forward. The Executive also seeks to encourage an increase in start-ups across a wide range of businesses throughout Scotland. In rural areas, there should be opportunities for start-up businesses, home-working and mixed-use developments where low-impact industry, business and service uses can co-exist with housing.
- **Securing new development in sustainable locations** - The Scottish Executive recognises the importance of the integration of transport and economic development. Key sites are regarded as locations with a high density of mixed uses and which are highly accessible, or could be made highly accessible by public transport. The regeneration of previously developed (brownfield) land can help to stimulate enterprise in or close to disadvantaged areas. There should be a greater focus on strategic area-based regeneration of vacant and derelict land. Information and Communications Technology (ICT) will play an increasingly important role, particularly for small firms and for new methods of working such as satellite office and working from home.

- **Safeguarding and enhancing the environment** - It is recognised that high environmental quality can be used to promote an area for business development and provide a range of economic opportunities. Good design, which embraces energy conservation, good waste management and sustainable urban drainage will improve the economic performance of a development as well as making it attractive to investors, occupiers and employees. SPP2 recognises that the long-term effectiveness of existing green belts requires to be maintained. It is acknowledged that there may be cases where a greenbelt location will be developed, however, it should be noted that this is where the proposal has a firm prospect of being developed and that the development will make a significant contribution to the national and local economy. The long-term economic benefits and the development's contribution to promoting a sustainable pattern of land use must be demonstrated. The Scottish Executive would wish to see regular discussions between the business community, private sector investors, the planning authorities and other public agencies. Participation in the Local Economic Forums will have a key role to play.
- The Local Plans within North Lanarkshire are required to maintain a supply of sites which offer a choice of size, location and environmental amenity, and which allow flexibility to provide for market uncertainty. Allocated sites require to be regularly reviewed to take account of their marketability.

STRATEGIC CONTEXT

- 5.3** Strategic Policy 5 (Competitive Economic Framework) and Schedule 5 of the Glasgow and Clyde Valley Joint Structure Plan establishes that the economic competitiveness of the Clyde valley Metropolitan area will be supported through the development (and their safeguarding from inappropriate alternative uses of the following Strategic Economic Locations having regard to the need to maintain a minimum ten year potentially marketable and serviceable land supply. In the Plan area the former Gartcosh Steel Mill site falls into the following Structure Plan categories.

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

- 5.4** Only a limited amount of zoned industrial land is currently marketable and of sufficient quality to be able to meet the full range of demands from new industrial and business investment. It is therefore important to safeguard the established supply of marketable land listed in Table 10 of the approved Structure Plan. Some of remaining zoned land is well located and has the potential to be marketable if its amenity and site condition is improved. Local Plans will require to identify and protect such opportunities. In some communities there is a particular need to safeguard opportunities for industrial and business development to achieve a better balance in the distribution of employment. To address the approved GCVSP distribution of employment Local Plans will therefore include policies to enable the enhancement of the land supply to take place, and if necessary bring forward additional better located marketable land supply, and release surplus land to other uses. These policy considerations need to be reflected in development control decisions and in the application of Strategic Policy 9 (Assessment of Development Proposals) of the approved Structure Plan.

(c) Core Economic Development Areas. (Schedule 5 (c));

- 5.5** Schedule 5 (c) identifies Core Economic Development Areas which can respond to a range of future economic demands in view of their advantages in terms of providing.
- Access to the core public transport network and good links to the Strategic Road network.
 - High profile locations and a potentially high level of amenity
 - Access from areas of need; and
 - Major opportunities for urban restructuring.

(d) Nationally Safeguarded Inward Investment Locations.

(ii) Medium Sized Industrial Sites: Gartcosh

LOCAL CONTEXT

5.6 The Council's most important partner in the regeneration of the Plan area is Scottish Enterprise Lanarkshire which has been the catalyst for substantial investment into Lanarkshire throughout the 1990s. However, the scope of action required to develop and sustain the local economy continues to evolve, and as a result economic development agencies have adapted their approach to regeneration. Scottish Enterprise Lanarkshire published a new strategic framework in 1997 entitled "Changing Gear: a strategy for the Lanarkshire Economy". In partnership with the Council, South Lanarkshire Council and Scottish Homes, this strategy seeks to secure convergence with partner strategies, plans and programmes. The document contains a series of aims and objectives over a 10 year period focusing upon the issues facing the wider Lanarkshire area. Its key aims are to:

- build and attract business
- build a learning industry - recognising the importance of training and education
- connect Lanarkshire to the rest of the world
- encourage participation and inclusion

5.7 The North Lanarkshire Corporate Strategy aims to create a modern, competitive and sustainable economy, which can provide employment and other opportunities for local people and assist them to take advantage of these opportunities. In the short term there is a need to reduce unemployment levels, support indigenous companies and attract new jobs to the area through the inward investment programme. Thereafter it will be the capacity of local companies that will drive the new economy. The aim is to create a self-generating economy where companies are attracted and retained by a highly skilled and educated workforce, a pleasant environment and a favourable industrial climate.

Employment

5.8 The employment structure in the plan area is varied with almost one half of employees engaged in manufacturing. The main employer in the manufacturing sector is Devro Teepak which accounts for 79% of employment in this sector. The main employers within the Leisure and Tourism sector are the Crowwood, Garfield and Moodiesburn House hotels and restaurants in the area of which account for 80% of the employment in the sector. Employment is more evenly spread throughout the other sectors with the obvious exception of the public sector. Table 5.1 shows the existing employment structure by market sector in the Plan area.

Table 5.1 Employment Structure

Market Structure	No. of Employees	Companies	% of Total Employment
1.0 Primary Industry	1	1	0.1
2.0 Leisure and Tourism	410	11	16.8
3.0 Construction	216	19	8.8
4.0 Manufacturing	1149	10	46.9
5.0 Services to Business	367	25	15.0
6.0 Wholesale	20	1	0.8
7.0 Distribution	43	4	1.7
8.0 Other Services	74	21	3.0
10.0 Public services	171	1	6.9

Source: North Lanarkshire Business Listings Database (Adapted)

5.9 The overall unemployment rate in the Plan area, at 3.6%, is substantially less than North Lanarkshire as a whole (see Table 5.2). However, a number of settlements within the Plan area have had links with heavy industries. The closure of the steelworks at Gartcosh, mining operations at Bedlay and Cardowan and the Black and White whisky bottling plant at Stepps appear to have had an uneven effect and there is a concentration of unemployment in Ward 68, Moodiesburn West and Gartcosh, which had 38% of the total unemployed in the Plan area at October 1999, despite having similar population levels to the other three wards (see table 5.3).

Table 5.2 Unemployment (October 1999)

	Total as %
Northern Corridor	3.6
North Lanarkshire	7.1
Scotland	5.0

Source : NLC Quarterly Unemployment Report, February 2000

Table 5.3 Distribution of Unemployment

Council Ward	Pop. Total	Pop. %	Unemployment Total	Unemployment %
67	4192	25.0	62	20.8
68	4109	24.5	113	37.9
69	4151	24.7	63	21.1
70	4332	25.8	60	20.2
Totals	16784	100.0	298	100.0

Sources: NLC Voluntary Population Survey 1997, NLC Quarterly Unemployment Report, February 2000

ISSUES

5.10 The main issues that affect the level of industrial and business activity and associated employment opportunities are as follows:

- the quality and effectiveness of the land supply
- the location of the area relative to major centres of employment
- the accessibility of designated sites to public and private transport
- the protection of existing effective locations from other uses such as retail or residential
- the prevention of nuisance/bad neighbour developments at locations which would create unacceptable environmental intrusion

POLICY FRAMEWORK

Land Supply

5.11 The current supply of available industrial land in the area is limited to that listed in Table 5.4 below. An opportunity currently exists off Woodhead Road at the Garnkirk Industrial Estate for an industrial/business use compatible with its surroundings. A further site also exists off Station Road, Muirhead, providing an opportunity for a general industrial/business use which may wish to take advantage of the woodland landscape setting in keeping with the semi rural character of the industrial estate. A sizeable site on land owned by Devro at Moodiesburn has been redesignated for housing through the Interim Housing Land Statement. This land is no longer listed in Table 5.4 (Existing Industrial Land Supply).

5.12 Two sites to the north of Gartferry Road in Moodiesburn have been removed from the Industrial Land Supply. The larger of these is part of the former Auchengeich Colliery site and will be the subject of environmental improvements compatible with a greenbelt designation. The second smaller site has been redesignated as part of a Site of Importance to Nature Conservation.

5.13 The following sites will continue to be included in the industrial land supply in the area.

Table 5.4 Existing Industrial Land Supply

Location	Area (ha)	Description	Category
ECON1/2. Land at Garnkirk Industrial Estate (Woodhead Road), Muirhead	0.9	Suitable for light or general industry	Marketable
ECON1/3. Former Gartcosh Steel Mill Site	91.0	Gartcosh Masterplan Area	Strategic Industrial Location

Source: North Lanarkshire Council Records

5.14 Due to the accessibility of the Northern Corridor to adjacent urban centres and its semi rural nature, the Plan recognises that the area cannot supply land for all types of industry. Instead, the Plan provides policies aimed at consolidating the established provision of land for business and industry and where appropriate designates land in accessible locations to cater for any future demand that may arise. Policy ECON 1 sets the overall context for industrial and business development.

ECON 1: MAINTAIN THE LAND SUPPLY FOR INDUSTRY AND BUSINESS
The Council will seek to maintain a supply of marketable land for industrial and business development in the Plan area, promoting where possible the re-use of vacant and derelict land within the urban area. The Council will support in principle the development of those sites listed in the industrial land supply (Table 5.3, sites 1 - 4) and shown on the proposals map.

5.15 The Plan area has two established industrial/business estates. These are the Buchanan Business Park, situated in Stepps and the Garnkirk Industrial Estate south of Muirhead., including an area of land at Station Road, Muirhead. These locations contain a mixture of general industry, distribution, storage and Class 4 Business uses. Future development within these areas should be compatible with their primarily industrial and business use and other uses such as retailing should be discouraged (see Policy ECON 2 below). In this case of other existing industrial operations with a greenbelt location any future development at these sites will have to be consistent with Policy ECON 2(B) below.

ECON 2: ESTABLISHED INDUSTRIAL AREAS

A. Within the industrial areas described in para 5.15, there will be a presumption in favour of General Industrial, Distribution, Storage or Class 4 Business Uses. Proposals for development incompatible with their primarily industrial and business use will not be allowed. In particular there will be a presumption against retail development not supporting or ancillary to the main operation of any industrial/business use.

B. Where there are existing industrial operations in a Greenbelt location which are not shown as ECON2 designations on the Proposals Map, the Council will consider further development to be acceptable only where the proposed development is associated with the existing operation and consistent with the existing development in both scale and type of land use. Where the existing operation is seen to be abandoned the Council will take all possible steps to have the buildings removed and reinstated to a standard compatible with the Greenbelt designation.

5.16 The Council has industrial compounds at Bridgend, Moodiesburn that are for small scale intensive industrial users.

New Industrial Sites

- 5.17** The expansion of the company base and the formation of new enterprises can create a firm foundation for the development of the area, and contribute to its current and future prosperity. The quality and effectiveness of the land supply is a key issue and to address this the Local Plan will designate sites for business and industry in areas with good accessibility to public and private transport. The former Gartcosh Steelworks has been derelict since the closure of the Rolling Mill in 1986. North Lanarkshire Council and Scottish Enterprise Lanarkshire formed the Gartcosh Regeneration Partnership in 1997 to secure the redevelopment of Gartcosh for industrial development in a manner that ensures communities of North Lanarkshire derive clear benefits from the regeneration of the site.. The site has been identified as a Strategic Industrial and Business Location, a Core Economic Development Area and a Nationally Safeguarded Inward Investment Location within the approved Glasgow and Clyde Valley Structure Plan. This is reflected in Policy ECON 3 below.

ECON 3: STRATEGIC INDUSTRIAL LOCATION : GARTCOSH MASTERPLAN

The former steel mill site at Gartcosh will be safeguarded as a Strategic Industrial and Business Location, and a Nationally Safeguarded Inward Investment Location within the approved Glasgow and Clyde Valley Structure Plan. The site will be retained for Classes 4,5 and 6 of the Town and Country Planning (Use Classes) (Scotland) Order 1997 as identified in the Masterplan.

- 5.18** The Regeneration Partnership has to date completed the M73 Interchange, is undertaking extensive site remediation works and obtained funding for a new Gartcosh Passenger Rail Station. It has also secured through the European Development Fund the funding for the initial stages of site infrastructure works that will help make the site attractive to investors. To guide the next stages of development, a Masterplan has been prepared. The Masterplan is the result of a detailed assessment of the existing site, linked to close consultations with all parties having an interest in the site and its future.

Gartcosh Masterplan

- 5.19** The Masterplan proposes that Gartcosh be redeveloped as a quality Industrial Park providing for a mix of both small and medium sized Companies together with a major international industrial company taking advantage of the Large Single User Site. Central to the Masterplan is the need to achieve a long term balance between environmental issues and economic development, employment and accessibility. Key features are:
- Mixed use Industrial park for small/medium size companies with the potential to provide approximately 2000 to 3000 jobs
 - Large Industrial Site for a major international company capable of creating around 1700 jobs
 - Gartcosh Multi Modal Transport Interchange offering a new passenger halt on the Glasgow - Cumbernauld line providing both access to employment and services, including links to Glasgow, Cumbernauld and Falkirk
 - Woodland Reserve protected and managed to provide for wildlife including newly created habitats to replace sites of nature conservation value lost to development
 - Footpaths and cycleways providing access to jobs and improving the recreational links in the local area
- 5.20** The Masterplan envisages that the site will be developed over a period from 2001 to 2020, bringing 91 hectares of brownfield land back into positive use with consequent opportunities for 3700 to 4700 jobs, together with a strengthening of the local economy. The need for industrial and business developments must be balanced with the need to protect, maintain, enhance and where possible create environmental quality in order to add value to these sites in terms of nature conservation. This can be achieved with appropriate design and management regimes which benefit wildlife (refer to Policy ECON 4 below). The development of the Industrial Park and creation of the Woodland Reserve will necessitate a revision to SINC boundaries shown on the Proposal Map, which reflect the present position. In this case the boundaries of a nature reserve [refer to policy ENV13(C)] to accommodate the existing colony of Great Crested newts has been agreed with Scottish natural heritage and is shown on the proposals Map. Refer to policy ENV13 (C) in para 2.39)

ECON 4 GARTCOSH INDUSTRIAL PARK : GARTCOSH MASTERPLAN

The Council through the Gartcosh Regeneration Partnership will seek to rehabilitate the former steel works site at Gartcosh, which will include measures to allow the protection and enhancement of the nature conservation interest of the site.

5.21 The following opportunities have been assessed with regard to their potential for industrial development:

1. The Former Colliery Site, Cardowan
Development of the former Colliery site for a mixed (residential/ industrial/ environmental improvement) development is currently underway including an access road from the Gateside Roundabout on the M80. The Business/ Industry component straddles the boundary between North Lanarkshire Council and Glasgow City Council.

5.22 The following policy will apply in respect of the above:

ECON 5: NEW INDUSTRIAL SITES

The Council will pursue the development of sites at the following locations for new industrial /business opportunities:

1. **The former colliery site at Cardowan.**

5.23 In dealing with planning applications for new industrial and business developments, the Council has to consider not only their economic benefit to the area but also their impact on the environment (see Policy ECON 6 below).

ECON 6: ASSESSING NEW INDUSTRIAL DEVELOPMENTS

In determining applications for the development of sites for business and industry the Council will seek high standards of design and will apply the following criteria:

1. **the suitability of a proposal in relation to the character of the industrial/business area in which it is set;**
2. **access to public transport infrastructure and the effect of development on travel patterns;**
3. **the impact of the proposal on existing landscape features and on the surrounding environment;**
4. **the detailed design elements such as building height, materials and the relationship to surrounding buildings;**
5. **provisions made for landscaping, screening, fencing and security including lighting in order to cut down on light pollution, (subject to safety considerations);**
6. **provisions made for access, vehicle circulation, manoeuvring and parking.**

NUISANCE/BAD NEIGHBOUR DEVELOPMENTS

5.24 There are instances where industry requires a location away from residential or other amenity areas due to the level of noise, vibration, smell, fumes, smoke, soot ash, dust or grit that may be a feature of the operation. In such instances the Council will have particular regard to the possible effects of these activities, in order to ensure that such developments, which may be of a potentially hazardous nature, do not adversely affect adjoining land uses, nor are they damaging to the District's environmental and wildlife resources. Such uses would be inappropriate where they create unacceptable environmental intrusion, particularly in locations adjoining residential areas (see Policy ECON 7).

ECON 7: NUISANCE/BAD NEIGHBOUR DEVELOPMENTS

In determining applications for the development of industrial uses of where issues of nuisance or bad neighbour development might arise the Council will have particular regard to their impact on the local environment and on adjoining land uses.

- 5.25** When allocating land for industry, consideration must be given not only to the suitability of the location but also to the condition of the site. Although a site may be situated in an advantageous location for business and industry, development often fails to occur because of the existence of various site constraints, such as undermining, contamination, poor service infrastructure or access constraints. The Council will seek to rehabilitate these vacant and derelict sites with the assistance of the Scottish Enterprise Lanarkshire and other organisations.

Tourism

- 5.26** The Council recognises the role of tourism in the economic regeneration of an area. The Plan promotes a positive commitment to protecting existing facilities, making appropriate improvements and taking advantage of opportunities for tourist related developments. Due regard must be given to sustainability and accessibility in all aspects of leisure, recreation and tourism. The main aim within the Plan area is to promote, where possible, the area's potential for attracting visitors and tourists. Therefore, appropriate tourist/visitor developments will be supported.
- 5.27** The Council will continue to work with organisations such as the Scottish Tourist Board, the Sports Council and appropriate private and voluntary bodies to create and enhance opportunities for leisure, recreation and tourism.
- 5.28** Strategic tourism guidance is provided through the Scottish Tourism Strategic Plan (1994 - 2000) and the Scottish Enterprise Network Tourism Action Plan (1996 - 2000). The Structure Plan advises that Local Plans should give full consideration to tourism development. Relevant policies should accord with the Lanarkshire Tourism Strategy which has been prepared by Greater Glasgow & Clyde Valley Tourist Board, Scottish Enterprise Lanarkshire, North Lanarkshire Council, South Lanarkshire Council, North and South Lanarkshire Enterprise Trusts in consultation with the tourist industry.
- 5.29** A major route used by tourists, the A80, passes through the Plan Area. The Garfield Hotel, the Crowwood Hotel, the Moodiesburn Hotel and the Stepps caravan and camping site all play a part in servicing tourists and visitors. There may however be further opportunities for tourist and visitor related developments in the vicinity of the A80. This may, for instance include Bed and Breakfast accommodation in suitable dwellings or further development of the existing hotels. Tourist/visitor information points on main routes could usefully promote local attractions. Normal greenbelt restrictions will apply to tourist developments although this would not preclude facilities such as picnic areas. Road safety is a fundamental consideration for any development adjacent to the A80. In the Plan area the following policy will apply:

ECON 8: TOURISM

Tourist/visitor related proposals will be supported subject to compliance with environmental protection and development control policies.