



# Southern Area Local Plan

WRITTEN STATEMENT

DEPOSIT VERSION

July 2008



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## FOREWORD

This is the local Plan for the Southern Area of North Lanarkshire which covers the settlements of Uddingston, Bellshill, Motherwell, Newarthill, Cleland, Wishaw, Overtown, Newmains, Allanton, Shotts and Harthill. It replaces six separate adopted local plans approved from 1953 to 1986.

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 future action by the Council and other bodies along with the reasoning that lies behind them. The Proposals Map identifies, on an Ordnance Survey base, the areas in which the proposed policies and proposals apply, and should be read in conjunction with the Written Statement.

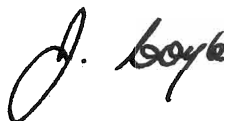
The Local plan has been shaped by the views of a wide range of individuals and organisations who responded to the consultations which took place during the Plan's earlier stages and through the Local plan Inquiry which ran from September 2005 to March 2006. The Plan has been amended and updated to take account of changes in national policies and advice and representations made by a wide range of organisations and individuals. It provides a statutory policy framework to guide and control the development and use of land and to protect and enhance the environment.

Through its policies, the Local Plan aims to contribute towards improving the economic, social and physical environment of North Lanarkshire. In particular, it identifies and promotes development opportunities for housing, industry, shopping and leisure and also seeks to bring together the action programmes of the Council and other public, private and voluntary sector partners.

The long gestation period of the Local Plan reflects the legal challenges to the principle of a new town centre at Ravenscraig, these challenges were pursued through to the House of Lords and dismissed at which stage the Council's support for the redevelopment of Ravenscraig was fully vindicated.

The Southern Area Local Plan is the last of the first generation of Local Plans to be adopted by the Council. The North Lanarkshire Local Plan Consultative Draft 2007, is intended to replace all of the first generation of Local Plan on its adoption sometime in 2010.

In the interim I believe that this Local Plan will provide a sound basis for planning and development management decisions in the Southern Area of North Lanarkshire and I welcome its publication



Councillor James Coyle  
Convener of the Planning and Transportation Committee

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**PLANNING IN NORTH LANARKSHIRE**

- 1.1** North Lanarkshire is one of the largest unitary authorities in Scotland with a population of 326,700. 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 Council is responsible for delivering local government services within the area of the former Cumbernauld and Kilsyth, Monklands and Motherwell Districts, four wards within the former Strathkelvin District and the New Town area of Cumbernauld. It is also responsible for some of the services previously provided by Strathclyde Regional Council.

**THE LOCAL PLANNING PROCESS**

- 1.2** The Council's statutory planning function is administered at the local level by area offices in Cumbernauld, Coatbridge and Motherwell with a Headquarters function based in Cumbernauld. Along with responsibility for Development Management, the Council is required to maintain up to date local plan coverage to comply with planning legislation such as the Town and Country Planning (Scotland) Act 1997. Once completed, this plan together with the Glasgow and the Clyde Valley Joint Structure Plan 2006, will form the statutory Development Plan against which most development proposals are to be assessed.
- 1.3** A Finalised Draft Local Plan was published in September 1998 for the former administrative area of Motherwell District - the southern part of North Lanarkshire. It was subject to a programme of publicity, consultation and public participation involving public sector bodies, government agencies, interest groups, private companies and the public. Details of the consultation arrangements, representations made, and the Council's response to them are contained within the Finalised Draft Local Plan Publicity and Consultation Statement. The Finalised Plan went through three Pre Inquiry Changes in 2001, 2004 and 2005 all of which were placed on deposit for public consultation. A Public Local Inquiry was held to consider the objections made (but not withdrawn) to the Local Plan Finalised Draft and its subsequent Pre Inquiry Changes between September 2005 and March 2006. Where appropriate, representations made at the Finalised Draft stage and included in the Inquiry Report of Findings have been incorporated into this Deposit version of the Plan to be placed on Deposit with the Scottish Government. Once adopted the Local Plan will amalgamate and supersede the existing local plans which covered the former Motherwell District.

**DEPOSIT VERSION OF THE LOCAL PLAN: FORM AND CONTENT**

- 1.4** The Deposit version of the Local Plan follows a similar format to that of the Finalised Draft. Where necessary, the text has been revised to take account of new policy guidance or the availability of updated land supply figures to a March 2006 or March 2007 baseline. The text, policies and justification have also been amended where appropriate to take account of changes made following representations made on the Consultative and Finalised Draft Local Plans. The Deposit Version of the Local Plan comprises two distinct parts:-

**A) The Written Statement**

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 which 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 which the Council wishes to initiate or see take 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. Proposals for development which are contrary to Local Plan policies will be resisted.

## **B) The Proposals Map**

The Proposals Map is in three parts and represents the policies contained in the Written Statement geographically. It shows the boundaries of the urban area and the policies that apply within it, delineates the Green Belt and also highlights those policies affecting the rural area. Map 1 covers the western section of the Plan area including the main settlements of Tannochside, Bellshill and Motherwell. Map 2 shows the central section of the Plan area and focuses upon Wishaw and its surrounding villages, while Map 3 encompasses the eastern part covering the rural areas of Shotts and Harthill. Maps of the principal town centres of Motherwell, Wishaw and Bellshill are shown as insets. Where policies are delineated on the Proposals Map, each contains a subject coding enabling it to be cross-referenced to the text within the Written Statement. Policies which are intended to be applied across the Plan area are not represented on the Proposals Map but are listed in the Written Statement.

## **LOCAL PLAN DEVELOPMENT STRATEGY**

- 1.5** 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 coherent strategy 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, Planning Strategy, Community Plan, Social Inclusion Strategy, Housing Plan, Economic Development Strategy and the Environmental Strategy, Transport Strategy and Leisure Plan. The Local Plan also takes account of the Environmental Services Service Plan and seeks to be consistent with the strategic plans of agencies such as Scottish Enterprise Lanarkshire, Communities Scotland and European funding programmes. The Local Plan also performs a key role in facilitating the Council's efforts to regenerate and improve the quality of life for its residents.
- 1.6** The production of the Local Plan occurs at an important time for North Lanarkshire as a whole, with the Area undergoing significant economic, social and environmental change. As a result there are a number of fundamental considerations which will influence the Plan's direction and content. These represent areas of priority for the Council and include:-

**Sustainability:** The requirement to conserve natural resources, enhance biodiversity and promote sustainable forms and patterns of development is becoming an over-riding concern. Protecting the role and function of the Green Belt and Rural Investment Area from inappropriate development is a key aspect as is the need to focus regeneration on vacant and derelict sites within urban areas.

**Ravenscraig Regeneration:** Securing the redevelopment of the Ravenscraig site remains one of the most pressing concerns for the Council and its partners, and is fundamental to the regeneration of the Plan area. (The site is identified on the Proposals Map as "Ravenscraig Regeneration"). The Ravenscraig site and the wider Motherwell-Wishaw area is identified as a Metropolitan Flagship Initiative within the Glasgow and the Clyde Valley Joint Structure Plan 2000. This gives priority to promoting regeneration, recognising the opportunity presented at Ravenscraig to create a more coherent urban structure, sense of place and improved quality of life within Lanarkshire as a whole. It is recognised that there is considerable scope to deliver major land renewal in association with redevelopment to be phased over a period of up to 20 years, by:-

- Creating a new Town Centre for the area
- Creating a Core Economic Development Area, including a major Industrial and Business Park
- Exploring potential for capitalising on rail freight links to the area
- Providing new residential neighbourhoods with over 3000 new homes
- Improving transport links to improve access across the area
- Creating major green spaces linking the South Calder River the Green Network
- Providing a major sports and recreational facility
- Maintaining and enhancing existing natural heritage resources

The Glasgow and the Clyde Valley Joint Structure Plan Joint Committee agreed to alter the Structure Plan in a number of respects regarding the Ravenscraig site in January 2003. Of particular relevance was the decision to add Ravenscraig to the list of Town Centres in Schedule 1(a) Town Centre Renewal Priorities, on the basis that a new Town Centre at Ravenscraig, including additional retail floorspace, will help meet identified deficiencies in the existing retail provision and town centre facilities as well as helping the renewal of the Ravenscraig site and regeneration of this part of North Lanarkshire. The Supplementary Written Statement (Ravenscraig – Strategic Planning Role) sets out the basis upon which a new town centre could be supported, including the need for any



proposal to be linked, as necessary, to a planned restructuring of the existing centres of Wishaw and Motherwell.

**Town Centres:** Centres within the Plan area serve a vital function for residents within their catchment by providing a range of shopping, employment, social and recreational activities. Unfortunately, these centres are finding it increasingly difficult to compete with more modern facilities on offer at centres outwith the Plan area. Significant investment in new retail floorspace has not been secured, and as a result, there is a general lack of quality and range of retail outlets.

The regeneration of the Ravenscraig site is recognised by the Council as having the potential to provide modern shopping facilities to serve the residents of the wider Lanarkshire area. The Council therefore, fully supports the Structure Plan Joint Committee's decision to identify Ravenscraig as a Town Centre in the First Alteration to the Glasgow and the Clyde Valley Joint Structure Plan. The linkage of the development of a new Town Centre at Ravenscraig to a planned restructuring of the existing Town Centres of Wishaw and Motherwell, recognises that it is vital that retail development at Ravenscraig is carefully considered to ensure that it does not undermine the vitality and viability of existing Town Centres.

**Industry and Business:** Advantage must be taken of the area's strategic location on the M8/A8 Corridor. The success of Strathclyde Business Park, Eurocentral and the former Enterprise Zone sites as key business locations requires to be built upon to compensate for the problems associated with economic restructuring. Longer term opportunities to identify new business locations require to be assessed to ensure that future land requirements can be met.

**Housing:** Maintaining an adequate supply of brownfield sites remains a major consideration in widening housing choice. The need to restrict the release of greenfield sites, to ensure that the principles of sustainability are not prejudiced, also requires to be taken into account as does the need to improve the existing stock of housing.

**Deprivation:** There remain areas which suffer from disadvantage and social stress. One area has been designated a Social Inclusion Partnership (SIP), North Motherwell, which consists of three geographical areas; Orbiston, Viewpark and North Motherwell & Forgewood. Other areas are classified as Regeneration Areas and regeneration action needs to be targeted to these areas.

**Transportation:** The deficiencies of the A8 Trunk Road between Baillieston and Newhouse have long been recognised, and the Scottish Executive has commissioned a multi-modal corridor study to provide a package of improvements to support an integrated transport structure. This remains the only non-motorway part of the main Glasgow to Edinburgh road link, and North Lanarkshire Council considers that upgrading to motorway standard would improve road safety and provide economic benefit to the area. However, concerns over the environmentally damaging impacts of increasing car usage have contributed towards restricting road building programmes elsewhere. Encouraging greater use of public transport and achieving more sustainable patterns of land use are also key considerations together with traffic management and road safety.

## **AIMS AND OBJECTIVES**

**1.7** The Local Plan Development Strategy, which attempts to take account of the above issues, comprises a number of **AIMS** and **OBJECTIVES** to 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:-

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

**1.8** These **AIMS** will be pursued through the following **OBJECTIVES**:-

**a) Securing Regeneration**

- expand the economic base, enhance infrastructure and make the area more attractive for investment
- help create jobs and reduce unemployment
- balance the supply of land and property against established market demands
- stem the flow of population from the Plan area
- reduce the extent of vacant and derelict land
- invest in the area's housing stock, enhance its quality and meet the needs of vulnerable sections of the community
- increase the effectiveness of housing sites - focus development upon brownfield sites
- establish a new town centre at Ravenscraig as a focus for regeneration
- sustain and improve the quality of existing town centres

**b) Improving Sustainability**

- protect and promote the Green Belt, sites of importance for nature conservation and other locations of environmental significance
- initiate action to upgrade the environment, reinforce sense of place and enhance amenity
- promote more environmentally sound patterns of development and activity and encourage reductions in energy consumption
- overcome access constraints and encourage the transition towards more sustainable forms of transport

**c) Enhancing Amenity and Quality of Life**

- enhance the provision of leisure and recreation facilities and develop tourism
- support the development of community facilities, alleviate deprivation and improve the quality of life for present and future residents
- ensure equal access for residents of the Plan area
- encouraging good quality urban design

**IMPLEMENTATION OF THE LOCAL PLAN**

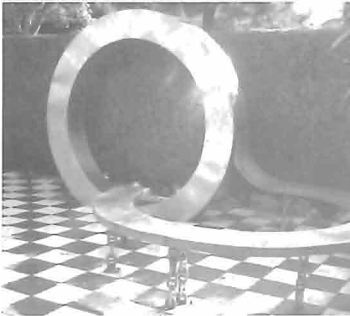
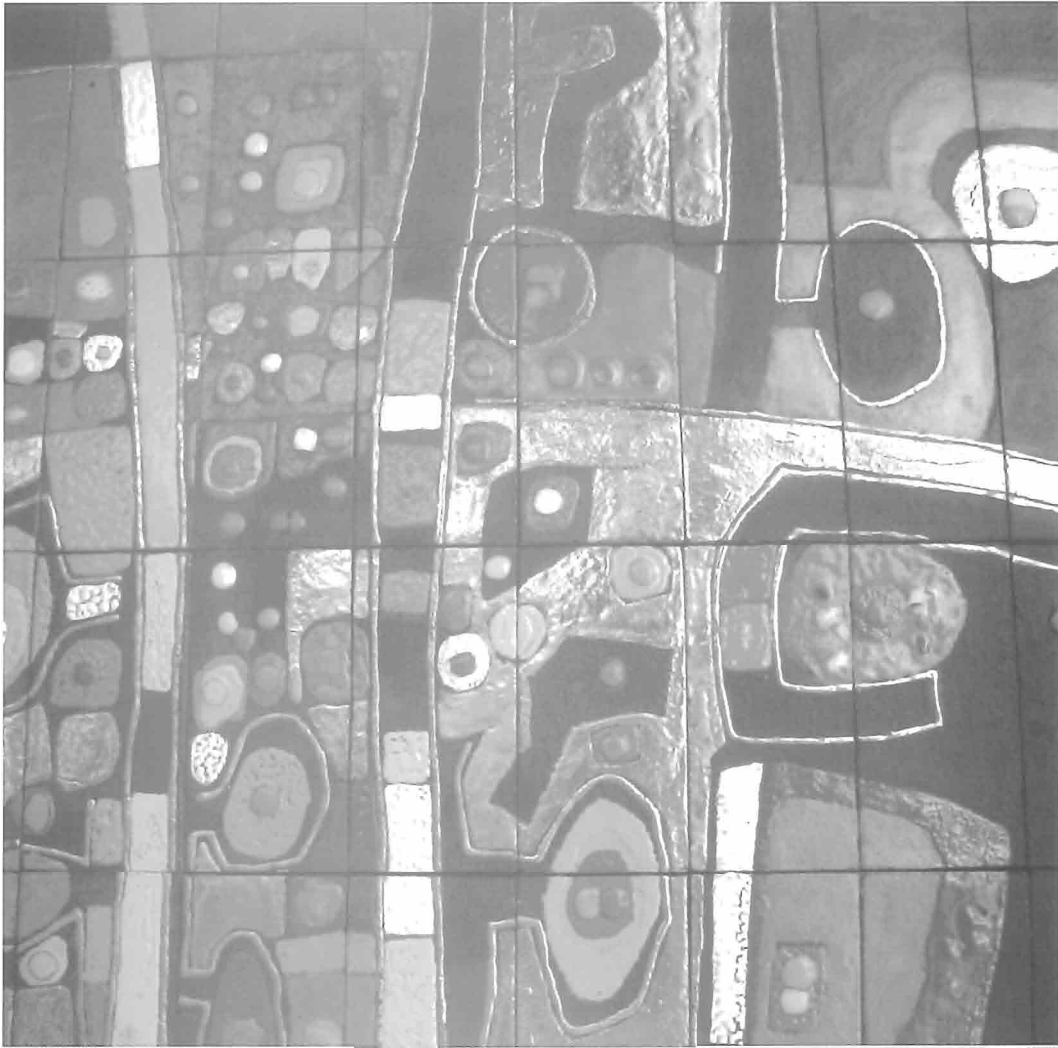
**1.9** The Local Plan establishes a policy framework for the Council's consideration of planning matters generally by highlighting areas where specific types of development are generally acceptable and providing detailed guidance on how the Council will consider planning applications for a variety of land uses. In determining planning applications the Council must apply a presumption in favour of proposals which accord with the Development Plan unless material considerations indicate otherwise. In situations where development proposals conflict with Local Plan policy, the Council will require the applicant to supply convincing reasons why the development should proceed.

**The Partnership Approach**

**1.10** To meet the Local Plan's Aims and Objectives action must be initiated and focused to overcome constraints and create development opportunity. This requires extensive funding from both public and private sectors. The Council maintains a General Services Capital Programme which sets out spending priorities over a three year period. Limited resources available to the public sector have resulted in the private sector becoming increasingly important in generating jobs and investment. Partnership is therefore vital to the success of the Local Plan. This involves joint action between the public and private sector and local communities to enable resources to be increased, better co-ordinated and targeted. Within the Plan area examples of successful partnerships include Forgewood, Bellshill and Wishaw Smaller Urban Renewal Initiatives (SURIs) and the former Lanarkshire Enterprise Zone (EZ). The Council continues to be actively involved in several strategic partnerships, including; Changing Gear: A Strategy for the Lanarkshire Economy; Lanarkshire Alliance; the Glasgow and the Clyde Valley Joint Structure Plan and the West of Scotland European Consortium. Where necessary, as part of a partnership approach to securing agreed community objectives, the Council will consider using its powers of compulsory purchase to facilitate appropriate development.

## **Monitoring and Evaluation**

- 1.11** 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 is therefore committed to monitor the Local Plan on an ongoing basis.
- 1.12** 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's Development Strategy. This information will be conveyed in the form of a Monitoring Report and, in circumstances where alterations are necessary, steps will be taken to modify the Local Plan.



## CHAPTER 2 THE ENVIRONMENT

### INTRODUCTION AND POLICY CONTEXT

- 2.1** The protection and enhancement of the environment is one of the main concerns of the Local Plan. Addressing the adverse environmental impact which has resulted from the decline of the area's traditional industries represents one of the greatest challenges facing the Council and its partners. Establishing the concept of Sustainable Development, the Chapter outlines the policy context for action and identifies the key issues affecting the Councils built and natural environment.

#### **Sustainable Development**

- 2.2** The term Sustainable Development came to prominence in the 1980s and was embraced by the United Nations at UN Conference on Environment and Development (the Earth Summit) held in Rio de Janeiro in 1992 and also by the European Community in the Fifth Action Programme. It is now widely understood that to tackle global issues a wide range of local initiatives need to be undertaken to ensure development is less harmful. The European Commission is now drafting the next environmental strategy the Sixth Environmental Action Programme: 'Environment 2010: Our Future, Our Choice' which outlines priority for action for the next five to ten years.
- 2.3** The definition of Sustainable Development the Local Plan will seek to apply is that most commonly used and conceived by the Brundtland Commission in 1987. It defined Sustainable Development as:-

***"development that meets the needs of the present without compromising the ability of future generations to meet their own needs"***

This statement sets the agenda for environmental protection and is the context within which the Council should develop in the future.

- 2.4** The policy context for the Environment Chapter is set by a range of legislation and advice from the international to the regional level. The deliberations of the Rio Earth Summit have permeated all levels of policy and have elevated environmental concerns to new heights. Currently the European Commission is implementing its 5th Environmental Action Programme which focuses on: sustainable economic growth, rather than growth for growth's sake, improved quality of life and a comprehensive set of environmental quality targets. The UK Government has addressed the issues of environmental protection and sustainability through the publication of four documents following commitments made at the Rio Conference. These are:-

- Sustainable Development The UK Strategy
- Opportunities for Change Consultation Paper (a revised UK Strategy)
- Biodiversity The UK Action Plan
- Climate Change The UK Programme
- Sustainable Forestry The UK Programmes

These represent the UK Government's response to Agenda 21, a world action programme to achieve a more sustainable pattern of development for the next century and to meet other agreements made at the Rio Conference. In 1996 a first set of sustainable development indicators was published aimed at keeping track of progress. A Consultation Paper followed this in 1998 on a Revised UK Strategy for Sustainable Development, which considered how to update objectives and indicators. Further European legislation is emerging, EC Water Framework Directive which pulls together a range of existing legislation on water to tackle water pollution on a strategic scale.

#### **Renewable Energy**

- 2.5** 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 that are, by their very nature, more sustainable, while also being less damaging to the environment. Government advice on renewable energy is contained in a range of

documents. The most recent of which is Scottish Planning Policy (SPP 6): Renewable Energy issued in March 2007. This is one of a number of documents derived from the Environment White Paper: This Common Inheritance. It marks a continuation of Government policy on renewable energy, set out in the Energy Paper 55: Renewable Energy in the UK The Way Forward. The Government considers renewable energy developments to be an important factor in the strategy to reduce by 20% carbon dioxide emissions by 2010. This will be done through the implementation of a range of policy documents from the Scottish Office. One of these, the Renewables Obligation Scotland aims to foster the development of renewable energy through the Scottish Renewables Order (SRO), providing subsidy to support the establishment of a renewables industry and to allow it to develop competitively in the longer term. This SRO sets out a target of 40% of Scotland's requirement for electricity to be met from renewable sources by 2020; this represents a substantial increase given that the amount of electricity generated from renewable sources at 2003 was 12%.

### **Agenda 21**

**2.6** The UK Sustainable Development Strategy builds on the 1990 White Paper, This Common Inheritance and examines new arrangements and processes for the practical application of sustainable policies. With specific regard to local government, the document stresses the role that councils can play in the development of sustainable policies through the application of a Local Agenda 21. Examples in the UK Strategy include:-

- the establishment of local sustainability indicators
- energy efficiency measures, for example, in local authority buildings, street lighting, transport fleets and local authority owned housing
- integrating transport and land use planning strategies to reduce the need for travel and encourage less polluting means of travel
- local air quality strategies for integration with land use planning and transport strategies
- waste minimisation and recycling initiatives and energy from waste schemes
- local strategies for nature conservation, countryside, forestry and management and stewardship schemes
- reflecting national and international commitments

**2.7** Local Agenda 21, the local application of Agenda 21, is not a defined or a definitive set of activities but rather a continuing and developing process aimed at improving good practice, involving community partnerships and working towards reducing harmful impacts on the environment. As with Agenda 21, Local Agenda 21 has several components. These include:-

- managing and improving the Local Authority's sustainability performance
- integrating sustainability issues into the local authority's policies and activities
- awareness raising and education
- consulting and involving the wider community and the general public
- working in partnership with others - Central Government agencies, business, community groups and the general public
- measuring, monitoring and reporting

As so many of the problems and solutions that should be addressed by Agenda 21 have their roots in local activities, the participation and co-operation of the Local Authority is a determining factor in meeting these objectives.

### **The Scottish Executive**

**2.8** While there is no definitive policy document for Scotland which deals with the environment, the themes of protection and improvement are taken up in a range of Planning Advice Notes (PANs), National Planning Policy Guidelines (NPPGs) and Scottish Planning Policy (SPPs). Scottish Natural Heritage (SNH) has a statutory responsibility for many issues relating to the protection, conservation and improvement of the natural environment. The Scottish Environment Protection Agency (SEPA) is responsible for a wide range of environmental issues, both of an operational and strategic nature, including pollution control, river purification and waste regulation.

## 2.9 Glasgow and the Clyde Valley Joint Structure Plan 2006

This structure plan provides an updated framework of action for sustainable development of natural resources and aims, among other things, to assist the promotion of local Community Plans and contribute to Local Agenda 21 strategies. It promotes the creation of a Green Network to enhance the quality of urban areas, the urban fringe and rural areas, to help integrate town and country and reinforce the positive role of the Green Belt. This policy aims to integrate environmental action with the economic and social regeneration through promoting a wide range of measures.

### THE NATURAL ENVIRONMENT

**2.10** The term natural environment, for the purposes of this Plan, encompasses open spaces, landscape features and associated flora and fauna. It relates to parks, open countryside, woodlands, open water, water courses and wildlife corridors. NPPG 14 Natural Heritage aims to give guidance on how the Government's policies for the conservation and enhancement of Scotland's natural heritage should be reflected in land use planning. It covers the combination and interrelationship of landform, habitat, wildlife and landscape and their capacity to provide enjoyment and inspiration. The objectives of the guidance have been incorporated into the Local Plan. A key element of protection of the natural environment is the designation of the Green Belt which encourages regeneration and resists urban sprawl. Within the Plan area the Green Belt surrounds the towns of Bellshill, Motherwell and Wishaw, taking in the Clyde Valley and part of the rural area to the east of Wishaw.

**2.11** The Plan area plays host to a variety of landscapes, which include historic sites and internationally significant wildlife habitats. The most valuable wildlife sites are those which lie along the Clyde Valley and its tributaries, such as the South Calder Water and the other river valleys which cross the Plan area. In addition to these, there are also significant areas of woodlands, grasslands, peat bogs, parks and other areas, both urban and rural, which constitute valuable habitats. This range of habitats encourages biodiversity, which the Council, in line with EC Directives, is seeking to maintain and improve. The council, in partnership with other organisations and agencies, has published the North Lanarkshire Biodiversity Action Plan, which provides a blueprint for partnership action for the conservation of local wildlife. It details specific actions required to safeguard vulnerable species in North Lanarkshire and to protect and enhance key habitats. A number of Habitat Action Plans (HAPs) and Species Action Plans (SHPs) have been prepared for some of the habitats and species identified in the North Lanarkshire Biodiversity Action Plan, listed below in Table 2.1. A further five HAPs and SAPs are in preparation and are due to be published in the near future. Further guidance is also emerging in the form of a Draft Planning Advice Note entitled Planning and Biodiversity.

**Table 2.1 Local Biodiversity Action Plans**

Habitat Action Plans	Species Action Plans
Rivers & Streams	Willow Tit Wolverine
Lowlands Raised / Intermediate Bog	Swift Action Lapwing Great Crested Newt
Floodplain Grazing Marsh	Bean Goose Atlantic Salmon
Broadleaved Mixed Woodland	Bluebell

*Source: NLC Conservation and Greening Unit, Environmental Services.*

**2.12** Building on previous Phase 1 Habitat survey and site surveys confirming to the present time, the Council's Conservation and Greening Unit in Environmental Services has described and mapped Sites of Importance for Nature Conservation in the Southern Division, listed below in Table 2.2. Maintaining these sites for their habitat and species interest is considered important for the maintenance of local biodiversity, as laid out and prioritised in the Local Biodiversity Action Plan. Broadleaved woodland, peat bogs, rivers and open water, and floodplain grassland are priority habitats, but there are several SINC's which contain valued species beyond these habitats, for example the unique Grayling butterfly colony and Blue Fleabane growing on industrial land in the Ravenscraig complex.

## 1.8 Table 2.2 Natural Assets

Natural Asset	No	Notes
Special Area of Conservation	1	
Sites of Special Scientific Interest	4	
Area of Great Landscape Value	1	The Clyde Valley AGLV
Sites of Importance for Nature Conservation	93	
Local Nature Reserve	1	
Country Parks	1	
Tree Preservation Orders	129	

Source: NLC Conservation and Greening Unit, Environmental Services.

- 2.13** This survey also illustrates the important role of wildlife corridors in linking valued habitats. Both wildlife corridors and other habitats may be designated as Sites of Importance for Nature Conservation (SINCs) due to their biodiversity and nature conservation value. Similarly, areas which may not currently appear to have nature conservation value may potentially act as wildlife corridors between more valued priority habitats. These corridors are particularly critical to the continuing success of wildlife in the urban areas. They provide routes by which animals can move and plants can disperse and they are important for their physical effect in introducing countryside elements into the urban area. Within the Plan area some of these corridors take on a strategic significance.
- 2.14** The importance of the nature sites which the wildlife corridors link varies too. Under current Government legislation the most important sites are the Special Areas of Conservation (SACs), Hassockrigg Mosses and Garrion Gill, designated as being of European significance, and the nationally significant Sites of Special Scientific Interest (SSSI) of which there are two partly within the Plan area. One is at Garrion Gill, east of Overtown and the other along the River Clyde at Hamilton Low Parks. Another designated nature site is the Local Nature Reserve (LNR) at Perchy Pond. Sites of Importance for Nature Conservation are locally important sites which have been identified by conservation staff from the Council's Environmental Services and which provide a balanced range of sites which represent significant sites of biodiversity and nature conservation interests within the Plan area.
- 2.15** Other valuable habitats in the Plan area include the wooded urban fringe areas which represent an important resource. At present approximately 13% of the land area consists of woodland. This has been categorised into different types of woodland and Scottish Natural Heritage has established an inventory which lists ancient, long established and semi-natural woodland for Scotland. The Clyde Valley Woodland Initiative have prepared a Forest Habitat Network Plan indicating where new native woodland expansion should be targeted, along river corridors, and linking existing forested upland with lower woods.
- 2.16** The Plan area woodlands represent one of its prime environmental assets and accordingly the Council operates a programme of management for those in its ownership. Several Tree Preservation Orders (TPOs) are in force protecting individual trees and groups of trees both on land in its ownership and those on land in private ownership (see schedule ENV 7). The Council also encourages the management of private woodland and in some circumstances enters into legal agreements to ensure those woodlands are well maintained. Significant woodlands covered by these agreements include Coltness Woodlands.
- 2.17** The Central Scotland Forest is a long-term environmental improvement project co-ordinated by the Central Scotland Forest Trust (CSFT). The Trust's aim is to radically regenerate the rural area between Glasgow and Edinburgh into an attractive, flourishing, wooded area in which people can live and work. The Greenspaces for Communities Initiative (GFC) aims to undertake environmental improvement projects in and around the urban fringe, taking forward the previous Countryside Around Towns Initiative. This new GFC initiative will have access not only to SNH and council funding but to New Opportunities Funding. It will be delivered in North Lanarkshire through the work of the Central Scotland Forest Trust (CSFT). The Local Plan aims to give a focus to this work and the Council recognises that in addition to merely protecting the natural environment, work also needs to be done to enhance it, make it more accessible and improve its ecological variety and visual attraction.



## THE BUILT ENVIRONMENT

- 2.18** The Plan area is typical of the traditional industrial areas of Central Scotland, where the townscape has developed over a relatively short time. Corresponding with the growth of industry, the area has seen successive waves of development and redevelopment that have shaped the urban area, creating a form characterised by mixed land-use and variable quality.
- 2.19** Within the urban areas, the better quality architecture and coherent townscape tends to be within the older areas, which generally have a high proportion of historic and pre-war buildings constructed in local materials. By contrast, post-war development, with exceptions, has tended to have had less regard for local character, plot size and layout. Sporadic and ribbon development has blurred the distinction between settlements and led to an erosion of local character.
- 2.20** The Plan area's town centres form an important element of the character of the area. They are at the heart of economic, administrative and social life and provide a wide range of financial, professional and government services, together with cultural, entertainment and leisure facilities. This allows residents and visitors to combine shopping trips with business and recreational activities. The Council supports the role of town centres, demonstrating this by investing in their improvement. The main town centres are briefly described below. A detailed examination of town centres is provided in Chapter 5 Retail and Commerce.

**Motherwell** town centre was largely redeveloped in the late 1960s with the traditional street pattern being replaced by the pedestrianised Brandon Parade. The town centre is enclosed within a ring road. Parking has been provided around the centre with servicing for the shops generally carried out at the rear of the premises.

**Wishaw** town centre retains much of its traditional street pattern and is characterised by a strong grid structure and the dominant street scene of Main Street. However, this structure has led to increased congestion with vehicle and pedestrian conflict. Activity is heavily concentrated on Main Street, particularly at Wishaw Cross.

**Bellshill** town centre retains elements of its Victorian character and is focused on Main Street and Bellshill Cross. The opening of the Bellshill bypass in 1985 removed much of the east/west through traffic, although localised traffic congestion still occurs. The commercial focus of the town centre has shifted eastwards following the development of two supermarkets and a concentration of new public buildings in Motherwell Road and John Street has started to create a new civic focus behind Main Street.

**Shotts** is an amalgam of several small settlements based around Stane, Shotts and Dykehead. It has a small town centre which serves the local catchment area. Through the Shotts Project, the environment of the shopping area has improved.

- 2.21** The historic assets of the Plan area require to be protected and where necessary sensitively restored. Listed buildings, the Hamilton Road Conservation Area, archaeological remains, historic gardens and designed landscapes are all remnants of the past which contribute significantly to the quality of the area's environment. Details of all listed buildings within the Plan area are held by the Council (see schedule ENV 10). NPPG 18: Planning and the Historic Environment brings together and updates guidance covering built heritage. It provides policy guidance for historic buildings and townscapes, parks and gardens, designed landscapes, ancient monuments, archaeological sites and landscapes, and includes the wider settings and geographical areas of each. It emphasises the links between planning for historic environments and achieving the aims of sustainable development. Details of recorded and potential archaeological sites and areas may be obtained from the West of Scotland Archaeology Services which provides advice to the Council.

**Table 2.3 Historic Assets**

Historic Asset	No.	Notes
Scheduled Ancient Monuments	3	
Historic Gardens and Designed Landscapes	2	Grounds around Dalzell House around Allanton House
Listed Buildings	154	Including 3 Grade A category Dalzell House, Camp Cottage and Cambusnethan House
Conservation Areas	1	Hamilton Road, Motherwell
Sites of Archaeological Interest	296	
Vacant and Derelict Land Sites	165	Includes derelict land and buildings

Source: NLC Environmental Services 2007.

**2.22** Initial impressions of an area are important. It is therefore essential that new visitors and potential inward investors receive a favourable image of the Plan area. First impressions will be heavily influenced by the appearance of areas adjacent to key transport routes. With a number of principal road and rail links crossing the Plan area there is considerable potential for establishing a new and enhanced image for the area along these corridors. In addition there are a number of routes which, if improved, would significantly enhance the image, and economic or tourism potential, of the area, including footpaths, such as the Clyde Walkway and the Edinburgh-Glasgow cycle-route. The potential to increase the network of paths and cycle ways will be explored as the Local Plan is implemented. Works of art, whether standing alone or integrated with development, help create a sense of identity and add character to the environment. This in turn can assist with the process of regeneration by enhancing the Plan area's image, encouraging civic pride and supporting the local economy through the use of local artists, labour and materials.

**2.23** The Council is aware of the importance of, and the need to improve the environment in which the inhabitants live. Previous initiatives undertaken by the Council to improve both local housing and its environment have met with considerable success and will continue. Where new housing is proposed the Council will seek, through the planning process, to achieve high standards of design both in the buildings and associated landscaping.

**2.24** Much has been written about the area's traditional connection with the mining and metal/engineering industries. Many of the Plan area's environmental problems are a legacy of these historical processes, and have been exacerbated by recession and associated restructuring of the local economy. Vacant and Derelict Land totalled 818 ha consisting of 165 sites in the Plan area at March 2006 (see schedule ENV 13). Despite notable achievements, there remains a requirement to continue and indeed accelerate programmes in association with appropriate partners to support and complement the Local Plan's strategy of urban renewal and regeneration.

**Table 2.4 Vacant & Derelict land (March 2006)**

Category	Number of Sites	Area (Ha)
Derelict Buildings	15	76.15
Derelict Land	8	15.43
Derelict Land & Buildings	59	458.7
Vacant Land	74	265.47
Vacant land & Buildings	9	2.13
<b>Total</b>	<b>165</b>	<b>817.88</b>

Source: NLC Sustainable Development Team, Environmental Services 2006

- 2.25** Scottish Enterprise Lanarkshire in partnership with the Council and other agencies has produced a Derelict Land Strategy for Lanarkshire which aims to build on earlier successes, retaining a focus on the treatment of unused or abandoned land. It sets out an agreed basis for intervening proactively in key sites to bring them back into some beneficial use. From the total number of derelict and vacant sites in Lanarkshire the strategy has identified 'Priority Sites' for treatment they are grouped in three target clusters with one falling within the Plan area, namely the Motherwell/Wishaw cluster. In October 2000, as part of the Derelict Land Strategy, a Greening Framework was produced. This sets out the plans for dealing with derelict, vacant and abandoned land which is unsuitable for commercial development.

#### **KEY ISSUES**

- 2.26** A number of key issues arise from the Policy Context, the Consultative Draft document and the resulting representations. These are set out below and form the basis for the environmental policies which follow:-
- the extent to which, when it occurs, environmental disruption caused by development activity can be minimised
  - the means by which sustainability can be incorporated within the Local Plan and be balanced with the need to develop the area's economy
  - the need to overcome the problems of dereliction and land contamination in the context of financial and other constraints
  - the scope to upgrade the overall quality and identity of the natural and built environment
  - the means of co-ordinating and maximising the activities of environmental support agencies
  - the scope to enhance areas of ecological diversity and to create linkages between them
  - the scope to enhance the appearance and function of town centres given the considerable pressures for retail development in other locations
  - the need to direct development towards brownfield sites to improve the urban environment and reduce pressure on the Green Belt
  - the need to improve the quality of design of new development

#### **POLICIES**

- 2.27** 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 accompanied by a detailed explanation or reasoned justification.

##### **Policy ENV 1 The Environment**

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

- 2.28** The long term future of the Plan area's economy is inextricably linked to the condition of its environment. While much work has been done in the field of urban renewal, the scale of the problem is such that this needs to be continued. The strategic needs of the Plan area include the revitalisation of the economy and the regeneration of the urban and rural areas. The reuse of vacant and underused land will play a major role in relieving pressure on the more sensitive areas of the environment and can contribute towards a more sustainable environment. This Policy will be reinforced by the implementation of proposals to enhance urban and rural areas, thereby improving its quality, image and overall sustainability.
- 2.29** Policy ENV 1 recognises that development proposals have an impact on the environment. Consistent with the Council's strategic environmental objectives, it will appraise their environmental effects and protect the environment through environmental assessment of cumulative, secondary and indirect impacts in environmentally sensitive areas and through the use of conditions. Furthermore, the Council will seek to enhance the overall sustainability of the environment, steer investment to the least damaging localities and derive environmental benefits from development in the form of the reuse of vacant land, reducing the need for travel and protecting the natural environment. Maximising the long-term environmental interest will also include developing targets for habitat re-creation, both through project based initiatives and as an integral element of new development or re-development.

## **Policy ENV 2 Renewable Energy**

**The Council will encourage the use and development of renewable energy by:-**

- 1) promoting the development of renewable energy schemes in their own right and within other development proposals,**
- 2) encouraging schemes, where appropriate, to utilise wind energy,**
- 3) encouraging schemes, where appropriate, to utilise biomass from energy crops or waste, and**
- 4) seeking to maximise passive solar gain through building design and orientation.**

**In considering such proposals the Council will have regard to the wider environmental effects by ensuring proposals accord with Policy ENV 5 and to their anticipated contribution towards the national requirement for renewable energy regeneration.**

- 2.30** Conventional power generation methods which focus on the burning of fossil fuels have serious environmental repercussions, primarily through the production of Carbon Dioxide which accelerates global warming. The Council recognises that locally, the development of alternative energy sources such as wind power can help reduce the reliance on more environmentally damaging sources. The Council's approach towards encouraging sustainable energy generation is contained within Policy ENV 2 which will promote the development of renewable energy schemes in their own right and within other major development proposals.
- 2.31** The generation of energy through harnessing wind power raises many land use issues. The Glasgow and Clyde Valley Joint Structure Plan identify Preferred Areas and Intermediate Areas to which wind energy developments, particularly wind farms, should be directed. Although neither of these identified areas fall within this Local Plan area there may still be locations where such developments would be appropriate. The guidance set out in SPP 6 Renewable Energy will be taken into account when assessing applications together with the criteria set out in Policy ENV 5 Assessment of Environmental Impact and any other relevant local plan policies.
- 2.32** An alternative method of generating energy is to utilise biomass from energy crops or forestry waste and through waste combustion. While recognising that the utilisation of biomass is only possible on a small-scale given the Plan area's limited agricultural land, small projects, possibly related to farms would in principle be encouraged. Proposals using energy crops and forestry and farm wastes would generally, subject to detailed design, be considered appropriate in rural areas. Proposals for more general waste combustion would be most suited to urban locations.
- 2.33** Another means of reducing global warming through local action is to focus on the more economical use of energy. While the utilisation of passive solar energy currently falls between building control and planning considerations governing layout of buildings, the Council recognises that the design and layout of buildings is influenced by a range of factors. To date capturing passive solar energy has been neglected. To address this gap the Council through Policy ENV 2 will encourage developers to demonstrate that they have taken this into account and show what steps they have taken to maximise passive solar energy.
- 2.34** In considering all proposals for renewable energy, the Council will have regard to their wider environmental effects by assessing proposals against development criteria contained in other policies within this Plan, and in particular those set out in Policy ENV 5 Assessment of Environmental Impact. The guidance set out in Revised NPPG 6 Renewable Energy will also be taken into consideration when assessing applications for renewable energy developments.

## **Policy ENV 3 Vacant and Derelict Land**

**The Council will promote the re-use of vacant and derelict land particularly within urban areas by:-**

- 1) facilitating a programme of land reclamation where appropriate in partnership with other agencies and private landowners. This includes working with, and encouraging Scottish Enterprise Lanarkshire, through the work of the Partnership Task Group, to bring forward Priority Sites in accordance with the agreed Derelict Land Strategy,**
- 2) identifying appropriate after-uses for vacant and derelict sites, including the retention and creation of wildlife habitats and biomass production where appropriate, and**
- 3) encouraging developers to utilise, where appropriate, the development opportunities arising on vacant and derelict land sites, including those identified in Schedule ENV 13, while paying due regard to other Local Plan Policies.**

- 2.35** The Local Plan has a key role to play in encouraging and facilitating the re-use of vacant and derelict land by guiding certain forms of development and promoting environmental improvement. Central to this is the Council's commitment to tackling problems of dereliction within its own development land holdings, thereby providing opportunities for economic development and environmental improvement. By identifying appropriate after-uses, the Council can secure the reuse of vacant and derelict land. This will include consideration of the scope to incorporate appropriate woodland planting into restoration schemes on such sites. To minimise the effects of such uncertainty and to avoid allocating land to unsuitable uses, the Council through Policy ENV 3 sets out its commitment to reviewing the development potential of those vacant and derelict sites, identified in Schedule ENV 13, for which an end use has yet to be determined. Proposals for these sites will be considered in terms of the surrounding land uses and the other policies in the Plan.
- 2.36** The Council will continue to work with Scottish Enterprise Lanarkshire and other agencies on the Partnership Task Group to implement the Derelict Land Strategy through concentrating on the redevelopment and improvement of those sites identified as Priority Sites. This is consistent with the sustainability aims and urban renewal objectives of the Local Plan. Development of this nature is energy efficient in contrast to peripheral expansion in greenfield locations. Policy ENV 3 expresses this approach, emphasising the important role to be played by partner agencies such as Scottish Enterprise Lanarkshire.

#### **Policy ENV 4 Contaminated Land**

**The Council will require developers to investigate the site conditions of land which is known or suspected to be contaminated prior to development being implemented. 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. In some circumstances this investigation will be required prior to the granting of an outline or detailed planning permission.**

- 2.37** The reclamation and treatment of contaminated sites to a standard appropriate for the development proposed can contribute towards urban renewal and 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 supply this information for developments on sites where contamination is known or suspected. Policy ENV 4 reflects this requirement as set out in Revised PAN 33 Development of Contaminated Land, the Environmental Protection Act of 1990 and the Environment Act of 1995. In all cases the Council will continue to assess sites on an individual basis in accordance with existing Environmental Protection legislation and the proposed use of the site. In accordance with good practice, it is considered that in most instances the nature and level of contaminants should be ascertained at the earliest opportunity. The Council will also take into consideration, once completed, the North Lanarkshire Contaminated Land Strategy.

#### **Policy ENV 5 Assessment of Environmental Impact**

**In determining applications for development, the Council will address the likely impact on the environment by considering, amongst other things, the following criteria:-**

- 1) the suitability of a proposal to the character of the area in which it is set,**
- 2) the landscape and visual impact of the proposal,**
- 3) the extent of traffic generation, noise, dust, pollution, flooding risk and interference,**
- 4) the loss of natural habitats, protected species and areas designated for their natural heritage value,**
- 5) the loss of urban open space,**
- 6) the extent to which derelict land is regenerated, the Environmental Impact Assessment (Scotland) Regulations 1999, Planning Advice Note 58: Environmental Impact Assessment, and**
- 7) the need for specific measures to ensure satisfactory decommissioning, particularly of renewable energy developments.**

**There will only be a presumption in favour of development where it can be clearly demonstrated that the proposal is not likely to inflict an unacceptable impact on the environment. Proposals will be assessed with reference to mitigating measures.**

- 2.38** The Local Plan sets out the Council's objectives of protecting and enhancing the environment, while encouraging development that is more sustainable in the longer term. Policy ENV 5 recognises that all forms of development have an impact on the environment. To minimise these effects, a full assessment of the extent of the impact will be undertaken as part of the decision making process. Proposals will be assessed taking into consideration factors set out in Policy ENV 5, the Environmental Impact Assessment (Scotland) Regulations 1999 and Planning Advice Note 58 Environmental Impact Assessment.
- 2.39** Developments will need to be of a compatible nature to existing land uses and not result in significant adverse change in the character of the area. Proposals will not be considered favourably if they create an unacceptable intrusion on the intrinsic landscape qualities of the area. The level and nature of traffic generation will be considered in terms of its effect on the local area and on the wider traffic flow pattern, both in relation to safety and to congestion. It is important to fully explore the effect of proposals in terms of any increase in noise levels and where relevant creation of dust or other pollutants. Increasingly, certain types of development proposals, particularly involving new technologies, can effect a local area by interference with television reception, by creating what is known as a shadow flicker or by causing a visual distraction to drivers.
- 2.40** In order to protect sites which are of special nature conservation interest and the natural environment in general, it is important to assess the effect of proposed development on the site and surrounding environment. Urban open space is an important element of the physical environment and an important factor affecting the quality of life for those living in the area. Any proposal for development will also need to be considered in relation to the reclamation of derelict land, and proposals which contribute to the re-use of such land will be considered more favourably than those which take-up greenfield sites. With the speed of advances and change in renewable energy technologies it is important to consider the longer-term use of the site once the proposed use has ceased. Arrangements and procedures for decommissioning sites must be considered and agreed at the outset to allow the site to revert to its original or an enhanced condition.
- 2.41** In recognition that certain proposals may have a significantly adverse affect on the environment the European Community issued EC Directive 85/337 and subsequent amendments in Directive 97/11. These Directives, given effect in Scotland by the Environmental Assessment (Scotland) Regulations 1999, requires developers of certain types of development to submit with their planning application an Environmental Assessment detailing the impact the proposed development will have on aspects of the environment. There are two groups of development to which the regulations apply. The first, those set out in Schedule 1 of the Regulations, where an Environmental Assessment is mandatory, and those in Schedule 2, where the planning authority can request an Environmental Assessment and where the Secretary of State can direct one. It is important that Council decisions are made with the full knowledge of the likely implications for the environment therefore, Environmental Assessments, be they mandatory or those required as a matter of course by the Council, will be used as a means of providing necessary information.

#### **Policy ENV 6 Green Belt**

**The Council will safeguard the character and function of the Green Belt, as defined on the Proposals Map, within which there will be a presumption against development or change of use other than that directly associated with and required for agriculture, forestry, the generation of power from renewable sources, outdoor leisure and recreation, telecommunications or other appropriate rural uses.**

**Mineral extraction may also be acceptable where proposals accord with other relevant policies within this Plan.**

**Proposals to extend established industrial and business uses will be acceptable only where the development would not result in an adverse effect on the character and function of the Green Belt.**

- 2.42** In accordance with the Glasgow and the Clyde Valley Joint Structure Plan 2000, Policy ENV 6 defines and protects the Green Belt. The Council supports the need for a well defined and substantial Green Belt and for strong defensible boundaries. Policy ENV 6 seeks to maintain the Green Belt as defined on the Proposals Map for the purposes of:-
- controlling the growth of built-up areas
  - preventing neighbouring settlements from merging
  - preserving the character of settlements including their setting
  - protecting good quality agricultural land for its productive use
  - preserving landscape character
  - providing for the enjoyment of the countryside
  - preserving natural habitats
- 2.43** Directing new development towards brownfield sites confirms the Council's commitment to urban renewal and improving sustainability as set out in Policy ENV 1 and HSG 1. Policy ENV 6 seeks to implement that commitment by resisting development in the Green Belt. However, the Green Belt has a much wider function than merely defining urban form. The space, natural beauty and amenity of parts of the countryside around the urban edge offers a range of opportunities for active and passive recreation which the Development Strategy supports. The Green Belt is important as a recreational resource, a landscape for nature and wildlife conservation and as a setting for towns and villages. It is therefore important that, once defined, it is positively managed and enhanced to give it a functional as well as an aesthetic role. The Council will act positively, as far as possible, in the management of the Green Belt to maintain its appearance, ecological variety and maximise its benefits for the general public.
- 2.44** The condition of land within the Green Belt is not uniform. Some parts are ecologically and visually attractive while other areas require improvement. Where big clearance and land reclamation have taken place this has contributed to the improvement of the Green Belt and while all of the Green Belt is important, certain sections have greater strategic value than others. Stretches along the Clyde Valley the A8/M8, M73 and M74 Motorways are of particular importance for reasons of landscape quality and to prevent the coalescence of settlements.
- 2.45** Policy ENV 6 reflects Government advice given in Circular 24/1985, SPP21 Green Belts and NPPG 6 Renewable Energy. It recognises that there are certain types of development which require a countryside location and which would not adversely affect the nature and function of the Green Belt. These uses include development required for the purposes of agriculture or forestry, the generation of power from renewable energy sources, certain types of facilities for outdoor recreation and other appropriate uses. Other uses which can be seen as appropriate include telecommunications development which for technical reasons may require to be located in the Green Belt and certain types of tourist facilities which do not adversely affect the Green Belt. Mineral extraction and waste disposal may require a Green Belt location but this must be justified and accord with the criteria set out in Chapter 7 Mineral Extraction and Waste Disposal.
- 2.46** Within the Green Belt there are a number of established uses, such as single industrial sites which would not normally be regarded as suitable to a Green Belt setting. Many are of a type which require to be distant from the urban area for reasons such as safety or may have been established prior to the Green Belt designation. It is recognised that these uses may require to expand their operations. Where industries desire to expand or require more land for operational purposes it may be appropriate to accommodate specific development proposals within the Green Belt to prevent economic blight. In such cases the need must be clearly demonstrated by the applicant. If the need is established the effect of the development on the Green Belt will need to be carefully considered.
- 2.47** In some circumstances there may be exceptions to Green Belt policy where it can be clearly demonstrated that there is a specific locational need. In such cases proposals will need to be justified against criteria set out in the Glasgow and the Clyde Valley Joint Structure Plan 2006, Strategic Policies 1, 9 and 10 demonstrating considerable economic benefit to the area, no significant infrastructure implications and minimal effect on the Green Belt environment.

### **Policy ENV 7 Urban Fringe Improvement**

**The Council will promote improvements to the Green Belt and Urban Fringe at the locations identified in Schedule ENV 15 and shown on the Proposals Map and will encourage and support public, private and voluntary sector initiatives which enhance its amenity and ecological value.**

- 2.48 The Plan area's Green Belt and urban fringe areas face pressures and problems typical of land on urban/rural margins. The poor quality of many parts of the Green Belt, a lack of public access and absence of appropriate recreational opportunities is recognised by the Council which has taken steps to alleviate the problem both through its own actions and in partnership. The Green Belt fulfils a range of functions and to sustain these the Green Belt needs to be managed and improved. In response to the Glasgow and the Clyde Valley Joint Structure Plan initiative Greening the Conurbation and Strategic Policy 1 the Council, through Policy ENV 7, has identified a number of opportunities for improvement. These are listed in Schedule ENV 15 and form the core projects of an ongoing programme. In addition to the sites mentioned in Schedule ENV 15 there are general areas where environmental enhancement schemes may be concentrated in the longer term, where funds are available and circumstances allow. These areas include: the A71/A73 road corridor running from Overtown, through Waterloo, Newmains and north towards Bellside, the area surrounding Morningside and the area to the west of Harthill. These and other projects also enable many of the Local Plan's other environmental and leisure policies to be implemented providing for nature conservation and recreation and improving the environment in which people live.

### **Policy ENV 8 Rural Investment Area**

**The Council will seek to promote and protect the Countryside as defined on the Proposals Map and will not normally permit development other than that which relates to agriculture, forestry, the generation of power from renewable energy sources, outdoor leisure and recreation, telecommunications or other appropriate rural uses.**

**Mineral extraction may be appropriate, where proposals accord with the policies in Chapter 7 Mineral Extraction and Waste Disposal.**

- 2.49 In accordance with Policy ENV 8, the restriction of development in the Countryside, as in the Green Belt, is an important element of the Local Plan Development Strategy which seeks to direct development to brownfield sites. The countryside is predominantly, though not exclusively, farmed and it retains a strong agricultural character which should be protected. However, the Council recognises the pressures put on rural areas with changes in farm practices and, where appropriate, may allow development which sustains the viability of the rural economy. Any development will need to demonstrate its specific need for a detached location in the countryside. The economic benefits of the development will need to be assessed and balanced with any infrastructure implications and with the capacity of the local environment to absorb the impact of the development. Possible suitable uses include development required for the purposes of agriculture or forestry, the generation of power from renewable energy sources and certain types of facilities for outdoor recreation. These can also include telecommunications installations and other appropriate uses such as some types of tourist facilities or mineral extraction, where proposals accord with the policies in Chapter 7 Mineral Extraction and Waste Disposal. Tree planting proposals which accord with the Central Scotland Forest Strategy will be viewed positively.

### **Policy ENV 9 Flooding**

**Where development is proposed in areas with a history of, or potential for, flooding, the Council will require a statement from the applicant showing measures to ameliorate the effects of flooding, both within the site and in other areas where flooding is likely to be aggravated by the development. This statement will normally be required prior to the granting of planning permission for the development. Development will not normally be permitted where it would create or intensify an unmanageable risk of flooding.**

- 2.50 The effect of flooding can be enormous both on individuals and communities in the way of damage or disruption. Although flooding can not be completely prevented the planning system can



incorporate preventative measures. The risk of flooding is one important factor which needs to be taken into account when considering future developments. Further guidance has been provided in Scottish Planning Policy Document SPP7 Planning and Flooding and Planning Advice Note PAN 61 Planning and Sustainable Urban Drainage Systems. The Council will therefore normally require a statement prior to the granting of detailed permission on sites with a known or suspected flooding history. This ensures that there are no potential adverse flooding effects. This statement should indicate:-

- the data and sources of data used in calculating the flood risk and surface water run off from the proposed development
- the proposed drainage measures and the watercourses affected by them
- any measures proposed to alleviate flooding problems or to reduce surface water run off, including the use of Sustainable Urban Drainage Systems
- any flood risk implications for land outwith the development site

The impact of surface drainage can be reduced if alternatives to impervious surfacing and direct drainage are used. Advice on best practice is available in the Scottish Environment Protection Agency publication 'A Guide to Surface Water Best Management Practice' and through The Sustainable Urban Drainage Systems Manual for Scotland and Northern Ireland. Further guidance is also contained in PAN 61 'Planning and Sustainable Urban Drainage Systems', PAN 69 'Planning and Building Standards Advice on Flooding' and PAN 79 'Water and Drainage'.

- 2.51** Government guidance, issued in SPP 7 Planning and Flooding, and the Council's own concern over this issue has led to the Council forming Flood Appraisal Groups to monitor and tackle the issue of flooding. A system for recording incidents has been established and a Flood Site Assessment Survey is being undertaken to establish the extent and nature of flooding in the Plan area. The Council will then use this information to prepare and implement a Flood Prevention Strategy.

#### **Policy ENV 10 Trees and Woodland Management**

**The Council will encourage the protection and enhancement of the Plan area's tree and woodland resource by:-**

- 1) resisting development proposals which could adversely affect woodland areas,**
- 2) promoting the planting of sustainable woodlands at appropriate locations,**
- 3) encouraging the sustainable management of woodlands, where appropriate, in accordance with a Woodland Management Plan, and**
- 4) declaring Tree Preservation Orders where appropriate.**

- 2.52** The Plan area contains many sites of ancient and semi-natural woodland which are considered irreplaceable. In order to protect these finite resources Policy ENV 10 has been established to ensure that such woodland is not lost. Proposals which would adversely affect the natural and semi-natural woodland resource of the Plan area will be resisted.
- 2.53** The Council will support and promote planting schemes in appropriate locations, particularly those which accord with the Glasgow and the Clyde Valley Joint Structure Plan 2006 Strategic Policy 8(a) and key diagram inset f. This identifies the countryside to the north east flanking the M8 Motorway as a preferred area for new woodlands. This is supported by the Council and the Central Scotland Forest Trust who want to achieve new planting especially in open areas and along the route of the M8. The Central Scotland Forest Strategy, published by the Central Scotland Forest Trust, provides detailed guidelines to direct and evaluate proposals for new woodland planting. Guidance on appropriate Forest Design can be found in Forest Design Guides produced by the Forestry Commission. Where possible, planting proposals should be consistent with these woodland strategies.
- 2.54** In certain locations individual trees or small groups of trees are of particular importance and require special statutory protection. These can be trees which are substantial in size or age or those which are of a special valuable species. Some trees are identified because they serve an important landscape function as a central element of the character of an area. It is important to protect these trees with increased powers that a Tree Preservation Order provides, requiring prior permission of the Planning Authority to carry out any works to the tree and securing suitable replacement where a tree is lost.

## **Policy ENV 11 Protected Urban Woodland**

**The Council will protect and enhance those areas of urban woodland identified on the Proposals map by:-**

- 1) resisting development proposals which could adversely effect them,**
- 2) encouraging the sustainable management of the woodlands in accordance with a woodland management plan, and**
- 3) ensuring that these areas are, where appropriate, made available for recreational and educational use by the public.**

- 2.55** There are several areas of woodland within the urban area which play very important roles in the character and function of the urban area. They provide not only a visual and physical break in the urban landscape but serve many other functions including an ecological haven for nature conservation, a recreation resource for local residents and a valuable educational facility for the whole community.
- 2.56** The loss of any of these areas of woodland would lessen the quality of the urban area, resulting in a detrimental change in the character of areas. It is important therefore to prevent the loss of these areas of woodland by limiting the types of development to those which would not have a detrimental effect on their character and function. Some types of development related to their function as recreational woodland may be appropriate e.g. development of woodland trails or integrated play areas.
- 2.57** It is important for the long-term future of these areas that a strategy for their management is prepared. Some of these woodlands are formally managed at present through projects and schemes co-ordinated by the Council e.g. Coltness Woods, Wishaw. The sensitive management of woodlands ensures they are prevented from decaying. Appropriate measures are taken to coppice and replant with indigenous species which in turn manages the wildlife by caring for its habitats. This type of management can introduce preventative measures lessening the scope for damage to the woodlands by incorrect use.
- 2.58** The woodlands provide a valuable resource for recreation and education. It is important that these limited areas are managed not only to preserve and protect but to add to the lives of local people. Recent surveys of areas such as the Coltness Woods, Wishaw have demonstrated how much local residents use, value and want to use these areas. It is important to develop the recreational and educational potential of these areas whilst limiting damaging and inappropriate types of recreational and social use.

## **Policy ENV 12 Peatland**

**The Council will only permit the development of Peatland or the commercial extraction of peat deposits on sites where the nature conservation, hydrological and/or geomorphological value will not be adversely affected, or where it has already been irreparably damaged, subject to ecological assessment.**

- 2.59** Central Scotland is one of the most important areas for raised bogs in Europe and the eastern part of the Plan area contains substantial areas of peatland. The importance of these Peatland habitats is recognised both nationally and internationally with Active Raised and Blanket Bog habitats identified as priority habitats in the European Union Habitats Directive and locally through Local Biodiversity Action Plans. Such concerns over the decline in quality and extent of peatland habitats stress the importance of conserving these areas allowing natural recovery or aided restoration. The combination of topography, hydrology and ecology of these sites creates a particular landscape which as part of the character of the Plan area should be protected for the future.
- 2.60** Although there is no current commercial extraction of peat in the Plan area, Policy ENV 12 caters for the need to protect from large-scale extraction the quality peatland that remains. To establish whether it is appropriate to preserve and protect a particular deposit from development or extraction, it will be necessary for the Council to consult with Scottish Natural Heritage on technical ecological aspects of particular sites and where necessary request an ecological assessment. In the longer term the use of peat for horticultural purposes is lessening and many organisations such as the Central Scotland Forest Trust are concerned over the continued use of peat.

## **Policy ENV 13 Biodiversity**

**The Council 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. The creation of new habitats will also be encouraged as part of development proposals or as stand-alone projects. The Council's Biodiversity Action Plan and associated Habitat and Species Action Plans will form an important consideration.**

- 2.61** In the last few decades 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, Council Directive 92/43/EEC on the conservation of natural habitats and wild fauna and flora, which combines with 1979 EC Wild Birds Directive to encourage the conservation of biodiversity. In Scotland, Natura 2000 has also identified a network of areas to help conserve natural habitats and species of plants and animals which are rare, endangered or vulnerable. Two sites have now been designated as Special Areas of Conservation: Hassockrigg Mosses and Garrion Gill. The manifestation of the unwelcome effects of pollution, energy consumption, deforestation and development that is unsustainable necessitates a change of policy with a need for greater care to be taken with the environment. In recognition of the need to prevent further erosion of habitats, Policy ENV 13 sets out the Council's approach to protecting these resources.
- 2.62** Policy ENV 13 also seeks to give a higher priority to the natural assets of the Plan area. It plays host to a variety of woodlands, grasslands, peat bogs, parks and other features attractive to wildlife. Some have a particular value, are formally recognised at a national, regional or local level and are given special protection. However, nature conservation interests are not confined to these sites. All green-space has some value to wildlife and the potential for enhancement in the future.
- 2.63** A nature conservation policy statement is included within the Leisure Plan. This policy statement will be reviewed in the light of the recent Phase 1 Habitat Survey. Accordingly, Policy ENV 13 reflects the Council's commitment to produce Local Biodiversity Plans to include the identification of natural assets and indicate a programme of work for their protection and enhancement.

## **Policy ENV 14 Nature Conservation Sites**

**The Council will protect and enhance the natural resources by:-**

- 1) Safeguarding the Special Areas of Conservation at Garrion Gill and Hassockrigg Mosses, Sites of Special Scientific Interest (SSSI) at Garrion Gill, the River Clyde at Hamilton Low Parks and at Hassockrigg Mosses, the RSPB Nature Reserve at Baron's Haugh and the Local Nature Reserve at Perchy Pond as shown on the Proposals Map,**
- 2) Designating Local Nature Reserves (LNRs), as resources permit, at the locations identified in Schedule ENV 14 and shown on the Proposals Map, and**
- 3) Identifying and protecting other areas of importance to wildlife especially Sites of Importance for Nature Conservation (SINCs) and Wildlife Corridors.**

**The Council will not permit development proposals which would adversely affect Sites of Special Scientific Interest or Local Nature Reserves. The Council will resist development proposals which would significantly affect a Site of Importance for Nature Conservation or a Wildlife Corridor and where the nature conservation interest in the site can not be accommodated within the development proposals to the satisfaction of the Council's conservation staff.**

**As an exception to the above policy, proposals for mineral extraction within a nationally designated nature conservation site, for which it can be demonstrated that the underlying objectives and overall integrity of the designated area would remain largely unaffected, or that the proposal would have national benefits that significantly outweighed the adverse effects on such an area may, following consultation with Scottish Natural Heritage, be allowed. Where proposals for mineral extraction fall within locally designated nature conservation sites, they will need to be given careful consideration. Whilst the degree of outright protection they will require will not normally be as high as that given to national or international designations, nevertheless, they will require the most rigorous of controls and environmental standards to apply.**

- 2.64** Two sites in the Plan area, covering similar areas to two of the SSSIs, have been identified as Special Conservation Areas protected under the EC Habitats Directive demonstrating their national importance. The most valuable of the currently designated nature sites are those designated as Sites of Special Scientific Interest (SSSI) by Scottish Natural Heritage (SNH). SSSIs are designated in recognition of their importance as areas significant for their “flora, fauna, geological or physiographical features”. Garrion Gill SSSI lies partly within the Plan area and partly within the South Lanarkshire Council area as does the River Clyde at Hamilton Low Parks SSSI. Hassockrigg Mosses SSSI is an important example of an active raised bog and lies to the north of Shotts. In addition the RSPB manages a nature reserve at Baron’s Haugh in the Clyde Valley. Given the scarcity of these resources and their contribution to the ecological quality of the Plan area, it is essential that the Council affords them the protection which their status deserves. This is accomplished through Policy ENV 14 which will safeguard the site identified on the Proposals Map.
- 2.65** Local authorities, under Section 21 of the National Parks and Access to the Countryside Act 1949, have the power to designate nature reserves. These are termed Local Nature Reserves (LNRs) which have a role as areas of value as a community asset and educational resource. The first established LNR is Perchy Pond near Waterloo, designated in 1992 in recognition of its important role as a wildlife resource. Also in this local area is the Greenhead Moss Community Nature Park, managed by a Trust, which enhances nature conservation, provides recreational facilities and is a potential educational resource. Accordingly, the Council will seek to enhance its environment, make it more accessible to the public and protect it from harmful development through Policy ENV 14 of the Local Plan. This identifies a number of additional LNRs which will be afforded protection from inappropriate uses when resources are available to implement full LNR status. Potential LNRs are listed in Schedule ENV 16 and shown on the Proposals Map.
- 2.66** While only a small part of the Plan area’s wildlife resources are defined as Special Areas of Conservation, SSSIs or LNRs, a range of other sites including Sites of Importance for Nature Conservation (SINC) and Wildlife Corridors (see Figure 2.1) are of special local importance. Accordingly, the Council has widened the scope of Policy ENV 14 to include these sites and enable the Local Plan to view the natural resources of the Plan area in a strategic context and not simply a series of recognised ‘prime’ wildlife sites. In order to fully assess the effects of development proposals on such sites, advice will be sought from the Council’s own conservation staff. Proposals which are demonstrated to have a significant adverse effect on a site and where there are no suitable measures that can be taken to accommodate the nature conservation interest on the site will be resisted. The less formal network of small woodlands, disused railway lines, watercourses and river valleys, and areas of vacant land form the natural fabric of the Plan area and allow wildlife to flourish. This network of nature sites provides the ideal framework for the protection of wildlife, providing opportunities for the spread of wild plants and animals throughout the Plan area.
- 2.67** In accordance with NPPG 4 applications for mineral extraction which affect a designated nature conservation site may be permitted if it can be shown that the national benefits of extraction significantly outweigh any adverse effects on the nature conservation value of the site. In examining the effects of the proposal the Council will consult with and take into consideration the views of Scottish Natural Heritage.

#### **Policy ENV 15 Area of Great Landscape Value**

**The Council will protect and enhance the Clyde Valley Area of Great Landscape Value as identified on the Proposals Map by resisting any proposal which would have a significant adverse effect on the character and quality of the environment.**

- 2.68** The Clyde Valley is the Plan area’s most important landscape. Historically and ecologically it contains many of the Plan area’s finest assets. At its northern end lies Strathclyde Country Park, a regionally significant leisure attraction which contains several natural areas of marsh and woodland habitat. East of Strathclyde Park stands the grounds of Dalzell House, parkland containing some of the finest policy woodland in the Plan area and is an important informal recreation space for the Motherwell area. Adjoining Dalzell House is the Baron’s Haugh Nature Reserve, owned and managed by the Royal Society for the Protection of Birds (RSPB), containing woodland, meadows, parkland, open water and marshland. Woodlands further upstream include Cambusnethan Woods which are owned by the Council and provide an attractive setting for the listed Cambusnethan House. At the southern end of the Clyde Valley is Garrion Gill Site of Special Scientific Interest (SSSI), a gorge woodland containing a variety of native tree species and a rich ground flora.

- 2.69** Following a detailed landscape assessment carried out for the Council and its partners, the Clyde Valley was designated as an Area of Great Landscape Value (AGLV) which reflects the quality of the area's natural environment. Containing some of the best agricultural land and extensive natural woodlands, the wider Valley constitutes a significant landscape feature and the setting for the urban area to its north. While the entire area is zoned as Green Belt, the high quality of the landscape and ecological diversity of the Valley enhances its importance both locally and strategically. Policy ENV 15 aims to ensure that development proposals can match the high quality of their setting with the Council carefully considering their siting, design, landscape treatment, external appearance and their overall impact on the landscape.

**Policy ENV 16 Improving the Environment of Town Centres**

**The Council will seek to improve the environment of town centres by:-**

- 1) maintaining ongoing environmental improvement, maintaining and repairing its own stock of shops and commercial properties,**
- 2) identifying visually prominent sites and making increased use of design guides and briefs to improve the quality of new design,**
- 3) implementing an ongoing programme of urban renewal improvements in town centres, to be reviewed and updated annually, to complement the activity of other public and private sector organisations,**
- 4) operating Town Centre Initiatives Ltd and supporting the work of the Town Centre Managers to manage change and maximise opportunities in the town centres,**
- 5) supporting North Lanarkshire CCTV Ltd in order to improve safety and security,**
- 6) supporting the development of a new town centre on the site of the former Ravenscraig steel works,**
- 7) undertaking an examination of Motherwell town centre, identifying appropriate opportunities for environmental improvement,**
- 8) implementing a programme of traffic management measures in Wishaw town centre as detailed in Policy TR 8, and**
- 9) improving traffic circulation, pedestrian facilities and enhancing the environment in Bellshill town centre and through Orbiston following the conclusion of the Traffic Study.**

**Opportunities for town centre environmental improvements are identified in Schedule ENV 17 and are shown on the Proposals Map.**

- 2.70** Many of the Plan area's town centres are characterised by a range of environmental problems which include, to varying degrees, a poor quality environment, inadequate access, servicing deficiencies, pedestrian/vehicular conflict, traffic congestion and associated pollution, or a lack of off-street parking provision. Together these can lead to a poor quality shopping experience for consumers and, without remedial action, can greatly diminish the attraction of town centres. In the face of ever increasing competition from town centres outwith the Plan area, many shoppers will simply choose to shop elsewhere. This further compounds expenditure leakage from town centres and undermines the viability of traders.
- 2.71** One means of protecting town centres from competition and minimising expenditure leakage to adjoining centres is to upgrade and improve existing facilities. This will strengthen the Plan area's pattern of retailing and support the Retail and Commerce policies set out in Chapter 5. The implementation of improvement measures will enable town centres to develop their role as a focus for shopping activity. Accordingly, Policy ENV 16 sets out the Council's approach to the environmental improvement of town centres and aims to ensure that the quality of shopping facilities is maintained or improved, including proposed traffic management measures in Wishaw and Bellshill and Motherwell.
- 2.72** In conjunction with environmental improvements the Council supports the improvement of town centres through the Town Centre Initiatives Ltd, a company which is wholly owned by the Council and which aims to manage change and maximise opportunities in town centres. One of the main aspects of these initiatives is the work of the Town Centre Managers who aid and co-ordinate the daily operation of the centres by practical problem solving and bringing together all those involved. Improvements to safety and security of town centre environments are also being sought through the implementation of town centre CCTV schemes through North Lanarkshire CCTV Ltd in several centres, including Motherwell and Wishaw.

- 2.73** With regard to the Council's own stock of town centre properties, a sustained effort is required to help maintain high rates of occupancy. Policy ENV 16 also ensures that the Council maintains an ongoing programme of improvements, not only to the physical fabric of properties, but to the environment within which these are set, thereby maximising the lifespan of properties and improving the overall shopping environment.
- 2.74** One of the aims of the Local Plan is to ensure that good quality design receives a high priority. In order to achieve this successfully, the Council will require a high standard of design in all new buildings and alterations to existing buildings particularly in sensitive areas such as town centres. To assist with this process the Council will undertake to produce supplementary planning advice in the form of design guides and design briefs.
- 2.75** Policy ENV 16 also supports the Council's ongoing commitment to the process of town centre regeneration, which is an objective of the Corporate Plan implemented through its General Services Capital Programme. This is updated and reviewed on a regular basis. This has proved a highly successful means of progressing a variety of projects such as rear parking and servicing which have enhanced the quality of town centres. These schemes and others such as the Main Street, Wishaw are identified in Schedule ENV 17 and shown on the Proposals Map. Specific policies on car parking, rear servicing and pedestrianisation are detailed in Chapter 6 Transportation.

#### **Policy ENV 17 Advertisement Hoardings**

**When considering proposals for advertisement hoardings the Council will examine the following issues:-**

- 1) the affect on the visual amenity of the area,**
- 2) the affect on public safety, and**
- 3) the proliferation of hoardings in the area.**

- 2.76** The Council recognises both the potential positive and negative affect that advertising hoardings have on the visual environment, both in urban areas and along transport corridors. It can be appropriate, however, to utilise development site security hoardings for temporary advertising hoardings provided they are well designed and regularly maintained. When a derelict area is undergoing environmental improvement, either as a temporary measure or as part of a longer-term solution, quality advertising hoardings may be appropriate. The Council will carefully consider the appropriateness of siting proposed advertising hoardings to assess the affect on the visual amenity of the area. The affect the proposals will have on public safety will be assessed both in terms of pedestrians and vehicles, considering such matters as road safety and crime prevention. In areas where there is existing advertisement hoardings the combined affect of the proposed and existing hoardings will be taken into account.

#### **Policy ENV 18 Listed Buildings**

**The Council will resist proposals which would harm the historic or architectural interest of a Listed Building. Proposals which enhance the character of a Listed Building will normally be permitted. The Council will consider establishing a Grant Scheme for the repair of Listed Buildings and seek to include further appropriate buildings within the Secretary of State's Schedule of Listed Buildings.**

**The demolition of a Listed Building will only be allowed in exceptional circumstances and will be subject to:-**

- 1) details of existing condition and costs of repairs being made known to the Council, and**
- 2) a scheme for the recording and/or salvage of the building having been approved and carried out.**

- 2.77** Listed Buildings are an important remnant of the past, serving as a reminder of the Plan area's heritage. The Council recognises the importance of these architectural resources and by Policy ENV 18 is committed to their protection. Accordingly, in considering proposals affecting Listed Buildings the Council will favour their preservation and enhancement. In considering proposals the Council will take account of the guidance set out in NPPG 18: Planning and the Historic Environment. This may include seeking restoration of the building or its reuse if appropriate.

- 2.78** In many cases, undertaking repairs and improvements to Listed Buildings can be expensive given the often specialised nature of the work involved. To overcome the costs involved in improving Listed Buildings, the Council will provide advice and support where appropriate. Neglect of a listed building must not lead to a situation where its loss becomes inevitable. Where necessary the Council will use its powers to secure the preservation of the Listed Building by requiring repairs to be carried out by the owner, or by carrying out the repairs itself and recovering the costs from the owner. Policy ENV 18 expresses the Council's desire to establish a Grant Scheme for the repair of Listed Buildings subject to availability of finance.
- 2.79** To ensure that Listed Buildings are not needlessly demolished, consent for the total or substantial demolition of a Listed Building will only be granted if every possible effort has been made to continue the present use or find an alternative use for the building. Approval from the Scottish Executive is also required. It must be subject to details of condition and restoration costs being made available to the Council. Moreover, in cases where demolition is the only option available i.e. due to the dangerous condition of a building, then it is important to ensure that an appropriate record of the building is taken prior to its loss.

#### **Policy ENV 19 Hamilton Road Conservation Area**

**The Council will seek to improve the quality of the Hamilton Road Conservation Area, as shown on the Proposals Map, through the establishment of a Grant Scheme subject to available finance for repair and enhancement. The Council will not permit development which would harm the character of the Conservation Area and if necessary to support this, consideration may be given to introducing an Article 4 Direction. Furthermore, the demolition of buildings within the Conservation Area will not normally be permitted unless it can be demonstrated that the loss is not detrimental to the character and appearance of the Area.**

- 2.80** The Council has a statutory duty to designate, as Conservation Areas, those parts of the Plan area which are considered to be of special architectural or historic character and worthy of preservation and enhancement. The Conservation Area centred on Hamilton Road, Motherwell has been designated on the basis of the quality of the group of buildings. The Council regularly reviews the existing Conservation Area boundary and considers the suitability of other areas for designation and protection.
- 2.81** The demolition of buildings within the Conservation Area generally requires Conservation Area Consent. Whilst individual buildings may not be of sufficient architectural or historic quality to merit protection from demolition, they may form an essential part of the character of the area. Consent is therefore unlikely to be granted for demolition which will result in the creation of unattractive gaps in the building line.
- 2.82** Conservation area status does not prevent development, redevelopment or improvement. There is, however, a clear requirement for such activity to preserve or enhance the character of the area. Any development proposed in the Hamilton Road Conservation Area should retain the features which contribute to its character. This includes boundary walls and railings, trees and landscaped features as well as paving materials. New development, including building alterations, will be considered in terms of the appropriateness of their scale, their form and materials, detailed design and the contribution made to the character of the area. In considering proposals the Council will take account of the guidance set out in NPPG 18: Planning and the Historic Environment. The Council may consider it necessary at some point in the future to consider the introduction of an Article 4 Direction within a Conservation Area limiting permitted development rights in the conservation area.

#### **Policy ENV 20 Historic Gardens and Designed Landscapes**

**There will be a presumption against any development proposals which could have a significant adverse effect upon the character of a Historic Garden or Designed Landscape included in the Inventory of Gardens and Designed Landscapes or proposed for inclusion during the Plan period.**

**2.83** The issue of the protection of Historic Gardens and Designed Landscapes has been given recognition in the planning process through the Memorandum of Guidance on Listed Buildings and Conservation Areas 1993. An amendment to the General Development Order requires Planning Authorities to consult with the Secretary of State (through Historic Scotland) and Scottish Natural Heritage in respect of any development, which may affect an historic landscape or designed landscape.

**2.84** Within the Plan area there are two sites which are included in the Inventory of Gardens and Designed Landscapes, first published in 1987 by the Countryside Commission for Scotland and Historic Scotland. These are the grounds around Dalzell House and the former Allanton House. However, this list is not comprehensive and a more detailed list is currently being produced by Scottish Natural Heritage and Historic Scotland, in conjunction with the Garden History Society. This more detailed list may bring forward sites such as Murdostoun to be included in the Inventory. The 1993 Memorandum includes recommendations that Local Authorities take cognisance of this list, and be aware that the General Development Order will be amended from time to time to refer to the most recently published edition.

#### **Policy ENV 21 Archaeology**

**The Council will not normally allow development which would have an adverse impact on Scheduled Ancient Monuments. Where development would affect other archaeological sites and industrial archaeology resources and their settings, the relative importance of those features will be weighed against other factors including the benefits of the proposed development.**

**2.85** The archaeological resources of the Plan area are a finite asset and care must be taken to ensure that archaeological sites and monuments, and areas of potential archaeological importance are not needlessly destroyed. Accordingly, Policy ENV 21 sets out the Council's approach to prevent development which would have an adverse effect on Scheduled Ancient Monuments, other archaeological sites and industrial archaeological resources and their settings. This reflects the Council's desire to protect archaeological remains from all periods, including the industrial, which are significant in the local context. Through the provisions of the Ancient Monuments and Archaeological Areas Act 1979, development proposals which affect Scheduled Ancient Monuments will have to be reported to the Secretary of State. Where development that may affect archaeological remains is to be permitted it is important that effective recording takes place of the remains and that new development is not unnecessarily delayed.

#### **Policy ENV 22 Public Art**

**The Council recognises the contribution the arts can make to the environment and 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.**

**2.86** 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 ENV 22 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.

**2.87** 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 the 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 22 will seek to implement a Percent for Art Policy in partnership with the private sector, other public bodies and through its own spending programmes.







## INTRODUCTION

- 3.1** The availability of suitable housing makes an important contribution towards economic development, acts as a catalyst for urban regeneration and has an impact on the built environment. A function of the Planning System is to ensure that a sufficient supply of land is available to meet housing needs. Local plans act as one of the main devices through which such provision is made. The need to provide land for housing must be balanced with the Council's broader aims and objectives, particularly those relating to urban renewal, community regeneration and sustainability; market demand alone is not sufficient justification for making additional housing land available. Other key considerations include the continuing protection of the Green Belt and countryside as well as the preservation of heritage and natural resources.
- 3.2** During the past decade there have been considerable changes within the housing market. These have affected the spatial distribution of new development, widened housing choice, led to improvements to the quality of the housing stock and shifted patterns of housing tenure. The Local Plan recognises the dynamic nature of the housing market and its importance to the local economy.

## POLICY CONTEXT

- 3.3** The Local Plan's approach towards housing development is influenced by policies, guidance and advice issued nationally by the Scottish Executive. Key documents, for which a full appraisal was provided in the earlier Consultative Draft Local Plan, include NPPG 3 Land for Housing (Revised 1996), PAN 38 Structure Plan Housing Land Requirements (Revised 1996) and PAN 44 Fitting New Housing Development into the Landscape (1994). In particular NPPG 3 indicates that, while it remains Government policy to ensure that provision be made to meet demand for housing land in full, whenever practical and reasonable, this should not over-ride other important national policies or local factors. There is also a need to recognise the role housing has in supporting economic development and regeneration. As well as housing demand factors, the principal elements that require to be considered in meeting future housing demands include: -

- The need to make best use of existing urban areas, wherever practical, by seeking to re-use urban land
- Introduce policies giving greater weight to the relationship between housing and transport and other policies which consider flood risk
- Emphasising quality of life in urban areas and the need to maintain and improve the built heritage
- Protecting the countryside and the character and amenity of existing settlements
- Ensuring that approved Green Belts remain effective
- Considering the contribution of housing to assist in regenerating the local economy
- Ensuring a balance between job creation, social and environmental concerns

### Glasgow and the Clyde Valley Joint Structure Plan 2006

- 3.4** At the strategic level, the Local Plan is also required to accord with the policies of the relevant Structure Plan, with the approved document being the Glasgow and the Clyde Valley Joint Structure Plan 2006. The Structure Plan seeks to maximise the scale of urban renewal by giving priority to investment at locations including town centres, urban expansion and urban renewal areas. South Wishaw has been identified as an Urban Expansion Area within the Plan Area, urban renewal areas include Motherwell, Wishaw and Ravenscraig, which are closely related to the Metropolitan Flagship Initiative being promoted. Complementary to this approach is the continued designation and safeguarding of the Green Belt, which will help to ensure that investment is not diverted to inappropriate locations.
- 3.5** The Provision of housing opportunities requires to be considered within the context of the Strategic Development Locations set out above with new housing opportunities being guided by the role housing can play in supporting urban renewal, community regeneration and transportation policies.

- 3.6** Strategic Policy 6, Quality of Life and Health of Local Communities, recognises that improved housing provision, in terms of quantity, variety and affordability, is central to the future well being of communities. As a result, the Plan seeks to provide housing opportunities to meet the requirement for a continuing 5-year effective owner occupied land supply. Within this, it is important to take account of the requirements of different segments of the housing market in terms of location, size and type of development. The need for social rented housing, identified in Local Plans, Housing Plans and Strategic Housing Agreements also requires to be considered.
- 3.7** The Structure Plan seeks to meet the need for new housing in full while promoting the overall development and growth of the wider Structure Plan area. However, the scale of provision will relate to the overall shared targets of the plan **and not past or aspirational building rates**. Other key aspects of the Structure Plan include:-
- The need to make provision for a minimum 5-year housing land supply at all times which is effective or capable of becoming effective to meet forecast demand for new houses
  - Continuing to give priority to the recycling of brownfield land in preference to greenfield sites
  - Operating a general presumption against isolated and sporadic development, including 'low density low impact housing', in Green Belt and wider countryside generally
  - Recognising that there is considerable scope for providing new housing as a component of mixed use developments
  - Looking at the possible longer term demands for housing in the period 2008-2013
- 3.8** The Ravenscraig – Motherwell – Wishaw Flagship Initiative, which is a key component of the Structure Plan, offers potential to provide new residential neighbourhoods with over 3,000 homes. This will help to improve the range and quality of housing within the Local Plan area and offer opportunities to incorporate principles of sustainable development and design.

#### **Other Policy Considerations**

- 3.9** The Local Plan also takes account of Council policies and programmes established in the Local Housing Strategy, with the most current version covering the period 2004/2009. The main purpose of the Local Housing Strategy is to; assess and address housing requirements; establish expenditure programmes to implement these policies; inform Government of locally assessed needs and strategies to assist in determining future capital allocations to the Council and other agencies working in the area. The overall strategies developed in the Local Housing Strategy support the Council's overall aim in respect to housing which is to:-
- secure the availability of quality housing in an attractive environment, providing accommodation which is affordable, warm, damp free, safe and secure, corresponding with the housing needs and aspirations of existing and potential residents of North Lanarkshire.

#### **KEY HOUSING TRENDS**

- 3.10** The demand for new housing is influenced by the size and structure of the population with the population of the Plan area declining by just under 0.5% per annum between 1971 and 1991, from 157,604 to 142,632. The decline is largely a result of high levels of out-migration from the Local Plan area. More recent Registrar General's estimates for 1996 indicate that the rate of decline has reduced to under 0.2% per annum. The increase in new house construction since the mid 1990s, allied to economic and environmental improvements within the Plan area, have contributed towards slowing the overall rate of population decline. Figures over the period 1996/2006 (Table 3.1) show that completion rates for new houses have averaged 670 per annum within the Plan area.

**Table 3.1 House Completions 1996 - 2006**

	Private Sector	Housing Ass.	Total
1995/96	460	165	625
<b>1996/97</b>	<b>691</b>	<b>183</b>	<b>874</b>
1997/98	419	160	579
<b>1998/99</b>	<b>668</b>	<b>122</b>	<b>798</b>
1999/00	693	124	817
<b>2000/01</b>	<b>438</b>	<b>82</b>	<b>520</b>
2001/02	408	195	603
<b>2002/03</b>	<b>527</b>	<b>118</b>	<b>645</b>
2003/04	485	66	551
<b>2004/05</b>	<b>602</b>	<b>68</b>	<b>670</b>
2005/06	614	75	689
<b>Total</b>	<b>6005</b>	<b>1358</b>	<b>7371</b>
<b>Average pa</b>	<b>545</b>	<b>123</b>	<b>670</b>

Source: North Lanarkshire Council, Department of Planning and Environment 2007.

- 3.11** Despite the fall in population, increased household formation is expected to continue as a result of ageing of the population; increasing household division through separation and divorce, as well as more young and single persons forming one and two person households. Demand for new housing within the Plan area is therefore expected to remain strong over the Plan period.

#### Housing Stock and Tenure

- 3.12** Housing tenure patterns for the Plan area have shown significant changes, with increasing levels of owner occupation and a reduction in the size of the public rented sector. Representing a third of the total stock in 1991, owner occupied housing has grown quickly to over 45% of the total stock by 1997. Three main factors have caused this - the high level of new house construction in the owner occupied sector, the sale of houses from the public sector (right to buy) and a continuing lack of public sector building activity within the market. Future indications are that the tenure will continue to shift in favour of owner occupation with the Glasgow and the Clyde Valley Joint Structure Plan 2000 suggesting that by 2006, over 60% of the effective housing stock within North Lanarkshire as a whole will be owner occupied. Table 3.2 illustrates the likely growth in the owner occupied sector over the period 1996 to 2008.

**Table 3.2 Owner Occupied Stock Projection 1996 to 2008**

#### Motherwell SMA

<b>June 1996 Stock</b>	<b>25,890</b>
<b>Add:</b>	
1996-2001 Completions	+3,073
2001-2008 Programmed Completions	+2,997
1996-2006 Right to Buy Sales	+5,860
<b>2006 Projected Stock</b>	<b>36,658</b>
<b>Subtract:</b>	
1996 Vacancies	460
1996-2008 Increase in Vacancies	124
Other Non-effective Stock	42
<b>2008 Effective Stock</b>	<b>37854</b>

Source: Glasgow and the Clyde Valley Joint Structure Plan 2000, Technical Report 10 Roll Forward of Effective Housing Land Requirements 2001-2008 (March 2003).

### **Owner Occupied Housing Provision 1999-2006**

- 3.13** The Local Plan confirms the Council's continued support for the Regional Development Strategy contained in the Structure Plan, recognising that it has played a large part in the regeneration achieved across the conurbation. This has significantly increased the take up of vacant and derelict land and introduced new housing to the urban area. Within the Plan area, a substantial proportion of house completions in recent years have been on brownfield sites. Of the 579 dwellings completed in 1997/98, 88% or 514 were on brownfield sites.
- 3.14** A key purpose of the Local Plan is to ensure that there are sufficient private housing opportunities to meet projected demands over the Plan period. The Glasgow and the Clyde Valley Joint Structure Plan Committee has produced a detailed assessment of housing demand in the period to 2006 and seeks to consider longer-term trends in the period to 2011. The approach to defining Housing Market Areas (HMAs) is set out in Technical Report 5, A Housing Market Area Framework, which accompanies the Structure Plan. Detailed calculations of population, household and tenure projections within these Market Areas are contained within Technical Report 10 along with the Roll Forward of Effective Housing Land Requirements 2001-2008 (March 2003). These documents together form the basis for the housing land demand and supply calculations presented in this Local Plan.
- 3.15** Within the wider Metropolitan Area, detailed analysis of house buying moves has been used to define a number of catchments known as Housing Market Areas (HMAs); which are relatively self-contained with regard to the movements of prospective purchasers. These are further sub-divided into more localised Sub-Market Areas (SMAs) to enable an assessment to be made of the scale and nature of demand at the local level. The Local Plan area corresponds to the Motherwell SMA (within which local demand is considered) and forms part of the larger Eastern Conurbation HMA (within which mobile demand is considered). The Structure Plan's assessment of Supply and Demand for the Motherwell SMA shows that when comparing the locally targeted demand (35,360) with effective stock at 2008 (37,854) there is a local surplus of 2494 units. This means that there is an adequate supply of effective housing land (based upon consideration of potential output from the 2006 Effective Land Supply) to meet locally generated demands.
- 3.16** Regarding the Mobile element of housing demand, namely that proportion of the total forecast housing demand that can be accommodated within any of the Sub-Market Areas of the Relevant HMAs, the Structure Plan anticipates a shortfall over the period to 2006. The Structure Plan makes provision to meet this by identifying a number of additions to the housing land supply, mainly in the Central Conurbation HMA. There is no requirement for additional provision within the Motherwell SMA.
- 3.17** Table 3.3 shows the programming of sites regarded as being effective during the Plan period which provides for the development of 2,607 units over the period 2002-2009. While not forming part of the private sector supply and demand calculations presented, figures for housing association activity are also included in this Table. This highlights the important contribution made by other tenures in widening housing choice within the Local Plan area. The Housing Land Supply comprises a large number of units that are presently considered to be non-effective, that is, unlikely to be developed within the Plan period. These total 4,706 units and when considered alongside the effective supply, represent a total established supply of 7,850 units. Although a range of opportunities is presented in the Local Plan, including a number of greenfield sites, a large proportion of the supply is brownfield in nature. In particular, opportunities at Ravenscraig will become increasingly significant towards the end of the Plan period. (Of a total site capacity of 3,500 units, around 300 are regarded as being effective by 2009).

**Table 3.3 Programmed House Construction 2002-2009**

Year	Private Sector	Housing Association	Total
2002/03	519	238	757
2003/04	388	33	421
2004/05	418	95	513
2005/06	367	94	461
2006/07	364	0	364
2007/08	299	0	252
2008/09	252	0	252
<b>Total</b>	<b>2,607</b>	<b>460</b>	<b>3,067</b>
Average per annum	372	66	438
Post 2006 (Non-Effective)	4,706	77	4,783
Total Established			7,850

Source: North Lanarkshire Council 2003 Housing Land Supply.

Note: The Programme consists of sites under construction, with planning consent and with potential that are capable of being developed during the audit period presented in the Local Plan.

**3.18** The assessment of housing land supply and demand set out in the Local Plan is based upon optimistic assumptions on future population growth and a conservative estimate of the future supply of housing. No allowance has been made for the contribution made by windfall or small scale sites or the potential increases in output that could be secured if denser forms of development are pursued. To ensure that the Local Plan provides an accurate indication of available housing opportunities the list of sites associated with the 2006 land supply have been updated to remove sites that have been developed. In addition, to provide greater certainty over available development opportunities, those sites that have subsequently been granted planning consent or that are identified as being realistic housing opportunities to be pursued are highlighted in the Local Plan.

#### **Owner Occupied Housing Provision 2006-2011**

**3.19** National Planning Guidance requires a five year supply of housing land to be maintained at all times. The Structure Plan seeks to adopt a longer term view of the supply and demand for housing by looking beyond 2006 to 2011. Whilst this may be beyond the timescale of the Local Plan, and is more generalised in its approach, it nevertheless provides a useful indication of the extent to which there is continuing capacity within the urban area to meet housing demand over the longer term. The Structure Plan presents a detailed comparison of supply and demand at 2006, therefore in order to comply with national guidance this requires to be rolled forward to 2008. This exercise was carried out in 2002 from which it was concluded that:

- the supply of housing land has been maintained
- additional housing land has more than offset the higher levels of completions that have occurred
- the 2001 land supply used for the roll-forward, does not take account of additional land that is expected to come forward from a range of sources in the period 2008 (previously estimated at 10,000 units)

**3.20** Taking the above into account the Structure Plan Joint Committee has concluded that there is sufficient supply of land within the Glasgow and the Clyde Valley Area to meet housing land requirements to 2008. The assessment concludes that there is an adequate supply of housing land within the Eastern Conurbation HMA. There is therefore no requirement to review the land supply at this point. The established mechanism for monitoring housing land outlined in PAN 38, is the housing land audit which has a key role in ensuring that an adequate supply is maintained. The annual audit of the 2006 housing land supply has been undertaken by North Lanarkshire Council and agreed by Homes for Scotland.

#### **Development Potential at Castlehill, South Wishaw**

**3.21.** The Draft Motherwell District Local Plan, in accordance with the 1990 Update to the Strathclyde Structure Plan (as modified), recommended that a Joint Planning Study should be undertaken at

Castlehill (South Wishaw) in order to enhance its development potential for private housing. A study was undertaken and North Lanarkshire Council decided not to release land at this location due to the environmental implications of the release on the Green Belt and Clyde Valley Area of Great Landscape Value, amongst other reasons. This decision was supported by the Secretary of State in his February 1999 appeal decision into the refusal of planning permission for new housing development at this location.

### **Public Sector and Private Rented Housing**

**3.22** The private sector continues to meet the majority of housing demands and owner occupation now accounts for over 50% of the housing stock in the Local Plan area. The figures for programmed house construction in Table 3.3 above indicate the continuing increasing importance of owner occupation. Nevertheless the social rented sector and, to a lesser extent, private rented accommodation continues to play a key role in meeting housing requirements. The Council is a major landlord in the area, with just under 90% of the total social rented housing stock of over 26,000 homes. In addition to its role as a social housing provider, the Council has the responsibility of planning for the housing system as a whole through the Local Housing Strategy 2004-2009. Its goal in this regard is to make North Lanarkshire a place where everyone has access to good quality affordable housing in a safe and pleasant environment. The four main aims of the Local Housing Strategy are: to address housing requirements by ensuring the supply of housing; to work in partnership to promote community regeneration; to improve housing conditions and energy efficiency, and to ensure the provision of a range of accommodation for people with particular needs. In support of these aims the Council has applied to take on the development funding function previously performed by Communities Scotland and would generally support demands for social rented housing through funding housing association development.

### **Special Needs/Care in the Community**

**3.23** Part Two of the Local Housing Strategy is the North Lanarkshire Supporting People Plan. The Supporting People Plan addresses the housing needs of vulnerable people, generally through trying to ensure that good quality, flexible and affordable housing support services are available to those who need them. The emphasis is on enabling people, including older people and those with problems of mental health or physical or learning disability, to live independently as possible in the community. The focus is therefore on the provision of support services. Nevertheless there is still a requirement for special needs housing, particularly in the form of sheltered housing support places for older people.

**3.24** Certain of the proposals emanating from the above plan will have implications on land use planning and the Local Plan will need to reflect their requirements. Other proposals, such as adaptation of existing houses for Special Needs purposes, should have only minor implications and will be facilitated within the Plan's housing policies. Wherever possible the Council supports the incorporation of 'Varying Needs Standards' within all mainstream housing developments to make them more accessible and easier to adapt for people with mobility problems.

### **KEY ISSUES**

**3.25** A number of key issues arise from the policy contexts which have a bearing on the direction that the Council wishes to pursue in relation to residential development. The key issues to be addressed are:-

- The need to stem out-migration through the provision of an appropriate range of development sites and housing stock to meet the anticipated demands
- The need to secure effective housing opportunities as part of the Ravenscraig Flagship Initiative, ensuring that a suitable mix of house types and tenure are brought forward to meet a range of housing needs
- The need to focus residential development on locations which enhance or make a contribution to a more sustainable urban form
- The scope that is available to increase the effectiveness of the housing land supply especially in brownfield locations
- The need to ensure that development of the identified greenfield opportunities does not jeopardise the ongoing strategy of urban renewal and regeneration
- The need to develop strategies to continue to improve the quality of the housing stock and,



- where appropriate, consider stock transfer as a means of securing the necessary investment
- The contribution that enhanced partnership initiatives and associated mechanisms can make towards meeting housing needs while promoting urban regeneration
- 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 scope to promote higher quality layout, design and energy efficiency within residential developments

## **POLICIES**

- 3.26** In response to the key issues outlined above the Council has formulated a comprehensive set of policies to deal with housing issues during the Plan period. These are prefixed with the initials HSG and are accompanied by an explanation or reasoned justification.

### **Policy HSG 1 Housing Strategy**

**The Council will seek to direct new residential development to brownfield sites within built up areas in preference to the release of land in greenfield locations and in so doing will aim to encourage the process of urban renewal and regeneration, satisfy the majority of demand for private housing and widen housing choice.**

- 3.27** Ensuring that there is a sufficient range of sites on which to satisfy future housing demand within the Plan area is a key priority of the Local Plan. This can help to reduce out-migration from the area and provide housing opportunities for local people who might otherwise leave the Plan area. Providing a range of housing sites can also help to widen housing choice within the housing market area and stimulate the local economy.

- 3.28** In accordance with Government Guidelines and Structure Plan policies, the Council is committed to developing a Local Housing Strategy, which promotes urban renewal and regeneration. Central to this approach is a commitment to developing brownfield sites in urban areas in preference to greenfield release. This offers an opportunity to provide a more sustainable pattern of development, helping to reduce travel distances, particularly by private car, encourage the use of public transport and make best use of existing infrastructure that is generally concentrated within urban areas. Such development also helps prevent the loss of natural resources by limiting the development of greenfield sites. The Plan therefore operates a presumption in favour of brownfield development with greenfield release being seen as an option only where housing development cannot be accommodated on brownfield sites.

### **Policy HSG 2 Private Housing Development**

**The Council will actively support and, where appropriate, promote the release of sites identified in Schedule HSG 2 and shown on the Proposals Map for private sector housing development, as well as other suitable infill or redevelopment sites within the existing built up area.**

- 3.29** The Council is committed to ensuring that it maintains an adequate supply of land for owner-occupied housing and that within this supply there is a range of opportunities available to meet current and future demands in line with Policy HSG 1. To meet demands over the period to 2008 the Local Plan allocates the sites contained within Schedule HSG 2 for housing development by the private sector. The Schedule includes sites that are currently under construction which have remaining capacity, sites with planning consent and sites with potential (these figures are derived from the 2006 Housing Land Supply). Those sites which are likely to be developed within the seven-year audit period are regarded as being effective by the Council. Where sites regarded as being effective fail to produce expected output over the Local Plan period, and this loss of output is not compensated through any additional provision from emerging windfall sites, the Council will consider whether there is a requirement to identify additional sites for housing development.
- 3.30** To ensure that the opportunities presented in the Plan are progressed the Council will actively support, and where sites are in Council ownership, promote their development for housing. Policy HSG 2 also recognises that circumstances will arise during the Local Plan period where additional

housing opportunities will arise within the built up area. These infill or redevelopment opportunities can be useful in augmenting the land supply. Accordingly, where their take-up is consistent with the other policies set out in the Plan, the Council will look favourably upon their redevelopment. While a range of opportunities for other forms of housing such as private rented or special needs accommodation is provided in Schedule HSG 5, it should be noted that some of the sites identified for private sector development under Policy HSG 2 may be suitable for other forms of housing development.

#### **Policy HSG 3 Brownfield Housing Development**

**The Council will seek to bring forward and facilitate the development of brownfield sites for housing development in partnership with Scottish Enterprise Lanarkshire, Communities Scotland and other appropriate agencies.**

- 3.31** Policy HSG 3 sets out the Council's approach towards seeking to ensure that sufficient brownfield housing opportunities are brought forward to meet housing demands over the Plan period in line with Policy HSG 1.
- 3.32** However, as the bulk of housing sites are outwith the control of the Council, it is important to ensure that other partner organisations are involved in seeking to make housing sites more effective, particularly given the important economic benefits that can be associated with the development of new housing sites. Scottish Enterprise Lanarkshire (SEL) through its land renewal powers is a key facilitator of development and can assist in overcoming site constraints such as ground contamination or instability. This could be critical where sites may not be viable without public intervention. Policy HSG 3 seeks to ensure that all partners involved in regeneration in the Plan area such as SEL, Communities Scotland and other organisations give attention to the means of encouraging the take-up of brownfield land to ensure that regeneration efforts are maximised within the Plan area.

#### **Policy HSG 4 Community Regeneration and Improved Housing Conditions**

**The Council will support a comprehensive approach to the regeneration and environmental improvement of residential areas, particularly those identified as Social Inclusion Partnership areas, through:-**

- 1. new build opportunities for low cost home ownership and social rent,**
- 2. improving local authority and private housing, and**
- 3. carrying out demolition and environmental improvements in areas of poor quality local authority housing.**

- 3.33** The last decade has seen dramatic changes in the tenure distribution with a shift towards owner occupation. This trend, combined with investment in public sector housing fabric and environmental improvement programmes, has generally led to improvements in the balance and condition of housing in North Lanarkshire as a whole. Despite these developments, problems of poorer quality housing fabric and environment persist, particularly concentrated in Social Inclusion partnership areas. The Council recognises in its Local Housing Strategy that there is a need to focus action on these areas of priority and to facilitate new housing for low cost home ownership and rent through housing associations. Selective demolition and environmental improvement of under performing local authority housing areas can also contribute to regeneration by improving the physical fabric and environment of such areas, as can a programme of improvements to both local authority and private sector housing.

#### **Policy HSG 5 Housing for Rent, Shared Ownership and Special Needs**

**The Council will support the continued involvement of housing associations and housing co-operatives in providing a range of housing opportunities and will encourage implementation of the projects identified in Schedule HSG 5 and shown on the Proposals Map.**

- 3.34** Housing associations and housing co-operatives play an important role in the local housing market by providing a range of opportunities for those who are generally unable to gain access to

mainstream private housing. Such opportunities include the provision of housing for rent, shared ownership and special needs. Policy HSG 5 outlines the Council's support for the continuing involvement of housing associations and housing co-operatives during the period of the Local Plan. A number of projects, identified in Schedule HSG 5, are underway or programmed, for Housing Association development. The Local Plan confirms the Council's commitment to these projects by allocating land for development and will support the designation of appropriate additional developments where the need for new housing for rent has been identified within the local housing strategy.

- 3.35** There is an increasing emphasis on enabling people to remain within their own homes in mainstream accommodation through the provision of adaptations and support services. Nevertheless, there is demand for Special Needs Housing which the Local Plan will facilitate by identifying sites for new development to satisfy current and forecast demands. Such provision is likely to be undertaken by Housing Associations and Schedule HSG 5 includes sites identified for such development.

#### **Policy HSG 6 Travelling People**

**The Council will continually review standards of provision throughout the Plan area.**

- 3.36** While this Policy sets out the Council's commitment to review standards of provision within the Local Plan area, it should be noted that issues relating to vandalism and under-use of sites are currently being considered by the Council. Although North Lanarkshire Council has met its required number of pitches, thereby enabling the Council and other agencies to act against Travellers setting up illegal encampments, it is likely that the policy context concerning the provision of travellers sites will change over the period of the Local Plan following monitoring and review of appropriate provision.

#### **Policy HSG 7 Established Housing Areas**

**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.**

- 3.37** Within the Plan area there are a range of land uses which have the potential to cause hazard or nuisance to adjoining homes. Examples include a variety of industrial developments, commercial activities, or businesses which generate pollution, noise, dust, heavy traffic or are visually intrusive. In ensuring that conflict between uses that are largely incompatible with housing development does not arise, and to provide the highest possible standard of living and quality of housing environment to local residents, Policy HSG 7 has been formulated. This resists developments which are inconsistent with a residential setting.
- 3.38** There are some developments which, although non residential in nature, are compatible within established housing areas and are required to serve the needs of residents. These include facilities such as local shops, child care facilities, nursing homes and health facilities. In recognition of this the Council will permit such uses within housing areas in appropriate circumstances where they satisfy a recognised deficiency, are in accordance with the other Policies in the Local Plan and do not adversely affect residential amenity.

#### **Policy HSG 8 Retention of Residential Properties**

**The Council will seek to prevent the loss of residential properties, particularly within existing town and village centres, by opposing proposals for their demolition or change of use to non-residential usage where properties remain above the tolerable standard.**

- 3.39** With demands for new housing set to increase during the life of the Local Plan, it is important to ensure that there are sufficient housing opportunities, both in terms of quantity and quality. This is particularly important in town and village centres where housing serves an important social function in terms of providing a diverse mix of land uses, engendering a sense of place and providing security in an area often devoid of activity outwith shopping hours. Accordingly the Council has taken

measures to prevent any reduction in the number of houses through the application of Policy HSG 8 which seeks to prevent the demolition or change of use of such properties.

#### **Policy HSG 9 Assessing Applications for Housing Development**

**In determining planning applications for new housing on sites, other than small infill sites, the Council will take into consideration, amongst other things:-**

- 1) the impact of the development on the existing built and natural environment**
- 2) application of measures to reduce energy consumption and promote efficiency,**
- 3) treatment of the existing environmental condition of the site (mineral contamination),**
- 4) measures taken to ameliorate the risk of flooding,**
- 5) density, layout and mix of housing,**
- 6) detailed design elements such as building height, materials and positioning,**
- 7) design and layout details with regard to reducing the level and fear of crime,**
- 8) provision of landscaping, screening, open space and play areas, and**
- 9) provision made for roads, access, parking and garage space.**

**Where design or site development briefs have been prepared by the Council for a particular site, development should be in accordance with the provisions contained within the brief.**

- 3.40** Design guidance is an integral part of the development process and the Council is committed to improving the overall design quality of the urban area. Policy HSG 9 is designed to inform applicants of the matters the Council will consider when appraising proposals for new housing developments. The scale of the development will decide to what extent the above points are considered when determining individual applications. A flexible approach will be adopted in relation to matters of layout and design associated with residential developments with the Council encouraging new or innovative ideas. The Council will take account of the requirements of existing and future residents with the aim of improving the general environmental quality and image of the Plan area.
- 3.41.** In accordance with Policies ENV 1 The Environment and HSG 1 Housing Strategy, the Council will consider sustainable measures when determining applications and will seek to encourage a pattern of land use that makes optimum use of public transport. Selection of locations which are more efficient in both infrastructure and energy consumption will be preferred.
- 3.42** Consideration will be given to proposals to treat contamination or deal with mineral or other environmental problems in appropriate cases. Where developments are proposed in areas which are prone to flooding, the applicants will be required to satisfy the Council that appropriate steps have been taken in line with Policy ENV 9 Flooding.
- 3.43** The design and layout of new housing developments can do much to reduce levels of crime and the fear of crime. Developers should consult the Scottish Office Planning Advice Note 46 "Planning for Crime Prevention" for further advice on this matter.
- 3.44.** In line with the Government initiative regarding 'homes for life', developers should give appropriate consideration to incorporating these innovative ideas when designing sites. The opportunity presented by the Ravenscraig Master Plan gives particular scope for incorporating these concepts.
- 3.45** While the prime responsibility for the layout and design of residential developments rests with architects and their clients, it is important that the items listed in Policy HSG 9 are taken into consideration. Where more detailed design guidance is required for specific sites, the Council prepares design briefs and site development briefs.

#### **Policy HSG 10 Infill Housing Development**

**When considering planning applications for infill residential developments on suitable gap sites within the urban area, the Council will take account of the following, amongst other things:-**

- 1) the overall impact of the proposal on the character and amenity of the surrounding area,**
- 2) dimensions of the site relative to the proposed development and associated private ground,**
- 3) effect of infill on the garden space, privacy and sunlight received by surrounding properties,**
- 4) consideration given to scale, materials, roof height/pitch and window patterns, and**
- 5) provision of vehicular access and parking arrangements.**

- 3.46** The objective of the Local Plan in relation to infill residential development is to enhance the quality of the built environment by encouraging good standards of design and discouraging over-development of sites. Policy HSG 10 defines the criteria against which proposals will be assessed. Within the designated Conservation Area a higher standard of design will be encouraged.

**Policy HSG 11 Housing in the Green Belt and Countryside**

**In determining applications for new houses the Council will take account of the following criteria, amongst other:-**

- 1) new houses, which do not form replacement dwellings, will only be permitted where there is a proven operational need in accordance with Policies ENV 6 Green Belt and ENV 8 Rural Investment Area,**
- 2) the visual prominence of the site,**
- 3) the compatibility of the design to a rural location,**
- 4) the incorporation of traditional design features and external finishing materials, and**
- 5) the provision made for vehicular access and site drainage.**

**The conversion of existing buildings to residential use will be considered favourably where they are worthy of preservation, are substantially complete, do not result in a significant increase in floorspace.**

**Replacement of existing houses will only be permitted where it can be demonstrated that the existing buildings are of poor quality. Any development shall not result in an increase in the number of units or a significant increase in overall floorspace and shall be located, as nearly as possible, within the existing footprint.**

- 3.47** Policy guidance in the Local Plan seeks to retain the quality and characteristics of the Plan area's countryside by controlling inappropriate uses and isolated development, while at the same time specifying the general terms where exceptions will be considered. There are areas where the Council has faced growing pressure for new houses, particularly in the Clyde Valley. The Local Plan recognises there are opportunities in the countryside where limited development can be achieved and it is the intention of Policy HSG 11 to recognise and facilitate these opportunities.
- 3.48** A number of planning applications have been submitted for single residential units with no agricultural justification and there is continued pressure from land owners in the area to seek planning consent for plots for residential development. Where the nature of rural employment requires full time residence on site, limited development may be justified where there is no existing accommodation and development will have to comply with Policies ENV 6 Green Belt and ENV 8 Rural Investment Area. Houses with such a justification will normally only be granted subject to planning conditions which seek to restrict the occupation of the property. Legal agreements under Section 75 of the Town and Country Planning (Scotland) Act 1997 may also be used, in circumstances where planning conditions cannot be secured.
- 3.49** In instances where housing development in the countryside is considered appropriate the Council will consider the criteria set out in Policy HSG 11. The siting and design of the development will require to be appropriate in the landscape. The design of the development should also incorporate where appropriate traditional rural design features and the external materials should be appropriate to its rural setting. Suitable vehicular access will require to be provided as will appropriate drainage facilities to prevent adverse effects both on the site and surrounding land.
- 3.50** There are a limited number of buildings in the countryside which have fallen into disuse or disrepair which could be brought into residential use. Where these accord with Policy HSG 11 it is appropriate to encourage their conversion to or re-use as dwellings, thus restraining some of the demand for housing in the countryside. Some buildings have become so derelict and incomplete for it to be inappropriate for them to be replaced by a new dwelling.
- 3.51** There are instances where existing dwellings in the countryside do not accord with modern housing requirements and their replacement is the most suitable action. In these cases replacement dwellings will be restricted to providing no increase in the number of housing units of the original dwelling or provide no significant increase in the resulting floorspace. This will prevent

an unacceptable increase in the scale of built development in the countryside and maintain the pressure to redevelop brownfield sites within the existing urban areas. In order to protect the visual qualities and character of the rural areas replacement dwellings will be required to be sited within the existing footprint where ever possible.

#### **Policy HSG 12 House Extensions**

**When determining applications for extensions to houses, the Council will take account of the following, amongst other things:-**

- 1) the size, proportion and positioning of the extension,**
- 2) its effect on the provision of private garden ground,**
- 3) its impact within the street scene and relationship to neighbouring properties, especially the potential effect on privacy and the amount of daylight and sunlight received,**
- 4) its effect on parking provision, access and road safety,**
- 5) the external finish, roof height/pitch, window size and design details of the extension,**
- 6) where proposals for extensions affect Listed Buildings or buildings within a Conservation Area the provisions of Policies ENV 18 Listed Buildings and ENV 19 Hamilton Road Conservation Area will also apply where appropriate.**

**3.52** The Council aims to ensure that proposals do not detract from the visual amenity of an area; the amenity of neighbours is not adversely affected and that road safety is not compromised. In general terms, extensions and new constructions within the curtilage of a dwelling, such as garages, should reflect the scale and character of the existing building while seeking to enhance the environmental quality of the local area.

**3.53** It should be noted that many extensions do not require planning consent and the Council has published "a householder's guide to Permitted Development" which informs potential applicants whether or not planning consent is required.

**3.54** Where extensions are proposed which would affect a Listed Building (see Policy ENV 18) there are special considerations which need to be taken into account. Listed Buildings are protected for their special architectural importance and therefore require to be carefully protected from inappropriate alterations and extensions. Similarly where extensions are proposed within a Conservation Area it is important that the character and appearance of the area is not affected by the proposal. As set out in Policy ENV 19 the Council will carefully consider the affect of the proposals on the area as a whole and not permit any proposal which would harm the character of the Conservation Area.

#### **Policy HSG 13 Satellite Dishes**

**In determining planning applications for the erection of satellite dishes the Council will consider the following matters:-**

- 1) the size of the satellite dish,**
- 2) the visual prominence of the dish,**
- 3) the type of property on which the dish is being located, and**
- 4) the presence of other dishes on the property.**

**Where proposals for satellite dishes affect Listed Buildings or buildings within a Conservation Area the provisions of Policy ENV 18 Listed Buildings and ENV 19 Hamilton Road Conservation Area will also apply where appropriate.**

**3.55** The Council recognises that in some cases the erection of satellite dishes detracts from the appearance of a property and proves detrimental to the character of the area. Well placed satellite dishes on the other hand have limited impact on the amenity of residential areas. It is therefore useful to guide residents on the least visually intrusive locations for satellite dishes on their homes to reduce their visual impact. In general it is considered good practice to place satellite dishes to the rear of a property and below the ridge of a roof. Information is available in the Council's, "a householder's guide to Permitted Development" on whether satellite dishes require planning permission.

**3.56** Where satellite dishes are proposed on a Listed Building, see Policy ENV 18, there are special considerations, which need to be taken into account. Listed Buildings are protected for their special architectural importance and therefore require to be carefully protected from inappropriate alteration. Similarly where satellite dishes are proposed within a Conservation Area it is important that the character and appearance of the area is not adversely affected. As set out in Policy ENV 19 the Council will carefully consider the affect of the proposed dish on the area as a whole and not permit those which would harm the character of the Conservation Area.





## CHAPTER 4 INDUSTRY AND BUSINESS

### INTRODUCTION

- 4.1** Throughout the 1990s North Lanarkshire has been affected by major economic and social change. The decline in traditional manufacturing industries, particularly those related to the steel industry, resulted in a number of significant closures and job losses within the Plan area, most notably at Ravenscraig. The impacts of these closures have lessened considerably in the years since the production of the Consultative Draft Local Plan and the area has benefited from healthy levels of investment, particularly within the former Lanarkshire Enterprise Zone, Strathclyde Business Park and Eurocentral. This has been achieved through the efforts of the Council and its partners to exploit the area's locational advantage and ensure that development opportunities are progressed effectively to meet appropriate market requirements.
- 4.2** Much has been achieved to alleviate the problems associated with economic restructuring, such as high unemployment, lack of investment and dereliction. However, considerable effort is required over the Plan period to build upon recent successes and provide a stable and diverse economy which can be sustained over the longer term. In striving to regenerate the Plan area, it is important to ensure that concern for the environment is not disregarded and sustainable development objectives continue to be pursued. Less desirable consequences of the development process include pollution, congestion and environmental degradation. It is important therefore to ensure that the benefits of economic growth be achieved with minimal adverse effect on the environment. Developments such as the Eurocentral freight terminal provide opportunities to transport goods by rail thereby reducing the requirement for road transport and minimising the environmental damage associated with road haulage.
- 4.3** Within the Plan area unemployment has fallen substantially since the production of the Consultative Draft Local Plan in line with trends nationally, although the level of unemployment remains slightly higher than the rest of North Lanarkshire. North Lanarkshire has the sixth highest unemployment rate of the Scottish local authorities. Locally, there are marked inequalities in the ability of residents to access the labour market with high unemployment persisting in areas such as Forgewood, Pather & Gowkthrapple and Craigneuk - where male unemployment exceeds 20%. Areas of low unemployment also prevail in areas such as Ladywell and Cambusnethan.

### RESPONDING TO ECONOMIC CHANGE

- 4.4** The Council and other economic development agencies, particularly Scottish Enterprise Lanarkshire (SEL), have responded positively to the challenges facing the Plan area, presenting new development opportunities, securing additional resources and contributing to a range of initiatives. Measures to resolve constraints facing the area, many of which originated in response to the Ravenscraig closure, have included:-
- the designation of the Lanarkshire Enterprise Zone
  - the provision of new industrial sites and premises
  - improvements to infrastructure and environmental works
  - training measures to readapt the workforce and reduce labour constraints

#### **The Former Lanarkshire Enterprise Zone**

- 4.5** Designated on 1st February 1993, the Lanarkshire Enterprise Zone was the most significant measure introduced to help the area cope with steel closures and economic restructuring. In the five years following designation, the success of the Zone has been proven with over £150 million invested in the five Enterprise Zone sites located within the Plan area. Planned expenditure will exceed £350 million on these sites and will create over 7,000 jobs and over 250,000 square metres of industrial and business floorspace. The Lanarkshire Enterprise Zone was officially wound up in March 2003 at which time the various sites became subject to mainstream planning regulation and lost their simplified planning status, however, tax benefits remain in place. Development opportunities remain within the former Enterprise Zone, mainly at Excelsior Park, Wishaw and at Newhouse West (Mossend).

## **Patterns of Growth and Investment**

- 4.6** While the actions of the Council and others have contributed to the successful implementation of industrial development throughout the Plan area, market forces guide investment to particular locations. As a result economic activity is unevenly distributed. At locations close to transport networks, advantage has been taken of good accessibility to customers and consumers. Coupled with the availability of serviced sites this has created a growth corridor along the Bellshill Bypass (A725) and the M8/A8 Glasgow to Edinburgh route where a series of major development sites including Strathclyde Business Park, Tannochside Park, Eurocentral and Newhouse West are located.
- 4.7** Outwith growth areas there are parts of the Plan area which have proven less attractive to investors as they suffer from constraints such as poor quality environment, poor accessibility, lack of servicing, undermining and contamination. This makes their redevelopment less likely without public sector intervention to facilitate development and generate private sector funds. Problems are most pronounced in older industrial areas in and around Motherwell and Wishaw.

### **The Steel Sites**

- 4.8** Some of the greatest challenges facing the Local Plan area relate to the former steel sites. These include Ravenscraig; part of the Clydesdale Works, Lanarkshire Works and Clyde Shaw Works. In the case of Ravenscraig, the Council and its partners face one of the largest land reclamation tasks in Europe. Despite past contamination, the worst of which has been tackled through extensive decontamination works, the site represents a major urban land resource in close proximity to Motherwell and Wishaw. Its redevelopment is consistent with the Council's approach to urban regeneration, will reduce pressures for development at greenfield locations and has the potential to satisfy much of the Plan area's land requirements for a variety of uses for the next twenty years. Significant progress has also been made towards the regeneration of the former Clyde Shaw works and parts of the Clydesdale works, both of which are the subject of major residential proposals.

### **The Redevelopment of Ravenscraig**

- 4.9** In the period since the closure of the Ravenscraig steelworks, much has been achieved in terms of site clearance, decontamination and the commencement of major infrastructure works, including the construction of a spine road within the site. Nevertheless, the scale of the task required to regenerate the site remains a considerable one, requiring co-ordinated action by the Council and its partners over a period of up to 20 years. The Council generally supports the conclusions of the Masterplan for the Ravenscraig site, this Masterplan was translated into a planning application submitted in 2001 by Ravenscraig Ltd. for a mixed use development of the site which incorporates industrial and business development opportunities. Notwithstanding this, the site is identified as a Metropolitan Flagship Initiative within the Glasgow and the Clyde Valley Joint Structure Plan 2000. As well as recognising the site's wider potential, the Structure Plan highlights the scope to create a core economic development area, including a major 75 ha Industrial and Business Park.

## **POLICY CONTEXT**

- 4.10** The Council's policies for industrial and business development are influenced by national and regional guidance. While a comprehensive policy appraisal was provided in the Finalised Draft Local Plan, a number of important changes have occurred since its publication which require to be considered.

### **Glasgow and the Clyde Valley Joint Structure Plan 2006**

- 4.11** The strategic context for industrial and business development is provided by the Glasgow and Clyde Valley Joint Structure Plan 2006, whose key policy elements include the need to:-
- maintain a 10 year supply of marketable land and review land allocations which exceed this supply or are not readily marketable
  - consider opportunities for non-industrial development on marketable industrial land where the existing supply is adequate
  - safeguard strategic industrial locations such as Newhouse West, Righead/Bellshill, Newhouse and Strathclyde Business Park
  - justify proposals for industrial development on non-industrial land against economic benefit, accessibility by public transport, infrastructure implications, environmental impact or significant changes in the local economy

**4.12** The need to identify additional single user high amenity industrial sites is also addressed in the Structure Plan, which included the A8/M8 Corridor as an area of search. The Structure Plan identifies a number of new locations to be safeguarded for development. In the vicinity of the A8/M8 Corridor this includes new greenfield sites at Woodhall – Faskine and Raith Interchange, both of which are outside the Plan area. One of the key aims of the Structure Plan is to increase the Metropolitan Area's economic competitiveness. This involves identifying new development opportunities to meet the needs of new and expanding businesses and improving the attractiveness of the area for investment. Within this context, greater emphasis is to be placed upon urban renewal, regeneration and the protection of the environment. In particular, the Structure Plan seeks to ensure that areas of new economic development are accessible to priority areas of social need, and where possible, result in the restoration of vacant and derelict land. Three key themes are to be developed to achieve the Plan's Strategic Vision, including:-

- Strengthening Communities: including the need to promote a range of locally accessible business development opportunities
- A Corridor of Growth: within a broad corridor extending across the Metropolitan Area, including most of the urban area covered by the Southern Area Local Plan, the Structure Plan seeks to promote a Corridor of Growth linking major centres of employment to all communities, particularly areas of need.
- A Green Network: the Structure Plan promotes the creation of a Green Network and recognises that high quality environment is significant in influencing the choice of location by business investors.

**4.13** Within the Structure Plan framework, Strategic Policy 5 seeks to support the economic competitiveness of the Metropolitan Area through the development (and safeguarding from inappropriate uses) of a range of resources. Within the Local Plan Area these include:-

- Land Supply - Maintaining a minimum 10 year supply of potentially marketable and serviceable land within the conurbation as a whole, including a 5 year supply of readily available marketable sites
- Strategic Business Centres - Motherwell Town Centre
- Strategic Industrial and Business Locations (SIBL) – supporting existing locations such as the Enterprise Zone sites, Newhouse/Eurocentral and Righhead/Bellshill/Strathclyde Business Park. Accepting a limited extension to Newhouse (15ha) at Junction 6.
- Core Economic Development Areas - Ravenscraig
- Nationally safeguarded Inward Investment Locations (Medium Sized Site)- Ravenscraig
- International Transport Facilities – Euro-Freight Terminal, Mossend

**4.14** Ravenscraig is a key element of the overall strategy and is included as a Metropolitan 'Flagship Initiative' with priority to be given to the regeneration of the site and the wider Motherwell/Wishaw area. It is recommended in Joint Policy Commitment 1 that it be regarded as of national significance, presenting an opportunity to create a more coherent urban structure, engender a sense of place and quality of life within Lanarkshire and deliver major land renewal. The likely components of regeneration relating to the site in terms of industry and business include:-

- creating a core economic development area including a 75 ha industry and business park
- accommodating major industrial users
- exploring the potential for capitalising on rail freight links to the area

#### **Scottish Enterprise Lanarkshire: Changing Gear**

**4.15** One of the key partners in the regeneration of the Plan area is Scottish Enterprise Lanarkshire (SEL), formerly known as the Lanarkshire Development Agency (LDA) who has invested substantial resources in Lanarkshire throughout the 1990s. However, the 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. The then LDA published a new strategic framework in 1997 entitled Changing Gear: A Shared Strategy for the Lanarkshire Economy. In partnership with the Council, South Lanarkshire Council, Scottish Homes and the Lanarkshire Health Board, this Strategy has been confirmed following consultation and will seek 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 businesses
- build a learning industry - recognising the importance of training and education
- connect Lanarkshire to the rest of the world
- make Lanarkshire an attractive location for living and work
- encourage participation and inclusion

#### **North Lanarkshire Council**

**4.16** The Council continues to be active in the field of industrial and business development. Its objectives in the period to 2011, which support the Council's overall Corporate Strategy, are articulated through the Planning and Environment Department's Service Plan. These include the need to:-

- Ensure that the supply of sites and buildings for industrial and business development is adequate to meet anticipated demands.
- Develop partnership working arrangements to optimise the use of resources to deliver quality services to meet the needs of clients.
- Develop and implement policies and projects which encourage walking, cycling and use of public transport and rail freight as alternatives to using private cars and commercial goods vehicles.

#### **The M8/A8 Corridor: Interim Land Use Strategy**

**4.17** Pressures to intensify development along the A8 between Baillieston and Newhouse, have resulted in a number of major planning proposals over the last five years. To ensure that development potential along the corridor (a large proportion of which is outwith the Local Plan area) is managed in an appropriate manner, the Council prepared an interim land use strategy for the Corridor in October 1997. This presented a framework for handling planning applications within the Corridor and identified the scope for longer term development opportunities. This Strategy sought to:-

1. Maintain the Corridor's attractiveness by balancing development and environmental needs
2. Identify appropriate locations for, and types of development which
  - a) have a locational requirement to adjoin the strategic road network,
  - b) make best use of existing and proposed infrastructure and investment,
  - c) do not undermine the function of the Green Belt or other protected areas, and
  - d) do not detract from urban regeneration efforts.
3. Redefine the boundaries of a coherent, sustainable Green Belt
4. Protect from development key areas of heritage, landscape, nature conservation and countryside recreation

**4.18** The Strategy concluded that there may be scope for additional strategic inward investment at a small number of locations along the Corridor to augment the land supply for business and industry. It suggested that a site at Junction 6, Newhouse be considered as a strategic industrial location should proposals for large-scale retail warehouse development not proceed. The Planning Inquiry to consider these matters was scheduled to take place in March 1999 but was subsequently cancelled due to the withdrawal of the relevant planning application. All references to the retail scheme contained within the Local Plan have been deleted and the site identified as part of the Industrial Land Supply following the granting planning permission for industrial and commercial uses. It should be noted that the other sites referred to in the Strategy are outwith the Local Plan area.

#### **THE LAND SUPPLY FOR BUSINESS AND INDUSTRY**

**4.20** The Local Plan seeks to assess the future level of provision to meet predicted demands and to stimulate additional demand to foster economic recovery. To assist this process the Council recognises three forms of industrial/business land within this Local Plan area, which are defined in terms of ease of development and amenity. These are Marketable, Constrained or Reserved land, with the land supply at March 2007 shown in Table 4.1.

**Table 4.1 Industrial Land Supply March 2007**

Brownfield	159.67
Mixed	-
Greenfield	133.54
Quality*	205.79
Potential Quality**	86.88
Total Marketable	292.67

Source: North Lanarkshire Council, Industrial Land Supply 2007.

\*Quality – that part of the marketable land supply assigned as having a good environment, good access to the strategic road network, and a high degree of flexibility

\*\* Potential Quality – that element of the Marketable land supply that has the capacity to be upgraded to Quality.

- 4.21** Marketable land consists of sites that are immediately available to developers with no obvious constraints. It is sub-divided according to amenity, location and suitability to different users. This supply has been augmented through the activities of Scottish Enterprise Lanarkshire and the Council to include the former Enterprise Zone and land at Newhouse West.
- 4.22** Not all sites are readily available; many suffer from constraints such as ground instability, poor accessibility or locational disadvantage that can make development difficult without remediation. Despite this, they are potentially significant in augmenting the marketable supply. However, bringing forward constrained sites to a marketable state may require substantial investment, which can be a lengthy process. It is therefore imperative that the Local Plan identifies the potential to bring forward such sites within the Plan period. Where it is impractical to overcome constraints, alternative uses are considered. The Council has undertaken a review of such sites and where appropriate has re-zoned them to other uses. A number of industrial sites that were previously identified as being constrained within the Local Plan have been removed from the industrial land supply either through their redevelopment (Hattonrigg, Bellshill), or re-designation to other uses (Bo'ness Road, Newhouse and Old Edinburgh Road, Harthill).
- 4.23** The potential for shortfalls in industrial land to arise towards the end of the Plan period was considered as part of the Council's appraisal of development potential along the M8/A8 Corridor. This identified scope for further release for strategic industrial and business development, including land at Junction 6, Newhouse. Potential shortages could also be satisfied through the regeneration of the Ravenscraig site, which has the potential to create a core economic development area including a major 75 hectare. Industrial and Business Park. The exact nature and timing of such provision requires further consideration by the Council and its partners as part of the evolving Master Plan process for the site.

#### THE DEMAND FOR INDUSTRIAL LAND

- 4.24** Industrial land requirements are determined partly by examining past rates of take-up. In the 5 years to March 2007, the Plan area averaged around 23.15 hectares per annum, giving a total of 126.42 hectares as a 5 year average take-up (see Table 4.2).

**Table 4.2 Industrial and Business Land Take-up 2003/2007 (Ha)**

Year	2003	2004	2005	2006	2007	Average x 2	Years Supply
Area (Ha)	13.65	4.67	14.50	15.90	14.49	63.21 x3 126.42	23.15

Source: North Lanarkshire Council, 2007.

Note: The subdivision of the Industrial and Business Land Supply to categories in accordance with the Lanarkshire Economic Forum (LEF)

Methodology is no longer available post 2000 and as such the table has been simplified accordingly.

- 4.25** Viewed in isolation, land take-up is not an adequate measure in itself as it fails to take account of measures to stimulate demand such as the development of Enterprise Zones. Nevertheless, Table 4.2 indicates that, in quantitative terms, based on recent take-up rates, a land supply of around 230 hectares should be sufficient to meet market requirements over the next 10 years. It would appear that the current supply of 292 hectares of marketable land is capable of meeting these demands. A significant factor which has not been considered as part of the very basic evaluation of supply

and demand presented above, are development opportunities that are likely to arise at Ravenscraig where there is potential to create a core economic development area. This could include a major 75 ha industrial and business park as recognised in the Glasgow and the Clyde Valley Joint Structure Plan.

#### **Village Industry and Starter Units**

- 4.26** There is a lack of opportunity for local industrial and business users generally outwith the western part of the Plan area, in some deprived housing areas and in some of the more rural settlements. In such areas the provision of industrial yard space and starter units could satisfy such deficiencies, assist the process of restructuring and encourage diversification of the local economy.

#### **THE CONDITION OF INDUSTRIAL AND BUSINESS AREAS**

- 4.27** Many industrial and business premises are in poor physical condition suffering from deterioration in building fabric, problems associated with inappropriate landscaping, inadequate screening and vandalism. Investigations into the condition of industrial and business areas have highlighted problems, particularly at Newhouse and Righead Industrial Estates. While improvements can be achieved through direct action by the Council to maintain its portfolio of land and estates, it is often left to private owners to enhance the condition of their property, assisted where appropriate by agencies such as SEL. Examples include the Brighter Business initiative which is co-ordinated by Central Scotland Forest Trust and seeks to improve the environment of industrial areas. Improving the condition of industrial and business areas is an important factor in enhancing the image of the area to ensure that it remains competitive.

#### **Nuisance, Untidy and Special Industrial Activities**

- 4.28** Many industrial activities are untidy in appearance, frequently requiring yard space for their operations e.g. scrap yards, car breakers, timber and building suppliers, scaffolding erectors and haulage contractors. These activities often conflict with adjoining land uses due to visual intrusion, noise, dust/dirt or excessive and heavy traffic generation. In the Plan area there are a number of such businesses most of which are well established and play an important role in the economy. The Council cannot remove these uses, nor can it compel companies to relocate. However, in most cases such activities are segregated from land uses such as housing and are subject to boundary treatment which limits their visual intrusion. Industries whose processes, products or raw materials can be noxious or hazardous to adjoining land uses are normally subject to careful and strict planning control.

#### **Industrial/Business Design**

- 4.29** While there are numerous examples of high quality design in more modern industrial areas such as Strathclyde Business Park, poorly designed sites and premises are often a feature of the local environment and can reflect badly on the image of the area to potential investors. The production of site development briefs can contribute to improving the standard of development. Such briefs have been prepared for the Enterprise Zone sites and should ensure a high quality of design. Improvements in design can also be achieved by the use of planning conditions and Section 75 Agreements. Other aspects of improvement include measures to enhance energy efficiency, security and recycling.

#### **KEY ISSUES**

- 4.30** A number of key issues arise which are fundamental to the direction which the Local Plan should take in the field of economic and industrial development, and include:-
- the scope to reduce the environmental impacts of industrial development
  - the means by which the Council and its partners can secure the redevelopment of the Ravenscraig site and ensure that its potential for large scale industrial and business development is realised
  - whether new industrial developments are of a scale sufficient to compensate for the economic dislocation associated with the restructuring of the local economy
  - the need to ensure that there is sufficient marketable land and premises to meet the needs of a wide range of industrial and business users
  - the extent to which surplus industrial and business land can be reallocated to appropriate and viable alternative uses

- the lack of development opportunity in smaller villages and rural areas
- the poor quality of environment, premises and infrastructure in industrial and business areas
- the scope to ensure that employment opportunities are accessible to local communities

## **POLICIES**

**4.31** Following the identification of key issues, the Council has formulated a comprehensive set of Policies to deal with industrial and business development within the Plan area. These are prefixed with the initials IND and contained in the following text which is accompanied by a detailed explanation or reasoned justification.

### **Policy IND 1 Industrial and Business Land Supply**

**The Council will seek to maintain a 10 year supply of marketable land for industrial and business development in each category of the land supply promoting where possible the re-use of vacant and derelict urban land. It will support, in principle, the development of those sites listed in Schedule IND 1 and shown on the Proposals Map. Where industrial and business land is identified which is surplus to the area's longer-term requirements, the Council will encourage its allocation to appropriate alternative uses.**

- 4.32** To facilitate economic growth the Council must have a sufficient supply of available land which is well located, of the right character and immediately available for development. If this marketable supply is inadequate prospective developers are likely to locate elsewhere, prejudicing the continuing regeneration of the local economy. The Council recognises the need to secure sufficient marketable land and has formulated Policy IND 1 to meet this requirement. This outlines the Council's commitment to maintaining a 10 year supply of marketable land, a level regarded as being sufficiently flexible to accommodate shifting demand and minimising the potential for oversupply. This reflects guidance issued in NPPG 2 Land for Business and Industry. In cases where the supply of land exceeds this requirement, the Council will consider its re-allocation to appropriate alternative uses subject the Plan's other policies and proposals.
- 4.33** The appraisal of the industrial land supply presented in the Local Plan indicates that, in quantitative terms, based on past take-up rates, the supply presented is capable of meeting requirements over the next 10 years, particularly in the high amenity and prestige categories. While the Council will continue to review the Industrial Land Supply on an annual basis, to consider whether additional allocations are required, it should be noted that the assessment presented is rather basic and does not take account of development opportunities likely to arise at Ravenscraig. Should this potential be secured, a significant amount of additional industrial and business land could be identified as part of the marketable supply of land.
- 4.34** The Council is also aware of the necessity to provide opportunities for a range of industrial and business users from large-scale inward investment to yardspace provision for indigenous or small-scale users. Accordingly, Policy IND 1 outlines the Council's commitment to provide a 10 year marketable supply in all categories of the land supply.
- 4.35** A key principle, contained within Policy IND 1, is the promotion of a more sustainable pattern of industrial and business development. This can partly be achieved by focusing development upon vacant and/or derelict sites many of which are contaminated and whose appearance often detracts from the amenity of the surrounding urban area. Their recovery into productive use also provides an opportunity to use existing infrastructure and transport linkages. The priority given to the re-use of brownfield sites is reinforced by the Structure Plan and Scottish Executive advice, which emphasises urban renewal and environmental concerns.
- 4.36** The Council recognises that where oversupply in the industrial land supply exists this can create blight and prevent the take-up of land for appropriate alternative uses. Accordingly, former industrial sites must be reviewed regularly. Where there is no clear prospect of their re-use for industrial development they will be allocated to an appropriate alternative use.

#### **Policy IND 2 Former Lanarkshire Enterprise Zone**

**The following sites identified on the Proposals Map and designated under the former Lanarkshire Enterprise Zone Scheme will continue to be developed in accordance with the terms and conditions of the adopted Scheme.**

**Newhouse West (Mossend)  
Newhouse West (Woodhall Park)  
Airbles Road, Motherwell  
Tannochside Park, Uddingston  
Excelsior Park, Wishaw**

**The Council will welcome development which takes place in accordance with the provisions contained within the Development Briefs prepared for each of the sites.**

- 4.37** The Council recognises the important role played by the former Lanarkshire Enterprise Zone (EZ) in terms of inward investment, job creation and helping to raise the profile of the Area as a successful location for industrial and business development. The simplified planning arrangements for proposals within EZ sites expired on the 31st of March 2003. These areas will continue to be key locations for employment and the Council will apply the normal standards appropriate to their status in assessing any future development proposals. It is also important to ensure that all proposals have due regard to the terms and conditions of the Lanarkshire Enterprise Zone Scheme and seek to accord with the development concept established for each site within this document. Policy IND 2 reflects this requirement and ensures that, where development briefs have been prepared for particular sites, development shall conform to them.

#### **Policy IND 3 Constrained Sites**

**The Council, with the assistance of Scottish Enterprise Lanarkshire and private developers, will seek to rehabilitate any constrained industrial sites that may be identified during the Plan period for industrial and business development, where appropriate.**

- 4.38** In the past development has failed to occur on a number of sites identified for industry and business due to the existence of various site constraints. These have included contamination, undermining, and poor service infrastructure or access difficulties. Without intervention to resolve or mitigate these constraints the development of such sites can be difficult to achieve.
- 4.39** Policy IND 3 is aimed at ensuring that any constrained sites that arise during the Plan period which are suitable for industrial and business development can contribute to the future marketable land supply. The Council will welcome intervention by Scottish Enterprise Lanarkshire and the private sector to realise their development potential.

#### **Policy IND 4 Small-Scale Industry and Business**

**The Council will seek to encourage the provision of small-scale sites and premises for industrial and business users in village areas, areas of high unemployment and other appropriate locations.**

- 4.40** Most opportunities for industrial and business development are to be found on sites located within the predominantly urban, western half of the Plan area. Policy IND 4 expresses the Council's concern over the limited availability of industrial sites and premises outwith this area, particularly in the rural eastern areas, notably in the villages of Cleland, Newmains, Shotts and Harthill. In these areas a shortfall of land for small-scale provision for local needs within the Local and Low Amenity categories of the industrial land supply may constrain local enterprise and employment.
- 4.41** In a period of economic restructuring with contracting employment and a falling population base the future viability of some of the smaller rural communities and urban areas within the Plan area may be at risk. It is important that the Council stimulate opportunities within these areas to ensure their continuing vitality. Focusing on this type of provision also satisfies the Council's aspirations to provide a wide range of industrial and business opportunities to meet the diverse needs of industrial



and business users. The Council's approach to addressing this issue is contained in Policy IND 4 which encourages the provision of industrial yardspace and premises in key areas of deficiency.

#### **Policy IND 5 Business Development (Class 4)**

**The Council will seek to encourage business developments defined under Class 4 of the Town and Country Planning (Use Classes) (Scotland) Order 1997 to locate within the following High Amenity and Prestige industrial and business locations:-**

**Strathclyde Business Park, Bellshill  
Tannochside Park, Uddingston  
Newhouse West, Woodhall Park  
Airbles Road, Motherwell**

**Class 4 developments will also be supported within or adjacent to Town Centre Areas, Secondary, Village and Neighbourhood Commercial Areas subject to their compatibility with the other Policies contained within the Local Plan.**

- 4.42** The Town and Country Planning (Use Classes) (Scotland) Order 1997 eliminates the need to obtain planning consent for changes of use between certain industrial and business activities. It facilitates a high degree of flexibility in the type of uses that can locate within industrial estates. Whilst the Council accepts the advantages of the freedom of choice which arises from allowing a variety of uses in industrial and business areas, it is important that such interchange does not detract from the character of Industrial and Business areas.
- 4.43** To address this concern the Council will encourage business users to locate in those locations where Class 4 uses are already established or where they would contribute to the continuing success of a particular business location. Policy IND 5 details the Council's response to the location of Class 4 users, directing them to locations within the High Amenity and Prestige components of the land supply for industry and business which are best suited to this type of development e.g. Strathclyde Business Park or the Airbles Road, former Enterprise Zone site.
- 4.44** By adopting such an approach the Council can also minimise the inappropriate siting of Class 4 developments in Industrial and Business Areas, particularly in locations which are more suited to Class 5/6 industrial activities. Here the effects of intrusion by Class 4 uses might undermine their viability by diluting the concentration of such uses, limiting opportunities for more traditional forms of industrial activity to take place.
- 4.45** The Council also recognises the important role that Class 4 offices can make to the vitality and viability of Town Centres, Secondary, Village and Neighbourhood Commercial Areas. They not only provide employment opportunities, but also offer spin-off benefits such as the generation of expenditure on shops and other services. The Council will therefore accept in principle, and subject to the other policies contained within the Plan, Class 4 offices within these areas.

#### **Policy IND 6 Ravenscraig Regeneration**

**The Council in association with Scottish Enterprise Lanarkshire, Corus and Ravenscraig Ltd. will pursue the redevelopment of the former Ravenscraig Site, as identified on the Proposals Map, and within the Glasgow and the Clyde Valley Joint Structure Plan which recognises it as part of a Metropolitan Flagship Initiative.**

- 4.46** The closure of the Ravenscraig Steelworks in 1992 left a legacy of unemployment, disinvestment, economic dislocation and industrial dereliction. Whilst new development elsewhere in the Plan area has gone some way towards addressing the economic problems that arose, there remains a requirement to secure the regeneration of the site itself to ensure that it can make a positive contribution to the future redevelopment of the Local Plan area. While it is recognised that the site offers considerable potential to satisfy land requirements for a range of land uses well into the 21st Century, the scale of the task involved requires joint action by a range of agencies, in partnership with the private sector, to ensure that adequate resources can be directed towards the sites rehabilitation. Policy IND 6 highlights the Council's commitment to securing the sites redevelopment,

stressing the need for a partnership approach between the Council, Scottish Enterprise Lanarkshire, Corus. and Ravenscraig Ltd.

- 4.47** The importance of Ravenscraig to the wider Metropolitan area is also reflected within Policy IND 6, which highlights the site's status as one of the Glasgow and the Clyde Valley Joint Structure Plan's Metropolitan Flagship Initiatives.

**Policy IND 7 Improvement of Industrial and Business Areas**

**The Council will seek to maintain and enhance the quality of Industrial and Business Areas by:-**

- 1) undertaking a programme of improvement to Council owned estates through appropriate refurbishment, environmental improvement, security and other measures,**
- 2) recommending to Scottish Enterprise Lanarkshire that they provide support to assist private owners in achieving improvements to land and premises within privately owned Industrial and Business Areas,**
- 3) encouraging the owners of industrial and business estates and premises to ensure that the building fabric, infrastructure and environmental amenity of such areas are maintained to a suitably high standard.**

- 4.48** A number of industrial and business areas experience problems such as poor maintenance, inadequate landscaping or screening and a high incidence of vandalism. Without action to reverse these effects, the viability of such areas could be undermined hampering their continued attractiveness to both existing occupiers and potential new businesses. In areas where the condition of industrial estates is a particularly serious problem, remedial action provides a means of maximising the lifespan of properties. Improved maintenance regimes for industrial property can also assist in this task, help retain the existing company base and attract further investment.
- 4.49** The Council is responsible for the upkeep of a number of major industrial estates, managing a large portfolio of properties across the Plan area. It strives to ensure that this stock and the setting of the industrial estates within which they are located are maintained to a suitably high standard. Policy IND 7 reflects the Council's commitment to undertake improvements to its property portfolio subject to available funding.
- 4.50** Whilst Policy IND 7 focuses on ensuring the continuing effectiveness of the Council's portfolio of estates and premises, it also considers the need to improve industrial and business properties under alternative ownerships. Clearly if these are left to deteriorate then this will constrain the take up of opportunities within such estates and ultimately prejudice the overall regeneration process. To address this issue Policy IND 7 suggests that improvements can be achieved through the intervention of local enterprise companies such as SEL who can also help to facilitate improvements to industrial and business areas outwith the Council's control.
- 4.51** Land improvement and site management can stimulate economic regeneration by transforming the perception of Lanarkshire as a business location. The Council recognises the key role to be played by SEL in this respect and Policy IND 7 recommends that SEL continue to pursue initiatives in this area, particularly estates outwith Council ownership which are in need of treatment. Early action should also be considered for industrial areas located in close proximity to former Enterprise Zone sites and important transport corridors. Notwithstanding this, it is important that private owners also participate in the improvement of their land and properties in conjunction with SEL where appropriate.
- 4.52** The image of industrial areas can be enhanced through sensitive environmental treatment to enhance their general appearance and to screen unsightly operations or buildings. This type of activity supports the Local Plan's environmental objectives of diversifying nature resources by providing habitats for wildlife. Developing new woodlands is an important element of this process and accordingly the Council will support projects that result in the expansion of the Central Scotland Forest such as the Brighter Business Initiative.
- 4.53** The Council appreciates that acceptable standards of environmental amenity, infrastructure and building maintenance vary markedly according to the category of industrial or business area. Those in the High Amenity and Prestige categories require a much higher standard than expected for Low

Amenity areas. To reflect this difference Policy IND 7 emphasises the need to maintain and improve industrial and business areas to a standard appropriate to each category of the industrial and business land supply.

#### **Policy IND 8 Established Industrial and Business Areas**

**The Council will seek to retain the existing character of Established Industrial and Business Areas by safeguarding existing uses and supporting the development of General Industrial, Distribution, Storage or Class 4 Business Uses where appropriate.**

- 4.54** Industrial and business users are attracted to sites or premises which best meet their requirements in terms of location, affordability, proximity to similar uses, amenity and environmental quality. This results in a segmentation of the land and property market whereby users with similar needs tend to group together at particular locations. Four distinctive types of Industrial and Business Area have been identified by the Council within the Plan area; High Amenity, Prestige, Local and Low Amenity areas, whose characteristics are a reflection of the types of industrial and business users located within them.
- 4.55** Policy IND 8 provides a means of safeguarding and protecting the unique character of Industrial and Business Areas by favouring industrial and business type uses, namely general industry, business, storage and distribution. This incorporates Classes 4, 5, and 6 of the Town and Country Planning (Use Class) (Scotland) Order 1997. Policy IND 8 therefore establishes a general presumption in favour of developments of this nature, where they are appropriate to the setting of a particular Established Industrial and Business Area. It is also recognised that there are circumstances where other uses may be acceptable within Industrial and Business Areas, or where their redevelopment for alternative uses may be appropriate. Policy IND 10 Assessing Other Developments on Industrial and Business Land sets out a framework for assessing such proposals and indicates the circumstances under which such changes may be acceptable.

#### **Policy IND 9 Assessing Applications for Industrial and Business Development**

**In determining applications for industrial and business development as defined by Classes 4, 5 and 6 of the Town and Country Planning (Use Classes) (Scotland) Order 1997, the Council will consider, amongst other things the following:-**

- 1) whether the proposal is located within an Established Industrial and Business Area or on a site forming part of the land supply for industry and business,**
- 2) the extent to which there are deficiencies in the land supply for industry and business,**
- 3) the extent to which vacant and derelict land is to be reused,**
- 4) whether significant economic benefit is offered to the Plan area,**
- 5) suitability to the character of the area within which it is set,**
- 6) access to public transport infrastructure and the effect on travel patterns,**
- 7) detailed design elements such as building height, materials and positioning,**
- 8) provisions made for landscaping, screening, fencing and security, and**
- 9) provisions made for servicing, access, vehicle circulation, manoeuvring and parking.**

**The Council will prepare Supplementary Guidance on 'Industrial and Business Development' and thereafter all new proposals for industrial and business development shall conform to its terms and conditions.**

**Where specific design or site development briefs have been prepared by the Council for a particular site, development should be in accordance with the provisions contained within the brief.**

- 4.56** Policy IND 9 is aimed at informing developers of the criteria to be considered by the Council when assessing proposals for industrial and business developments. As well as indicating the relevant development control criteria which form part of such an appraisal, this Policy seeks to provide guidance on the circumstances where development may be appropriate on sites outwith Established Industrial and Business Areas or on sites which do not form part of the land supply for business and industry. This will help to ensure that the Plan is suitably flexible to consider proposals which come forward to meet unforeseen shortfalls over the Plan period and allow the Council to consider proposed extensions to existing factories.

- 4.57** One of the principal themes of the Local Plan is to stimulate economic regeneration by providing sufficient opportunities for a range of industrial and business activities. To achieve this the Council has allocated a range of sites under Policy IND 1 to meet future requirements across the Plan area and has also indicated a general presumption in favour of development within Established Industrial and Business Areas (Policy IND 8). While development on these sites clearly accords with the Local Plan Development Strategy subject to satisfying detailed development control criteria, for sites outwith these areas the Council requires to be satisfied that their development would not prejudice the take-up of recognised sites or undermine Established Industrial and Business Areas.
- 4.58** The overall sufficiency of the land supply for different types of industrial users is also an important consideration, for although the Plan seeks to provide sufficient opportunities to meet future demands, based on recent rates of take-up, changing market requirements can result in increasing pressures for development. In assessing newly identified opportunities it is important therefore to consider whether these can satisfy shortages in particular areas of the land supply, with the Council looking favourably on such proposals in circumstances where the existing supply is proven to be constrained.
- 4.59** One of the key aims of the Local Plan is to encourage the process of urban regeneration and accordingly proposals which come forward for industrial and business development will be assessed in terms of their contribution towards this process. In particular the Council will consider favourably those developments which lead to the reuse of vacant and derelict land (refer to Policy IND 10).
- 4.60** Another important factor that will influence the Council's view on proposals for industrial and business developments are the economic impacts that are associated with them. The Council is aware that certain forms of development can make an important contribution to the economy not only in terms of direct job creation but by indirectly stimulating economic activity in ancillary and service sector companies. New investment can also increase spend in the local economy and act as a stimulus to further development. Accordingly, the Council will consider the benefits associated with developments and will favour those which can be shown to result in significant benefits to the Plan area as a whole or are locally important, particularly in areas of high unemployment.
- 4.61** The need for the Local Plan to give priority to job creation and economic development must be tempered with concern over the potential impact that new industrial development can have upon the environment. This approach is consistent with the sustainability concerns that are reiterated throughout the Plan with the Council seeking to oppose developments which have unacceptable impacts such as the loss of habitats or unacceptable visual intrusion. These are set out in Policy ENV 5 which suggests that there will only be a presumption in favour of development where it can be clearly demonstrated that the proposal does not inflict an unacceptable impact upon the environment.
- 4.62** While developments outwith Established Areas require to be considered against their wider environmental impacts, those within such Areas need to take account of the character of the industrial and business area in which they are to be set. This enables the Council to consider applications in a way that reflects the different standards of design and quality of proposals which are acceptable within the different types of industrial and business areas to be found.
- 4.63** In High Amenity or Prestige areas, high standards of design, lower density development and considerable attention to detail such as landscaping will be expected. However, not all industrial uses require such high standards. The Council accept that there is a requirement to cater for low cost, low quality users who also play a key role in the local economy. These include a variety of untidy forms of industrial activity such as vehicle repairs or builders yards, which have traditionally been located in many older industrial areas and in Low Amenity industrial and business areas.
- 4.64** The impact that proposals could have on travel patterns is also an important consideration in assessing the suitability of proposals outwith the current land supply for industry and business. New industrial locations will be carefully examined in this respect with the Council seeking to ensure that developments are located within easy access to the local labour market. The Council will generally support proposals which would not result in a significant increase in average distances travelled by car or which are well served by existing or proposed public transport infrastructure.
- 4.65** To take account of the need to provide development opportunities within low amenity areas, Policy IND 9 also considers the provisions made for landscaping and screening which is particularly important in such areas. Accordingly the Council will favour developments which are adequately screened from adjoining land-uses, particularly residential areas where, without proper screening

and landscaping, can detract from the amenity of adjoining properties. Similarly, action to screen sites visible from important road and rail routes will also be expected. In the case of landscaping, this will require to be of a standard suitable to complement the existing character of a particular area.

- 4.66** Other important elements to be considered by the Council through Policy IND 9 include the provisions made by applicants to maintain security and counter vandalism. This is required given the frequency of vandalism presently being encountered in a number of industrial and business areas. It is also aimed at encouraging developers to consider the importance of design in development proposals. This is pertinent given that poorly designed proposals can be detrimental to the surrounding environment and reduce the attractiveness of industrial areas to investors. Well designed buildings and estates on the other hand are better for the wider environment and can make economic sense by minimising running costs and increasing the job satisfaction of employees. Consequently Policy IND 9 stresses the need for all new developments to conform with the Council's Design Guidance note on Developments in Industrial and Business Areas and accord with the provisions contained within specific design or site development briefs where these have been prepared for a particular site by the Council.

#### **Policy IND 10 Assessing Other Developments on Industrial and Business Land**

**In determining applications for non industrial development within established Industrial and Business Areas or on sites which form part of the Industrial Land Supply, the Council will consider, amongst other things, the following:-**

- 1) the extent to which there is a surplus in the land supply for industry and business,**
- 2) whether development would undermine the attractiveness of a location for industry and business,**
- 3) whether there is a specific locational requirement for the proposal,**
- 4) whether the proposal would result in significant economic benefit to the Plan area,**
- 5) the existence of suitable alternative sites,**
- 6) the potential impact on travel patterns and accessibility by public transport, and**
- 7) in the case of Established Industrial and Business Areas, whether their redevelopment would lead to the re-use of vacant or under-utilised land.**

- 4.67** The Council recognises the potential dangers of allowing non-industrial uses to locate within established industrial areas or on sites earmarked for future industrial development. Non-conforming uses can seriously undermine the attractiveness of a location to potential investors and jeopardise other policy objectives such as improving sustainability and promoting urban regeneration. However, rather than seek to impose a presumption against all non-industrial uses, the Council accepts that there are circumstances where non-industrial developments may be appropriate. For example, where economic restructuring has led to a decline in the fabric of older industrial estates, redevelopment options may require to be appraised. Accordingly Policy IND 10 provides general guidance on this matter indicating the factors that will be considered by the Council when determining such applications. This policy is seen as complimentary to Policy IND 8 which establishes the overall objective of seeking to ensure that the character of Industrial and Business Areas is maintained and enhanced. It should be noted that non-industrial proposals must also accord with the detailed policy guidance provided within the Plan's other topic related areas and that in considering the criteria set down in this policy, the Council will weigh up the proposals in light of all of the elements suggested.
- 4.68** One of the key factors to be examined when assessing non-industrial proposals is the impact of the development on the Industrial Land Supply. Clearly in circumstances where there is a significant surplus of land within any of the categories of the land supply, and development would be unlikely to prejudice the future industrial land requirements of the Plan area, then the Council will look more favourably on such proposals than if the supply is constrained.
- 4.69** The impact of non-industrial developments on the amenity and setting of Established Industrial and Business Areas is another important consideration with the Council opposed to proposals which would undermine their attractiveness. For instance proposals which would jeopardise the quality environment setting of high amenity or prestige locations would not accord with the Local Plan. On the other hand developments which would complement the character of an Established Industrial and Business Areas such as the Eurocentral Amenity hub will be supported.

- 4.70** Certain forms of non-industrial development have very specific locational needs, requiring very large sites, access to road or railway infrastructure or are dependent on being situated beside particular types of land use. Where there is a proven locational need for a particular non-industrial proposal, this will be considered by the Council in assessing its suitability.
- 4.71** The Council also recognises that from time to time development proposals are presented which can have considerable benefits for the local economy in terms of investment, job creation and the associated benefits that can be accrued. In examining proposals, regard will therefore be made to the potential economic benefits associated with proposed developments with the Council looking favourably on those for which significant economic benefit is demonstrated.
- 4.72** In assessing applications the Council will also have regard to the availability of alternative sites which are suited to the proposals suggested and only when the Council is satisfied that these are not available will proposals be favourably looked upon.
- 4.73** The impact that proposals could have on travel patterns, particularly on journeys made by private motor car will also be considered by the Council in assessing non-industrial proposals within Established Industrial and Business Areas. This is in accordance with the sustainability principles established in the Local Plan with the Council opposing proposals which would result in a significant increase in average distances travelled by car or for proposals which generate additional travel demands which cannot be served by existing or proposed public transport infrastructure.
- 4.74** Policy IND 10 also recognises that there are circumstances where the redevelopment of Established Industrial and Business Areas identified under Policy IND 8 can offer an opportunity to make better use of under-utilised or vacant land for alternative purposes. Accordingly Policy IND 10 will provide scope to consider whether the redevelopment of such sites is appropriate in light of the other policies contained within the Plan.







## INTRODUCTION

- 5.1** Shopping facilities within the Plan area have developed in response to shifting consumer demands and changes in the nature and format of the retail industry. They are also a product of land use planning policies which guide development. As a result, shopping activity in the Plan area, with the exception of the retail warehouse parks, is focused mainly in town centres which are well served by public transport and well placed for those without access to a motor car. However, in recent years these centres have failed to attract significant new investment in retailing, with the bulk of new developments being small in scale. Modern high quality facilities have tended to be attracted to centres outwith the Plan area where the quality and range of facilities offered have acted to undermine the vitality and viability of centres within the Plan area.
- 5.2** This Chapter examines the retail sector which plays an important role in the local economy providing employment for almost 10% of the workforce. Within it retailing or shopping are interchangeable terms, relating to activities carried out under Class 1 of the Use Classes Order. The terms convenience and comparison are also used to differentiate between shopping for products which are purchased on a regular basis and those bought infrequently, where consumers compare similar products before purchasing. However, retailing is not the only form of town centre activity. Offices, banks, hot food shops, restaurants, residential properties, community and leisure facilities are also found in or adjoining these areas and are therefore considered within the context of this Chapter.
- 5.3** The potential to incorporate new retail development as part of the regeneration of the Ravenscraig site has been a key area of debate since the publication of the Consultative Draft Local Plan and Strathclyde Structure in 1995, both of which raised the possibility of major retail development on this site. Since the plant's closure much has been achieved in terms of site clearance and decontamination, with a major spine road through the site completed in autumn 2001. A Master Plan was published in 1997, and its findings generally supported by the Council. However, this support is conditional upon further testing of retail impacts and the completion of a series of complimentary studies into other aspects of the site's regeneration. It should also be noted that the possible scenarios initially suggested, which set out the scale and nature of the development, were devised prior to the appointment of the lead developer, Wilson Bowden Developments in December 1999.
- 5.4** The Council received an outline planning application for the redevelopment of the former Ravenscraig steelworks in Motherwell in June 2001. The application was submitted by Ravenscraig Ltd. a joint venture company comprising Corus, Scottish Enterprise Lanarkshire and Wilson Bowden Developments. The proposal involves a major mixed use development on the site, which extends to 466 hectares (1,151 acres), the main elements of which are -
- Up to 3,500 new dwellings
  - Up to 216,000 square metres of business/industry/storage/distribution
  - A new town centre, with up to 57,600 gross square metres of retail floorspace, together with offices and other services, food and drink, major leisure facilities, a hotel, residential and community facilities
  - Major parkland areas
  - New Roads, bus facilities and a new rail station
  - Schools

In addition to the steelworks sites, the application also involves other land in the Windmillhill Street/ Orbiston Street area, required to form a new access into the site.

- 5.5** The application presented a new Masterplan for the development of the Ravenscraig site over a twenty-year period. While the application responds to the promotion of a Metropolitan 'Flagship Initiative' for the Ravenscraig – Motherwell – Wishaw area in the Glasgow and the Clyde Valley Joint Structure Plan, it incorporated a number of uses which required a considerable amount of scrutiny by the Council in conjunction with the Structure Plan Joint Committee. Generally, the principle of redevelopment was welcomed and planning permission granted for the redevelopment of the site.

## TRENDS IN RETAILING

### Economic Change and Consumer Behaviour

- 5.6** The retail sector is sensitive to cycles of economic growth and decline. During the boom of the mid-1980s sales rose rapidly fuelled by an upsurge in personal wealth and increased home ownership. While subsequent recession led to a marked downturn in activity, since 1994 there has been a dramatic upturn in the value of retail sales. Consumer behaviour has altered in response to greater spending power and increasing expectations for greater product choice. Between 1971 and 1990 retail expenditure rose from £1,221 to £1,870 per head of population per annum, an increase of 53%, almost wholly due to growth in comparison shopping. By 2000, total expenditure per capita within North Lanarkshire is estimated to have increased by a further 46% to around £2,730 which is likely to stimulate demand for additional retail floorspace.
- 5.7** In the Plan area the proportion of households with access to cars rose from 44.7% in 1981 to 51.5% in 1991 (and is likely to have increased further in the subsequent decade). However, these rates are still below UK and Scottish rates of 66.6% and 57.4% respectively and indicate the large proportion of the population who continue to rely on public transport to access shopping and other services.

### An Evolving Retail Industry

- 5.8** Considerable restructuring has taken place within the retail sector during the 1990s including continued growth of large multiple retailers, particularly in the food sector. These have become increasingly dominant at the expense of smaller independent traders and have expanded their operations to include a significant element of comparison trade. The growth of retail expenditure has fuelled a growth in retail floorspace and has allowed the development of new formats such as superstores, retail warehouses, discount food stores and factory outlet centres. Demand for out-of-centre floorspace has also increased, reflecting greater population dispersal, personal mobility and cheaper land values outwith traditional centres. In some cases constraints experienced in town centres have also stimulated pressure for out-of-centre development. Major new centres at East Kilbride Centre West Braehead, Buchanan Galleries, The Fort and Silverburn in Glasgow have been completed and are likely to exacerbate expenditure leakage from the Plan area. Major proposals for the expansion of nearby centres such as Glasgow Harbour and Hamilton (Regents Way) are expected to have a similar impact when implemented over the next 5 years. Other trends have included the introduction of longer shopping hours.
- 5.9** While new forms of development have brought benefits to shoppers in terms of greater product choice, care requires to be taken to ensure that new retail development, particularly outwith traditional centres, does not accentuate the disadvantage experienced by those without access to private cars or on very low incomes. Out-of-centre development can result in dispersed land use patterns and generally does not make best use of public transport infrastructure which tends to focus on established town centres.
- 5.10** Looking to the future it is expected that retail sales will continue to increase with considerable innovation expected. This is likely to include the introduction of new formats, growth in e-tailing and an expansion of leisure related shopping. The Scottish Executive Survey into future patterns of retailing in Scotland (Research Findings No. 91) expects that e-tailing could account for 8% of all sales by 2010. Within the context of change outlined it should be noted that the Plan area has failed to realise significant new retail investment. Instead, at a time when centres with a competitive advantage are being strengthened, there has been a relative weakening of the overall retail offer, particularly at more traditional centres such as Wishaw which are presently experiencing decline. This situation could be further exacerbated during the Plan period should new investment fail to materialise.

## POLICY CONTEXT

- 5.11** The Council's policies for retail and commercial development are influenced by national and regional guidance. While a full policy appraisal was provided in the Finalised Draft Local Plan, a number of important changes have occurred since its publication which require to be considered. NPPG 8 Town Centres and Retailing has been published and subsequently revised, PAN 59 has also been issued, and the Glasgow and the Clyde Valley Joint Structure Plan 2000 has been approved with modifications.

### **NPPG 8 (Revised) Town Centres and Retailing (1998)**

**5.12** This Guideline highlights the Government's commitment to protecting and enhancing the vitality and viability of town centres, establishing their primacy as the focus for shopping and other related activities.

**5.13** When devising retail policies the NPPG suggests that Planning Authorities are generally expected to take account of broad forecasts of retail demand, deficiencies in retail provision (if any) and to consider how the retail sector is expected to respond to such demand over the plan period. More specifically local plans should:-

- assess the performance of individual centres, indicating their potential for change, improvement or stability;
- aim to safeguard and support existing town centres and other retail facilities where they are serving the community well;
- identify sites for new retail and commercial leisure developments within town centres and, if appropriate, edge of centres
- provide criteria based policies to assess proposals outwith the framework of preferred sites

**5.14** The scope for out-of-centre development is seen as being more limited than in the past with the NPPG stating that in assessing out-of-centre developments a sequential approach to selecting sites is adopted. This gives first preference to opportunities within town centres, followed by edge of centre sites and only then by out-of-centre sites which can be made accessible by a variety of means of transport. Proposals not consistent with the development plan require to be rigorously tested and should be refused unless they satisfy the criteria set out in paragraph 45 of the NPPG. This suggests that proposals should:-

- satisfy the sequential approach
- not adversely affect the development plan strategy in favour of town centres
- co-exist with town centres without undermining their vitality and viability
- tackle deficiencies in provision which cannot be met in or on the edge of town centres
- not run counter to the Government's integrated transport policy
- be made easily accessible by a choice of transport modes
- address any implications for the road network arising from development (at the developers expense)
- do not threaten or conflict with key policy objectives such as Green Belt, urban regeneration, or loss of good quality industrial or business sites
- result in a high standard of design
- not adversely affect local amenity or lead to other significant environmental effects

**5.15** The NPPG also provides supplementary information for particular types of retail and leisure development. Within it regional shopping centres are viewed as being inconsistent with the Guideline and should be refused planning permission unless all of the above considerations can be resolved satisfactorily.

### **PAN 59 Improving Town Centres (1998)**

**5.16** Detailed advice on how planning authorities can safeguard and improve town centres is provided in PAN 59 which presents examples of good practice and advice from across Scotland within the context set by NPPG 8. It emphasises the importance of developing attractions, increasing accessibility and improving amenity by undertaking action to:-

- develop partnerships
- monitor the performance of centres
- prepare a Strategic Framework
- undertake effective town centre management
- encourage development opportunities in town centres
- put agreed funding mechanisms in place

#### **NPPG 17 and PAN 57 Transport and Planning (1999)**

- 5.17** Government policy that seeks to reduce the need to travel and to support more sustainable travel choices is contained within NPPG 17 and PAN 57. These documents promote better integration within and between different transport modes and prioritise travel choices, with walking, cycling and public transport being preferred to travel by private car. As town centres tend to be at the focus of transport infrastructure, particularly for public transport, their enhancement is therefore a key element of NPPG 17.

#### **Glasgow and the Clyde Valley Joint Structure Plan 2006**

- 5.18** The Joint Structure Plan, through Strategic Policy 1, identifies strategic development locations where priority is to be given to investment in order to maximise urban renewal. These include the town centres of Bellshill, Motherwell and Wishaw, which are to be safeguarded through the Local Plan. It is also recognised that the scale of renewal required in certain centres necessitates their identification as strategic priorities. Motherwell and Wishaw are two such centres with the Plan suggesting that they require to adapt to changing circumstances. These centres also require the development and implementation of Town Centre Transport Action Plans in order to improve their environment and accessibility (refer to Chapter 7 Transportation for further details).
- 5.19** Overall support for town centres is provided through Strategic Policy 6 which seeks to improve the quality of life and health of local communities through the protection, management and enhancement of a network of town centres. These are seen as preferred locations for retailing and other community focused activities with the Plan seeking to ensure that new development should:-
- **support the renewal of town centres as the most appropriate location for retailing,**
  - **be located in town centres, unless demonstrated that no alternatives exist in or adjoining them,**
  - **do not have an adverse impact, individually or cumulatively, on the vitality and viability of town centres,**
  - **encourage an efficient, competitive and innovative retail sector, and**
  - **be in locations which achieve maximum accessibility by a choice of modes, especially walking cycling and public transport.**
- 5.20** The Plan also recognises that there is a commitment for a new Town Centre as a component of the regeneration proposals for the former Ravenscraig site. This concept is promoted through the Structure Plan on the basis that it will be linked to a planned restructuring of the existing centres of Motherwell and Wishaw. The Structure Plan recognises that there is capacity for increased floorspace within the Motherwell/Bellshill and Wishaw/Carluke retail catchments. In addition, issues relating to the quality of existing retail facilities within the Local Plan area require to be addressed.
- 5.21** Joint Policy Commitment 1 of the Structure Plan recognises that Ravenscraig provides an opportunity for redevelopment of a scale and character that has potential to stimulate regeneration throughout a much wider area. It therefore gives priority to promoting the regeneration of a number of initiatives which are seen as being nationally important. These Metropolitan Flagship Initiatives include Ravenscraig – Motherwell – Wishaw which is identified as a broad area containing a range of potential projects that require to be promoted. This includes a new Town Centre linked to the restructuring of Motherwell and Wishaw.
- 5.22** Measures to promote economic competitiveness are also advocated within the Structure Plan through Strategic Policy 5, which promotes the development of a number of Strategic Business Centres, including Motherwell. At these locations the development of service industries such as office, education, tourism and leisure type activities should be encouraged.

#### **Structure Plan First Alteration: Ravenscraig – Strategic Planning Role**

- 5.23** Following consideration of the impacts of the Ravenscraig Masterplan the Glasgow and the Clyde Valley Structure Plan Joint Committee agreed to alter the Structure Plan in a number of respects regarding the Ravenscraig site. Of particular relevance to Strategic Policy 1 'Strategic Development Locations', and its accompanying schedules, is the addition of 'Ravenscraig' to the list of Town Centres in Schedule 1(a), and to include in the text "A proposal, therefore, for the development of a new Town Centre at Ravenscraig, including additional retail floorspace, will help meet identified deficiencies in the existing retail provision and Town Centre facilities as well as helping the renewal

of the Ravenscraig site and regeneration of this part of North Lanarkshire. The Supplementary Written Statement (Ravenscraig – Strategic Planning Role) sets out the basis upon which a new Town Centre could be supported, including the need for any proposal to be linked, as necessary, to a planned restructuring of the existing centres of Wishaw and Motherwell”. The proposed alteration has been the subject of a public consultation exercise, and the Joint Committee submitted it for Scottish Ministers approval which was granted in November 2003.

**The Alteration makes a number of changes of relevance:-**

- i. The inclusion of Ravenscraig in Schedule 1(a), the list of Network of Town Centres to be safeguarded through Structure and Local Plans.
- ii. Specific reference being made in the Plan’s text to indicate that “A proposal, therefore, for the development of a new Town Centre at Ravenscraig, including additional retail floorspace, will help meet identified deficiencies in the existing retail provision and Town Centre facilities as well as helping the renewal of the Ravenscraig site and regeneration of this part of North Lanarkshire.”
- iii. The inclusion of Ravenscraig in Schedule 6(c)(iv), as a location for Additional Retailing Opportunities.
- iv. The addition of a Supplementary Written Statement on ‘Ravenscraig – Strategic Planning Role’, This states that the new floorspace will meet the demands of the new community. It set a threshold of 30,000 square metres (net) comparison floorspace, plus any local convenience floorspace, as being acceptable. It also required the use of a planning agreement to limit the scale of net floorspace, the linking of the development to the restructuring of Motherwell and Wishaw; the provision of sustainable transport, a new rail station and the implementation of a greening programme. The Supplementary Written Statement also states that the potential to develop a greater subregional role in terms of retailing and other functions could be provided in association with the new Town Centre.

**Ravenscraig Regeneration**

- 5.24** Following the closure of the Ravenscraig Steelworks, a number of studies were undertaken which examined how the site may be redeveloped. In 1997 a team of consultants were commissioned by Scottish Enterprise Lanarkshire (SEL) and the Council to take forward the redevelopment of the site by the preparation of a Masterplan. This team, led by Llewelyn-Davies, examined four options for the site. Following an assessment of these options, the proposed Masterplan recommended a mixed-use development involving residential development, a business/technology park, a large single use industrial site, a major retail element and a leisure component. This study was then subject to a significant public consultation exercise between November 1997 and May 1998. In June 1998 the Council agreed to support the principles of the study subject to a series of further reports being produced which either examined or developed a number of the issues arising from the proposed Masterplan. Thereafter, in September 1998, the proposals contained in the Masterplan were incorporated into the Finalised Draft Southern Area Local Plan.
- 5.25** One of these further reports was a study by consultants EDAW, commissioned by SEL and the Council to develop a strategy for the “polycentric corridor” formed by Motherwell, Ravenscraig and Wishaw. This strategy was designed to ensure that the 3 centres have complementary roles. In their conclusions EDAW recommended that the amount of retail floorspace proposed for Ravenscraig needed to be both increased and differentiated from other centres, to ensure that the new Town Centre was to have a critical mass and prove a commercial success. In particular, EDAW noted:-
- Ravenscraig should be developed on the basis of a distinctive retail/leisure concept.
  - Motherwell’s role could become that of a vibrant local shopping centre, and an important sub regional business centre.
  - Wishaw’s role could be as a compact local shopping centre, based on independent retailers, with a lively evening economy and an important social and civic function.
- 5.26** The EDAW study was considered by the Council in April 2000. It agreed to develop the principles established in the report with the various parties including local businesses involved in both the Ravenscraig site and Motherwell and Wishaw Town Centres, subject to a retail impact assessment proving satisfactory.
- 5.27** In December 1999 SEL and Corus appointed Wilson Bowden Developments as lead developer. Wilson Bowden then appointed their own team of consultants to re-appraise and develop the previous studies and to take the proposals forward in the format of the current outline planning application.

**5.28** The Scottish Ministers approval of the First Alteration to the Structure Plan establishes Ravenscraig as a Town Centre in its own right. The components of the New Town Centre will be a mixture of the following elements and must be developed in phase with the primary land uses on the site :

- retail and leisure facilities
- community facilities including cultural, religious, recreation and education
- higher density employment – communal services, workshops, small offices
- integrated residential uses
- public realm / space linked to a pedestrian and cycle network
- railway station and bus routes, public parking

**5.29** The form and scale of the new Town Centre at Ravenscraig needs to be related to the network of existing Town Centres which serve the area in particular Motherwell and Wishaw. These two centres do provide local functions but do not provide a high quality and range of services nor quality of environment. Neither centre serves the higher order needs of the communities in a way that would be expected for the scale of the population in the area and their relative distance from Glasgow City Centre. The limited retail provision results in a disproportionate number of the community having to travel longer distances to meet their needs. This problem has increased over the last ten years and is reflected in low levels of investment, the range of shops and rental levels.

**5.30** The potential to develop a subregional centre has been tested at various levels for comparison floorspace. It would have varying impacts dependant on the scale of the proposal and format. The main impact of a new centre of 20,000 sq.m net retail floorspace would be on Motherwell and Wishaw. At about 30,000 sq.m net floorspace the impacts would be more significant, and there would also be impacts on other Lanarkshire Town Centres which would require a range of conditions to be acceptable and continued commitment to the Lanarkshire Town Centre initiative of the Scottish Enterprise network and other stakeholders. Retail developments as part of the wider regeneration initiative would have positive environmental benefits in terms of urban renewal, whilst safeguarding the environmental assets associated with the location.

**5.31** The Supplementary Written Statement (Ravenscraig – Strategic Planning Role) recognises that the development of a new Town centre to serve the needs of the new community at Ravenscraig could provide the potential to develop a more significant role for it, in terms of retailing and other town centre functions, for the wider subregional area of North Lanarkshire. This would bring local benefits and add focus and impetus to the renewal priority of Ravenscraig. The acceptability depends upon the scale of development and its impact. The assessment indicates that in order for a proposal of about 30,000 sq.m net retail floorspace to be acceptable, it needs to limit its scale and phasing, promote public transport and be linked to the restructuring of both Motherwell and Wishaw. The potential of a Town Centre at Ravenscraig, to complement the existing centres, is recognised by the Structure Plan as an opportunity to create a better quality of life and environment in this part of North Lanarkshire.

## **THE PATTERN OF SHOPPING PROVISION**

### **The Shopping Hierarchy**

**5.32** There are around 125,000 square metres of gross retail floorspace within the Plan area with an estimated annual turnover of over £280 million. This is split evenly between convenience and comparison shopping and is focused upon the main town centres of Motherwell and Wishaw, and on smaller centres such as Bellshill and Shotts (see Table 5.1). Retail warehouse parks and smaller village or neighbourhood centres complement this provision which forms part of a wider Shopping Network where Glasgow is the dominant centre.

**Table 5.1 Retail Floorspace and Turnover 2000**

Location	Comparison			Convenience		
	Gross	Net	£ million	Gross	Net	£ million
Motherwell TC	22,075	13,245	42.35	11,305	6,096	39.70
Wishaw TC	14,598	8,759	25.20	7,525	4,627	28.94
Bellshill TC	(1)	(1)	(1)	8,269	5,144	33.10
Other	11,306	6,784	10.84	18,041	11,316	47.24
R. Warehouse	34,751	26,863	57.34	N/A	N/A	N/A
<b>Total</b>	<b>82,730</b>	<b>55,650</b>	<b>135.74</b>	<b>45,140</b>	<b>27,183</b>	<b>148.98</b>

Source: DTZ Pidea, 2000 & North Lanarkshire Council 2000.

Notes:- Floorspace in square metres. All turnover figures at 1996 prices. Convenience Turnover figures include an estimated 10% overtrading apportioned among supermarkets/discounters. (1) Comparison floorspace for Bellshill included within "Other" category.

**5.33** The total expenditure potential of the Local Plan area is calculated by applying a per capita expenditure estimate to the area's resident population. Based upon a catchment population of 139,220, this generates a total expenditure potential of £380.0 million at 2000, comprising £208.8 million comparison and £171.2 million convenience (DTZ Pidea 2000).

**5.34** Work carried out by a number of consultants including Llewelyn Davies and Pidea (1997), EDAW (2000) and DTZ Pidea (2000) shows that a large proportion of expenditure is spent outwith the Plan area. Analysis by DTZ Pidea of the 1998 Household Shopping Survey (Table 5.2) illustrates the main centres used by residents for particular types of goods. The Plan area is reasonably self-contained with regard to bulky products, due to the considerable draw of Birkenshaw and Caledonian Park, and for food shopping which tends to be fairly localised. However, for clothing, which is usually considered to be a proxy for higher order goods, only 33% of trips are retained within the local area. When these figures are weighted to reflect expenditure actually made for comparison products, 50% of expenditure potential is lost from the Local Plan area through leakage. While this is partly off set by an inflow of spend from surrounding areas (+15%), the net result is the loss of around £73 million of expenditure annually. It should be noted that since the time of the 1998 Household Shopping Survey major new developments at Braehead and Buchanan Galleries have commenced trading and are not included in the above figures.

**Table 5.2 Main Shopping Centre used by Local Residents 1998 (% of Trips)**

Type of Goods	Local Plan Area	Hamilton	E Kilbride Coatbridge	Airdrie/ City Centre	Glasgow	East End	Elsewhere
Clothing	33%	20%	10%	1%	27%	2%	6%
Electrical	80%	4%	2%	3%	3%	1%	7%
Furniture	62%	13%	1%	6%	3%	3%	12%
DIY	89%	0%	0%	5%	0%	2%	3%
Food	82%			18%			

Source: DTZ Pidea 2000, Based upon analysis of the 1998 Household Shopping Survey.

Note: Whilst the above figures express outflow from the Local Plan area they do not provide details of inflow from adjoining catchments.

**5.35** While leakage to larger centres such as Glasgow, Hamilton and East Kilbride is inevitable due to the hierarchical nature of shopping provision, any significant increase beyond current levels could have serious implications for the continuing vitality and viability of shopping centres within North Lanarkshire. Further new investment in modern shopping facilities planned for nearby centres such as Hamilton and East Kilbride will directly compete with centres in the Plan area. This has the potential to increase expenditure leakage from the area. DTZ Pidea predicts that by 2006 leakage from the Plan area will have increased to 55% due largely to the increased attractiveness of Glasgow City Centre and elsewhere.

#### Town Centre Areas

**5.36** Within town centres, retail and ancillary services are concentrated along principal pedestrian thoroughfares or on prime frontages where a high volume of passing trade is assured. Beyond these streets, retail uses are less dominant and more fragmented. Here offices, food outlets and

other service sector activities provide a diverse range of activities of benefit to the community. Shops, offices, leisure and other facilities tend to be found on ground floor properties, with upper floors used for storage. In some centres the upper floors of businesses are occupied by residential uses which provide an important social function by diversifying the mix of land uses within town centres, engendering a sense of place and providing security in areas often devoid of activity outwith shopping hours. A description of the townscape character of the area's town centres is provided in Chapter 2 The Environment, paragraph 2.19.

- 5.37** Environmental treatment, infrastructure upgrading, enhanced accessibility and the introduction of uses such as offices, housing and leisure/community facilities can provide additional benefits to complement the retail function of town centres. CCTV Schemes also help reduce crime levels in town centres, enhancing their overall attractiveness and have been introduced to both Motherwell and Wishaw. A scheme is also proposed for Bellshill.

### **5.38 Village and Neighbourhood Shopping Provision**

Neighbourhood facilities and local shops perform a more localised function, providing convenience goods for daily use and augment the facilities provided by larger centres. Although commercial activities are limited within these shopping areas, other uses such as hot food shops, public houses and garages are often an integral part of these centres and are often located alongside retail outlets.

#### **Retail Warehousing**

- 5.39** There are two retail warehouse parks within the Plan area with Birkenshaw Trading Estate, Uddingston being the larger with 12 operational units providing 17,343 square metres of gross floorspace (Vacancies within the estate have increased recently and total 5,239 square metres, including 2,787 square metres of new floorspace). Caledonian Park, Wishaw has 8 traders, accounting for 12,540 square metres of floorspace. Stand alone warehouses at Braidhurst Street, Manse Road and Windmillhill Street, all in Motherwell, represent a further 5,815 square metres, giving the area a total of around 34,500 square metres of occupied floorspace in 23 units. Annual turnover is estimated at over £57 million per annum at 2000 (DTZ Pidea).

#### **Open Air Markets**

- 5.40** Open air markets are locally significant, extending shopping catchments and broadening the retail mix of town centres. However, they can also have a detrimental effect on the environment of town centres. Large markets are held on a weekly basis at East Academy Street, Wishaw and at Crossgates, Bellshill.

#### **Office Developments**

- 5.41** The regional centre for office development is Glasgow with Hamilton and Motherwell operating as sub-regional centres. The office market in the Plan area services a local catchment for the public and private sectors with floorspace concentrated in existing town centres, often based in tenemental properties above retail units. This traditional form of office use covers financial, professional and other services appropriate to shopping areas and that are principally for visiting members of the public (Class 2 of the Town & Country Planning (Use Classes) (Scotland) Order 1997).

### **FUTURE PROSPECTS FOR RETAILING IN THE PLAN AREA**

- 5.42** Figures expressing projected changes in expenditure for both convenience and comparison goods within the Local Plan Area are contained within Table 5.3. These indicate two distinctive trends. Convenience expenditure is set to decline by 1.1% over the period 2000 to 2006 due largely to a projected decrease in the area's population over this time combined with very limited per capita growth. In contrast, annual comparison expenditure is predicted to increase by around 18% by the year 2006. While any growth in expenditure potential is likely to stimulate demand for additional floorspace, it should be noted that a proportion of this growth will be spent outwith the Plan area in line with current expenditure patterns (These have been adjusted to take account of new developments in the pipeline that could influence future spending patterns). Estimates of growth



potential likely to be retained within the Plan area have therefore been estimated at +£22.65m for comparison and -£1.67m for convenience goods (DTZ Pieda 2000).

**Table 5.3 Projected Retail Expenditure Potential within the Local Plan Area 2000-2006**

Type of Goods	2000		2006		Growth	Retained
	Total	Per Capita	Total	Per Capita		
Comparison	£208.8m	£1500	£246.6m	£1800	<b>+£37.8m</b>	<b>+£22.6m</b>
Convenience	£171.2m	£1230	£169.3m	£1236	<b>-£1.9m</b>	<b>-£1.7m</b>

Source: DTZ Pieda, 2000.

Notes: Per capita figures are for North Lanarkshire. Retained figures have been adjusted to take account of expenditure flows in/out of the Plan area.

#### Scope for Additional Floorspace

**5.43** Estimates of expenditure change by 2006 indicate the likely requirement for additional retail floorspace over the Plan period for convenience and comparison shopping. The marginal decline in overall convenience expenditure predicted suggests that the requirement for additional floorspace will be limited.

**5.44** In terms of comparison retailing, the increase in expenditure predicted by 2006 has important implications for future retail provision. Based upon work carried out by DTZ Pieda, it is estimated that potential spare turnover capacity in the Plan area could support around 13,000 square metres gross retail floorspace. More recent analysis from the emerging Glasgow and the Clyde Valley Joint Structure Plan 2000 confirms this assertion. The reclaiming of expenditure currently leaking from the catchment area could of course support an increased amount of new floorspace.

#### Structure Plan Retail Capacity Study 2000

**5.45** Technical Report 7 Retailing forms part of the emerging Structure Plan. This compares turnover with expenditure at 2006 for a series of catchments taking account of predicted changes in expenditure and population growth. It also takes a view on what additional floorspace is likely to come on stream through the implementation of planning permissions. Figures were generated following the analysis of expenditure patterns provided by the 1998 Household Shopping Survey. As a result the Local Plan area comprises two distinct catchments, namely Motherwell/Bellshill and Wishaw/Carluke, the later containing a small part of South Lanarkshire. Summary details for these catchments are show in Table 5.4 below.

**5.46** For convenience products both catchments show a surplus of turnover over expenditure by 2006 which reinforces the view that there is little requirement for further development over the Plan period. However, when comparing available expenditure with potential turnover for comparison goods, this shows that there is considerable scope for additional floorspace within the Motherwell/Bellshill catchment by 2006. The surplus of expenditure over turnover is seen as being of strategic significance and could equate to a requirement to provide around 20,000 square metres of gross comparison floorspace. The First Alteration to the Structure Plan recognises that the identified shortfall of retail floorspace arising from the Structure Plan capacity assessment can be met by the recent Motherwell Town Centre Partnership Consent in Motherwell Town Centre. There is no strategic requirement for further floorspace within the Wishaw/Carluke catchment.

**Table 5.4 Structure Plan Retail Capacity Assessment**

<b>Motherwell/Bellshill Catchment</b>	<b>Convenience</b>	<b>Comparison</b>
	(£'m)	(£'m)
Available Expenditure	78.80	150.24
Total Potential Turnover	86.37	115.76
<b>Balance</b>	<b>+£7.57</b>	<b>- £34.48</b>

<b>Wishaw/Carlisle Catchment</b>	<b>Convenience</b>	<b>Comparison</b>
	(£'m)	(£'m)
Available Expenditure	72.86	70.00
Total Potential Turnover	78.30	67.20
<b>Balance</b>	<b>+£5.44m</b>	<b>- £2.80</b>

Source: Glasgow and the Clyde Valley Joint Structure Plan 2000, Technical Note 7.

**Meeting Future Requirements: Motherwell - Wishaw and Ravenscraig**

**5.47** To ensure that additional floorspace could be provided to meet future needs, the Consultative Draft Local Plan considered a number of alternative options, including the identification and promotion of sites within existing town centres; the release of major greenfield sites in out of town locations; the development of a major retail scheme within the former Ravenscraig steelworks, and a do-nothing scenario. This approach was based largely on a lack of development opportunities within established town centres and an expectation that detailed proposals would be forthcoming at Ravenscraig. However, circumstances have changed since this time that merits a re-evaluation of how the Local Plan can best satisfy future retail demands.

**4.48** Over the last decade or so, the Plan area has failed to attract significant new retail floorspace to its principal town centres. Apart from the redevelopment of part of Brandon Street, Motherwell in 1995 (which did not result in a net floorspace gain), the main focus for development has been the convenience sector with the development of a neighbourhood shopping centre at Tannochside (1992) and a number of small discount supermarkets. Apart from limited extensions to the area's retail warehouse parks, significant modern comparison floorspace has not been secured.

**5.49** Since the publication of the Finalised Draft Local Plan major proposals have been submitted to redevelop and extend Motherwell town centre into the Watsonville site immediately to the south. This would enable the centre to expand its retail floorspace by up to 21,550 square metres and involve a realignment of the existing ring road. While the Council fully supports development that enhances the quality and attractiveness of Motherwell as a retail centre, significant concerns arose regarding the management of transport relative to these proposals, which were subsequently considered at a public inquiry in October 2000, and thereafter dismissed by the Scottish Executive (January 2001). Whilst it is accepted that the proposals accord with policy in terms of location and retail impact, the Reporter found that, "a development of the scale and nature proposed would be likely to have adverse consequences for the town centre, contrary to the purpose of RTL 1". It was also concluded that, "the traffic conditions that are predicted are also unlikely to be conducive to the creation of an ambience in the centre and its environs that would make it an attractive shopping centre." The Local Plan acknowledges that opportunities to expand Motherwell town centre are unlikely to be realised unless the current transportation constraints can be overcome.

**5.50** A consortium known as Motherwell Town Centre Partnership submitted a revised application in July 2000 for the redevelopment of the Town Centre, which included the existing Asda Car Park, Watsonville Park and the Dalziel Workspace. The applicants lodged an appeal for the non-determination of the application and the appeal was considered at a Public Inquiry in February 2002. The Reporter concluded in favour of the applicant on the grounds that the traffic generated by the development would not cause significant detriment to the Town Centre. The First Alteration to the Structure Plan subsequently recognised that this consent takes up the shortfall of retail floorspace arising from the Structure Plan capacity statement. The Council's position is that the provision of additional retail floorspace in Motherwell to meet the additional retail capacity required by the Structure Plan policies is consistent with policy. However, this part of North Lanarkshire currently has a high dependency on other parts of the metropolitan area in terms of its high order retail needs and such additional floorspace in Motherwell Town Centre, would not be of a scale that would significantly enhance the quality of retail opportunities in the area.

- 5.51** The extent to which Motherwell town centre can expand sufficiently to meet the considerable floorspace potential likely to arise over the Plan period therefore remains uncertain. Lack of suitable opportunities or market demand at Wishaw and Bellshill also suggests that the development of significant new retail floorspace could be frustrated and lead to a reduction in the overall quality of floorspace within the Plan area.
- 5.52** While the development of a new town centre at Ravenscraig could satisfy the deficiency in comparison floorspace predicted over the Local Plan period, it could also contribute towards one of the key aims of the Local Plan, namely the rehabilitation of the Ravenscraig site. This would be sustainable in terms of recovering a major brownfield site within the built-up area and could contribute to attracting investment, business development and new residents to the Plan area as a whole.
- 5.53** The Local Plan recognises that developing a new Town Centre at Ravenscraig has implications for the future role and function of existing Town Centres, especially Motherwell and Wishaw which could both experience trade loss to such a centre. It is crucial therefore to ensure that future proposals at Ravenscraig are considered carefully to enable the Council to determine the likely impacts as part of a comprehensive evaluation in light of the current policy framework. As part of this process the Council is committed to ensuring that Motherwell and Wishaw will maintain a role as inter-related centres within the wider urban area. The First Alteration to the Structure Plan places a requirement on the Council to link the development of a new Town Centre at Ravenscraig with the restructuring of Motherwell and Wishaw Town Centres. The Council's intention to promote the restructuring of Motherwell and Wishaw is reflected in the Corporate Plan, the Economic Regeneration Framework Plan as well as other documents such as 'Changing Gear' the 'North Lanarkshire Community Plan' and other Council Service and Operational Plans which provide for a Strategy of Town Centre Action Plans. The Action Plans represent a 'planned' approach to the future of all town centres across North Lanarkshire in light of the development at Ravenscraig. The Action Plans will be produced in consultation with key stakeholders such as community planning partners, landowners, retailers, community groups and government agencies. The Council's commitment to the repositioning of Motherwell and Wishaw Town Centres is reflected in Policy RTL 1B.

#### **THE DESIGN OF SHOPPING FACILITIES**

- 5.54** All centres vary in their ability to attract custom due to differences in the range of shops, facilities provided, location and physical attractiveness. Town centres characterised by physical decay or lack of retail choice are at a disadvantage and therefore susceptible to competition from surrounding centres. In more traditional centres identity can be reinforced by encouraging retailers to use local materials and incorporate shop front designs appropriate to the local street scene. However, within a climate of increasing competition, retailers are under pressure to use designs that will surpass their competitors and effectively display goods. While modern materials offer a greater range of styles and finishes, inappropriate designs can produce disharmony as they clash with adjoining properties and are detrimental to the area as a whole.
- 5.55** Advertising is another important feature of shop front design in the form of either fascia or projecting box signs. Although this can add colour and interest to the street scene, in many cases signs can detract from the context of surrounding properties or can be confusing to shoppers. Guidance is required to ensure consistency without detracting too much from the retailers need to express individuality in advertising.

#### **KEY ISSUES**

- 5.56** The preceding paragraphs give rise to the following issues which require to be addressed as part of the Local Plan process:-
- the scope to develop a new town centre at Ravenscraig to achieve major regeneration without significantly undermining the vitality and viability of existing centres
  - the ability of Motherwell and Wishaw town centres to retain successful roles associated with the potential redevelopment of Ravenscraig
  - the means by which a more diverse range of activities can be encouraged in town centres
  - the contribution that both public and private sector organisations can make towards town centre regeneration
  - the need to encourage a higher quality of design in retail and commercial developments

## **POLICIES**

- 5.57** The preceding text has described the forces at work within the retail sector which require to be addressed through the Local Plan. Policies have been devised to deal with these issues in an economically and environmentally sustainable manner to serve the needs of all sectors of the community. They are prefixed with the initials RTL and are accompanied by a detailed explanation or reasoned justification.

### **Policy RTL 1 Retail Development**

**The Council will seek to enhance retail provision within the Plan area by:-**

- 1) establishing a new Town Centre at Ravenscraig to meet the needs of the new community and to meet a sub regional role to redress the current imbalanced provision of retail opportunities in North Lanarkshire.**
- 2) supporting major retail development (over 2,000 square metres gross) within or adjoining the established Town Centres of Motherwell, Wishaw and Bellshill, as defined by Policy RTL 5, and**
- 3) directing lesser retail developments (under 2,000 square metres gross) to town centres, village, neighbourhood and secondary commercial areas and to areas of major industrial/business and housing development. This will only occur where such provision can be supported by an appropriate catchment population, is compatible with adjoining uses and does not undermine the vitality and viability of existing Town, Village, Neighbourhood and Secondary commercial areas.**

**All proposals for retail development will be considered against the detailed criteria set out in Policy RTL 4.**

**Opportunities for retail development identified in Schedule RTL 1 and shown on the Proposal Map will be actively supported, and where appropriate, promoted by the Council.**

- 5.59** Town centres have been the focus of considerable investment and provide their catchment populations with a diverse range of retail, commercial, social, leisure and community services. They also contribute towards creating a sense of place and identity. The Council wishes to ensure that this role continues and that the quality of these centres is enhanced to provide a high quality shopping infrastructure. The First Alteration to the Structure Plan advocates the creation of a new Town Centre at Ravenscraig to meet the needs of a new settlement and to fulfil a wider subregional role to improve the quality of life and the environment of North Lanarkshire. The consolidation of existing centres is particularly critical given the rationalisation being experienced within the retail sector. In part this can be achieved by supporting major retail development (proposals over 2,000 square metres of gross retail floorspace) within or adjacent to the established Town Centres of Motherwell, Wishaw and Bellshill, where appropriate development or redevelopment opportunities can be identified.
- 5.60** The Council also recognises the need to consider lesser retail proposals, that is, proposals for development below 2,000 square metres gross floorspace. To satisfy this requirement Policy RTL 1 sets out the locations where lesser developments may be appropriate. These include the principal shopping centres outlined above, Shotts, and the smaller village, neighbourhood and secondary shopping areas defined by Policy RTL 6 where small scale retail developments can consolidate their local significance.
- 5.61** There are also circumstances where lesser retail development may be permitted outwith recognised shopping areas. In outlying residential areas, areas of new housing development or in major business/ industrial areas there may be a lack of facilities to serve the shopping needs of the local community or workforce. In such cases the Council will support the provision of lesser retail developments where the proposal can be supported by an appropriate catchment population and where such development is compatible with adjoining land uses and does not adversely affect the amenity of the surrounding area. Beyond such justifiable need, lesser retail developments will not be permitted outwith established town centres, secondary, village and neighbourhood commercial areas.
- 5.62** Policy RTL 1 indicates the requirement for all retail proposals to be considered in accordance with the criteria set out in Policy RTL 5. Identified opportunities for retail development are contained within Schedule RTL 1 and shown on the Proposals Map.

### **Policy RTL 1A Assessing Retail Potential at Ravenscraig**

**The Council, in consultation with the Glasgow and the Clyde Valley Structure Plan Joint Committee, will assess future retail proposals for the Ravenscraig site to consider whether a departure from the current Development Plan is merited. In undertaking this assessment the Council will require any proposals to address the appropriate policies, in particular Strategic Policies 9 and 10, which list a set of criteria for assessing all significant proposals and departures from the plan. These include an assessment of the need for the development and the extent to which there are significant economic, social and environmental benefits associated with it.**

**Support for any development will also be conditional upon the Council being satisfied that any new retail proposals meet the criteria set out in Policy RTL 4 Assessing Applications for Retail Development.**

**In addition, the Council will take into consideration the implications of any proposals on other centres within Lanarkshire, having particular regard to Motherwell and Wishaw. The proposals will require to successfully contribute towards the continuing regeneration of the Local Plan area and should demonstrate that they do not have a significant adverse impact upon the vitality and viability of other Town Centres within Lanarkshire.**

- 5.63** A key aspect of the Local Plan has been the requirement to secure the redevelopment of the former Ravenscraig site as part of the wider regeneration of North Lanarkshire. The site represents a major brownfield resource, which has the potential to make a very significant contribution towards meeting future demands for a range of land uses. The Council recognises that a new centre could offer major benefits to the area and act as a catalyst for the overall regeneration of the Ravenscraig site. This potential is also highlighted in the Glasgow and the Clyde Valley Joint Structure Plan 2000 which recommends that priority be given to the regeneration of Ravenscraig – Motherwell – Wishaw as a nationally important flagship initiative. The First Alteration to the Structure Plan grants Town Centre status to the Ravenscraig site.
- 5.64** Policy RTL 1A reflects the Council's commitment to ensure that any proposals that come forward for Ravenscraig are suitably assessed in consultation with the Structure Plan Joint Committee. In addition account would require to be taken of the Strategic Policies contained within the emerging Structure Plan, particularly Strategic Policies 9 and 10 which establish the criteria that require to be satisfied in supporting departures. Policy RTL 1A also indicates that any assessment would require to prove satisfactory with respect to the criteria set out in Policy RTL 4 Assessing Applications for Retail Development. While it is likely that Motherwell and Wishaw are most likely to be effected by such proposals, the Council is also committed to ensuring that consideration is given to their wider implications on other centres within Lanarkshire. It should be noted that impacts on centres outwith North Lanarkshire such as East Kilbride and Hamilton will be considered through consultation with the Structure Plan Joint Committee and the relevant Planning Authority.

### **Policy RTL 1B The Redevelopment of Motherwell and Wishaw Town Centres**

**The Council will promote the regeneration of Motherwell and Wishaw Town Centres to seek to reposition their role in terms of the Ravenscraig-Motherwell-Wishaw Metropolitan Flagship Initiative promoted by the Structure Plan.**

**The First Alteration to the Structure Plan places a requirement on the Council to link the development of the new Town Centre at Ravenscraig to a planned restructuring of the existing centres at Motherwell and Wishaw. This will assist in determining longer-term policy measures to manage change within these centres. It is important to ensure that as details of the retail component of the new Town Centre at Ravenscraig emerge, the Council takes action to assess how it is impacting upon Motherwell and Wishaw. This commitment is also reflected in Policy RTL 5 Town Centre Areas.**

**Town Centre Action Plans for Motherwell and Wishaw will guide future development within each Town Centre. The Action Plans will be produced in consultation with key stakeholders, community planning partners, landowners, retailers, community groups and government agencies.**

- 5.65** The Council intends to promote the restructuring of Motherwell and Wishaw Town Centres to ensure that they play a continuing and significant role in the retail hierarchy of North Lanarkshire. The Council will bring forward a series of Action Plans for the regeneration of Motherwell and Wishaw Town Centres to seek to reposition their role in terms of the Ravenscraig-Motherwell-Wishaw Metropolitan Flagship Initiative promoted by the Structure Plan. The Action Plans are required by the First Alteration to the Structure Plan which links the development of the new Town Centre at Ravenscraig to a planned restructuring of the existing centres at Motherwell and Wishaw. This will assist in determining longer-term policy measures to manage change within these centres.
- 5.66** The Action Plans for Motherwell and Wishaw will analyse the actual impacts on these centres and propose suitable measures to manage their changing role. The Action Plans will be produced in consultation with key stakeholders such as community planning partners, landowners, retailers, community groups and government agencies.

#### **Policy RTL 2 Improvement of Shopping Facilities**

**The Council will seek to improve the character of existing shopping facilities by:-**

- 1) improving the environment of Town Centres and local shopping areas in accordance with the approach set out in Policy ENV 16, in association with other public and private sector organisations, where appropriate,**
- 2) supporting private/public sector joint initiatives within Town Centres,**
- 3) supporting the provision of associated facilities such as offices, leisure facilities and car parks within Town Centres,**
- 4) promoting Town Centre development opportunities and supporting Town Centre management and security schemes,**
- 5) investigating schemes to give grant assistance to upgrade properties within Town Centre Areas and in Secondary, Village and Neighbourhood Commercial Areas, and**
- 6) supporting the development of Town Centre Action Plans for Wishaw and Bellshill, and undertaking measures to improve traffic flow, access and road safety, where appropriate, in accordance with policies TR 7 and TR 8.**

- 5.67** Town centres within the Plan area are characterised to varying degrees by environmental problems such as poor quality environment, inadequate access/servicing, pedestrian/vehicular conflict, traffic congestion, pollution, or a lack of off-street parking provision. These can lead to a poor quality shopping experience and without remedial action can greatly diminish the attraction of town centres. In the face of competition from town centres outwith the Plan area, many shoppers, particularly those who are mobile, simply choose to shop elsewhere, further compounding expenditure leakage and undermining the viability of traders. Upgrading the environment of town centres offers a means of consolidating their role and reducing trade loss to competing centres. A comprehensive approach to their improvement is established in Policy ENV 16.
- 5.68** The scale of the task to improve and upgrade town centres is a significant one requiring the support of other public sector bodies in conjunction with the private sector. Scottish Enterprise Lanarkshire and Scottish Homes are involved in projects and initiatives in town centres to meet their own operational plans, strategies and programmes. The Council supports such initiatives and will seek to contribute to their implementation where appropriate.
- 5.69** Scope to improve the town centres can also be broadened by enhancing the range and quality of town centre facilities and services which encourage people to visit centres more frequently. Uses such as ancillary services, offices and leisure uses all encourage greater town centre patronage, as does the provision of adequate car parking facilities. The Council will therefore support the provision of these complementary facilities. Promoting town centre development opportunities, not only for these uses, but also for new retail floorspace, can also add to the attraction of centres.
- 5.70** Pursuing a co-ordinated approach to the management of town centres can also have a positive impact. The appointment of town centre managers can generate significant benefits to both the environment and economic vitality of town centres. Accordingly, the Council has appointed a town centre manager responsible for Motherwell, Wishaw and Bellshill town centres as part of its Town Centre Initiatives scheme. In addition, a comprehensive CCTV scheme covering Motherwell, Wishaw and Bellshill town centres has been implemented. The Council's desire to promote and support such measures as a means of improving town centres is set out in Policy RTL 2.

- 5.71** Grant assistance offers an additional means of encouraging owners to enhance the appearance of town centres and other commercial areas. This has benefits that also include improvements to the profitability of local businesses and the creation or safeguarding of jobs. Commercial Improvement Area (CIA) schemes have been used to secure such improvements in the past and have included a successful scheme at Bellshill. The Council recognises the benefits of this form of assistance and will continue to investigate the scope to initiate similar measures during the Plan period.
- 5.72** Shopping facilities tend to be more attractive to shoppers where they are easily accessible and offer a safe and pollution free environment within which to shop. Bellshill and Motherwell town centres have benefited from traffic management schemes and the Council will continue to examine the scope to undertake measures, including the implementation of Town Centre Action Plans to improve traffic flow and ensure pedestrian safety within town centres and other commercial areas. Policies TR 7 and TR 8 outline the Council's approach in this respect. The Council's commitment to improving town centres is also reflected in a recent decision to seek to implement a pilot Shopmobility scheme within Motherwell town centre.

**Policy RTL 3 Retail Warehouse Development**

**The Council will seek to maintain and enhance retail warehouse facilities within the Plan area by:-**

- 1) supporting retail warehouse developments at suitable sites within or adjoining the town centres of Motherwell, Wishaw or Bellshill, and**
- 2) directing retail warehouses to suitable development or redevelopment sites within or adjoining the strategic retail warehouse parks at Caledonian Park, Craigneuk and Birkenshaw Trading estate, Uddingston, as defined on the proposals Map.**
- 3) the use of floorspace within the strategic retail warehouse parks and established stand alone units will be restricted to the sale of DIY, home furnishings, carpets and flooring, electrical and gardening goods.**
- 4) the change of use of retail warehouses to leisure facilities may be appropriate in circumstances where they do not undermine the viability of the strategic retail warehouse parks and accord with the Local Plan's policies for the development of leisure facilities.**
- 5) All proposals for retail warehouse developments will be considered against the detailed criteria set out in policy RTL 4.**

- 5.73** The Plan area is relatively well supplied with retail warehouses. Its two strategic retail warehouse parks and existing stand alone units provide an important and specialised retail function, meeting the needs of shoppers from the local catchment and beyond for a range of comparison goods not generally available in the area's established town centres.
- 5.74** To ensure that the best use is made of existing infrastructure and that the principles of sustainability are taken fully into account when considering proposals for retail warehouse investment, the Council will seek to ensure that new floorspace is directed to the existing strategic retail warehouse parks. The justification for this approach centres on the desire to help reduce the distances travelled by consumers using private motor vehicles when purchasing bulky goods. This can be achieved by concentrating similar uses at a small number of strategic locations, thus avoiding the development of isolated units which do not encourage multi-purpose trips. Suitable opportunities for new retail warehouse development are highlighted in Schedule RTL 1 and shown on the Proposals Map.
- 5.75** The Council recognises that scope to provide additional retail warehouse floorspace within the existing strategic retail warehouse parks may be limited. This could increase pressure for the development of freestanding units which do not offer the benefits of association with other generators of travel demand. It is important therefore that the Local Plan's approach to retail warehouse provision is suitably flexible to ensure that any requirement for additional floorspace can be accommodated at sites adjoining the existing retail warehouse parks. It should, however, be noted that while expansion opportunities exist to the east of Birkenshaw Trading Estate, these show little sign of being taken-up at the present time. This suggests a lack of demand for further retail warehouse floorspace at this location.
- 5.76** Retail warehouse developments can also play an important role in improving the vitality and viability of town centres where suitable sites exist in or adjoining them. Accordingly, the Council will support such developments in principle so long as the development conforms to other policies set out in the Local Plan.

- 5.77** The Council is aware of the dangers to existing town centres that out-of-town retail warehouses can pose given their competitive advantage, particularly where comparison goods are readily available in town centre stores. To minimise this effect the Council will, through Policy RTL 3, ensure that warehouses selling comparison products normally associated with town centre locations will not be permitted. A presumption will therefore be applied in favour of developments restricted to the sale of DIY, furniture/carpets, electrical and gardening goods. Changes of use to other forms of retailing provision, particularly convenience type products, such as food and clothing will therefore be opposed.
- 5.78** The list of goods outlined is intended to guide developers and is based on Strathclyde Structure Plan policies. It should be noted that the Glasgow and the Clyde Valley Joint Structure Plan continues to limit the type of goods sold at out of centre locations to these categories.
- 5.79** Units within retail warehouse parks have often become vacant. This can have a potentially damaging effect on their attractiveness to customers since units often rely on their close proximity to other warehouses to generate sufficient trade. Vacancies can also detract from the amenity of such areas giving them an untidy appearance. To address the potential problems envisaged, the Council will consider changes of use of warehouse units to leisure related facilities which offer the potential to attract people into retail warehouse areas thus generating custom and improving their viability. This will only be acceptable where the Council is satisfied that a full range of goods is available at other stores or it is unlikely that a suitable retail use can be secured. The types of use which could be suitable include ten-pin bowling and other large scale sessional facilities which can make use of the existing buildings such as bingo, laser games or indoor go-karting. Policy RTL 3 also indicates the requirement for all retail warehouse proposals to be considered against the criteria set out in Policy RTL 4 Assessing Applications for Retail Development.

#### **Policy RTL 4 Assessing Applications for Retail Development**

**In determining applications for Class 1 Retail Development as defined by the Town and Country Planning (Use Classes) (Scotland) Order 1997, the Council will consider, amongst other things, the following:-**

- 1) whether the proposal could be supported by the appropriate catchment population,**
- 2) the effect on the vitality and viability of existing shopping centres,**
- 3) the availability of suitable alternative sites in and around Town Centres,**
- 4) the extent to which proposals would be accessible to public transport and their effects on travel patterns by motor car,**
- 5) the suitability and impact of the proposal on the character and amenity of adjoining properties and the surrounding environment,**
- 6) detailed design elements such as building height, materials, positioning, and access for pedestrians and disabled people, and**
- 7) the provisions made for vehicular access, parking, and the proposals impact on pedestrian safety and traffic circulation.**

**Where specific design or site development briefs have been prepared by the Council for a particular site, development should be in accordance with their provisions.**

**All applications for retail development over 2500 square metres gross require to be accompanied by a Retail Impact assessment as do smaller scale proposals which the Council consider to have a potentially significant impact upon Town Centres, Secondary, Village and Neighbourhood Commercial Areas, either individually or cumulatively.**

- 5.80** Policy RTL 4 sets out the basic elements to be examined when determining applications defined under Class 1 of the Town and Country Planning (Use Classes) (Scotland) Order 1997. It should be noted that the Council will require to be satisfied that any proposals submitted should fulfil all of the criteria listed.
- 5.81** The Council is committed to ensuring that a range of retail services is available to satisfy the growing demands and aspirations of consumers within the Plan area. However, it is recognised that care must be taken to ensure that there is sufficient demand to justify additional floorspace. The scope for new provision is a function of the expected growth in retail expenditure and the level of



existing provision. Applicants will therefore be required to demonstrate the need for a particular development. However, even where a proven potential for additional retail floorspace exists, its scale and location must be carefully considered to ensure that development does not prejudice the vitality and viability of town and local shopping centres. These can be seriously undermined in circumstances where the scale of development is excessive or where developments are located at sites which compromise their performance.

- 5.82** Reducing the requirement to travel can make an important contribution towards minimising the damaging effects of motor vehicle emissions on the environment. One means of achieving this is to adopt patterns of land use which focus development at locations best served by existing transport infrastructure. The concentration of compatible land uses at such locations can also reduce unnecessary trips and encourage multi purpose trips. Peripheral or isolated locations tend to be more energy inefficient in this respect. Accordingly, the Council will look favourably on proposals which are well served by public transport and easily accessible on foot. This can help ensure that the full range of shopping facilities are readily available to all members of the community and not only those with access to a car. This is particularly important given the relatively low rates of car ownership across the Plan area.
- 5.83** While retail uses are generally acceptable within town centre, secondary, village and neighbourhood commercial areas, subject to the criteria set out in this policy, there are locations where this type of land use can be incompatible with adjoining uses. In residential areas where a proven need for local shopping facilities exists, proposals for new stores require to be carefully considered to ensure that development does not detract from the residential amenity of a particular neighbourhood. Careful design and siting are therefore required. In addition, retail developments should not result in the loss of marketable industrial land or prejudice the area's environmental or heritage resources. Green Belt sites are also regarded as inappropriate.
- 5.84** More generally Policy RTL 4 encourages developers to consider the importance of design in development proposals. This is important given that poorly designed proposals can be detrimental to the surrounding environment and reduce the attractiveness of town centre, secondary, village or neighbourhood commercial areas. Well designed shops on the other hand are not only better for the wider environment but can also make economic sense by increasing trade and enhancing the overall shopping experience.
- 5.85** To minimise potential conflicts or delay, the Council encourages all applicants to discuss their proposals in advance of submitting a planning application. The Council will adopt a flexible approach to matters of layout and design associated with shopping developments to avoid stifling or constraining new or innovative ideas. The Council see design guidance as an integral part of the development process and will assist those involved in improving the general environmental quality and image of the Plan area. Proposals which conflict with the surrounding environment, that is, are visually intrusive, result in traffic congestion, create a road safety hazard, or do not satisfy parking requirements, will generally be opposed. For large developments it is also important to ensure that the mix of uses is kept to a level appropriate to the surrounding area.
- 5.86** In circumstances where the Council has prepared specific design or site development briefs for particular sites, development shall accord with the detailed provisions contained therein. In addition the Council may require applicants to submit a Traffic Impact Analysis for proposals over 2,000 square metres gross floorspace or where significant transport impacts are likely. Guidance on Retail Impact Assessment will be issued as part of the Structure Plan process.

## **Policy RTL 5 Town Centre Areas**

**Within the Town Centre Areas identified on the Proposals Map, the Council will seek to protect and enhance their retail and commercial function by:-**

- 1) encouraging the improvement of existing Class 1 Retail floorspace and supporting the establishment of new retail uses, where appropriate,**
- 2) identifying and promoting the town centre development opportunities outlined in Schedule RTL1,**
- 3) adopting the comprehensive approach to improvement outlined in Policies RTL 2 and ENV 16,**
- 4) supporting Changes of Use to non-retail town centre uses, particularly to those included under Class 2 Financial, Professional and Other Services, where they reinforce and revitalise town centres, and**
- 5) accepting Changes of Use to Class 3 Food and Drink and the development of Class 11 Assembly and Leisure type developments in circumstances where they do not adversely affect the character and amenity of Town Centre Areas and accord with the provisions of Policy RTL 11 Bad Neighbour Developments.**

**In frontages where upper floors are suitable for residential occupation the Council will look favourably on their change of use to residential usage. Proposals which provide residential units on upper floors or on suitable gap sites will also be encouraged, where appropriate. As the nature of proposals for a new town centre at Ravenscraig is clarified, the Council will initiate a Study into the future role and function of Motherwell and Wishaw Town Centres. This will assist in determining longer-term policy measures to manage change within these centres.**

- 5.87** Town centres within the Plan area have experienced considerable investment over the past decade or so by the public and private sectors. This has been a key element in the wider process of urban regeneration and it is important to ensure that this process continues. The Council recognises that the retention and expansion of retail facilities is the basis for the success of most town centres. Policy RTL 5 is based on ensuring that this role is maintained by encouraging Class 1 retail uses as defined by the Town and Country Planning (Use Classes) (Scotland) Order 1997, either through the establishment of new retail floorspace via new development, or changes of use from non-retail uses. This approach will assist in consolidating the effectiveness of town centres by enhancing their attractiveness to shoppers.
- 5.88** Town centres not only act as focal points for retail and commercial activity but provide a focus for employment, transport infrastructure, social and leisure activities. These facilities are highly developed within the town centres of Motherwell, Wishaw and Bellshill where a diversity of uses serve to further enhance their attractiveness and help ensure their continuing viability. A broad range of ancillary land uses complement the primary retail function particularly on frontages where retail uses no longer dominate. In recognition of this complementary and supporting role, and in accepting that the attraction and viability of many town centres is a product of their diverse nature, the Council will accept changes of use to uses classified under Class 2 Financial, Professional and Other Services of the Town and Country Planning (Use Classes) (Scotland) Order 1997, in circumstances where this will reinforce and revitalise the role of town centres.
- 5.89** The attractiveness of town centres can also be heightened by accepting developments for uses which attract people into the centre during hours of trading and at night when activity in town centres decreases. Uses defined under Class 3 Food and Drink and Class 11 Assembly and Leisure type developments will therefore be considered favourable by the Council in circumstances where they do not detract from the existing character and amenity of Town Centre Areas.
- 5.90** Another means of enhancing town centres is to identify suitable development opportunities for a range of retail, commercial and other activities, promoting these where appropriate. This will be undertaken by the Council through Policies RTL 1 and RTL 7 of the Local Plan with town centre development opportunities shown in Schedules RTL 1 and RTL 7. The status of town centres can also be enhanced through town centre improvement initiatives and improvements to the management of town centres themselves.
- 5.91** The Council also recognises that, in the case of upper floor properties within Town Centre Areas suitable for conversion or change of use to residential usage, this will be acceptable where it

assists in engendering a sense of place to such centres. It provides greater security for ground floor premises, brings life back into an area often bereft of activity outwith shopping hours and ensures that properties are used to their maximum potential. Retail developments which provide residential units on upper floors and the development of suitable gap sites within Town Centre Areas for residential use will also be encouraged.

- 5.92** The development of a new Town Centre at Ravenscraig is a fundamental aspect of the Local Plan which will have implications for the role and function of existing town centres within the Plan area. It is important to ensure that as details of the retail component of the new town centre emerge, the Council takes action to assess how the new centre is impacting upon Motherwell and Wishaw. This commitment is set out in Policy RTL 1B and Policy RTL 5.

#### **Policy RTL 6 Secondary, Village and Neighbourhood Commercial Areas**

**Within the Secondary, Village and Neighbourhood Commercial Areas identified on the Proposals Map the Council will seek to:-**

- 1) encourage the expansion of Class 1 Retail floorspace where it can be demonstrated that such development is of an appropriate scale commensurate with the nature of the Commercial Area within which it is set,**
- 2) support other types of commercial activity such as Class 2 Offices, Class 3 Food and Drink and Class 11 Assembly and Leisure, where such development does not adversely affect the character and amenity of the relevant Commercial Area and accords with the provisions of Policy RTL 11**
- Bad Neighbour Developments,**
- 3) support the retention and provision of other uses which complement the role and function of Secondary, Village and Neighbourhood Commercial Areas, and**
- 4) improve the environment of such Areas through the measures outlined in Policies RTL 2 and ENV 16.**

**In frontages where upper floors are suitable for residential occupation the Council will look favourably on their change of use to residential usage. Proposals which provide residential units on upper floors or on suitable gap sites, will also be encouraged, where appropriate.**

- 5.93** Secondary, Village and Neighbourhood commercial areas not only complement the services of town centres but are the primary source of convenience goods and other services for residents who live within walking distance of such facilities. Their role is vital for those members of the community who do not have access to private cars or are disabled and as a consequence are unable to make journeys to larger centres or food stores to shop for their everyday needs. These commercial areas offer a mix of uses and are a fundamental part of community life. They often include houses, small businesses, post offices, newsagents, cafes or hairdressers.
- 5.94** Shops in smaller neighbourhood centres have suffered from changing retail trends and are finding it increasingly difficult to compete with large supermarkets and discounters. Although the Council recognises that some contraction in trade is inevitable, it is important to ensure that these uses are retained, particularly those which supply convenience products. To address this concern Policy RTL 6 has been formulated to protect those viable shops, which meet established local needs, and encourage the introduction of further retail floorspace within Secondary, Village and Neighbourhood Commercial Areas. However, it is also recognised that the introduction of large-scale retail outlets to centres of a limited size can prove damaging to their overall vitality and viability. This concern is highlighted in Policy RTL 6 which reflects the overall thrust of Policy RTL 1 which seeks to direct major retail development to the principal town centres. Accordingly, the Council will require to be convinced that new floorspace is of an appropriate scale commensurate with the nature of the Commercial Area within which it is set.
- 5.95** The vitality and viability of Secondary, Village and Neighbourhood Commercial Areas is largely the product of a diverse range of activities that take place within them. It is therefore important that the Council, through Policy RTL 6 seek to ensure that a mix of retail, commercial and leisure activities continue to exist within these Areas. This has the benefit of encouraging multi-purpose trips within such areas, and provides a customer base which can sustain a variety of businesses. Accordingly, Policy RTL 6 seeks to enable the development of other commercial activities such as Class 2 Offices, Class 3 Food and Drink and Class 11 Assembly and Leisure, where such development does

not adversely affect the character and amenity of the relevant Commercial Area, and accords with the provisions of Policy RTL 11 Bad Neighbour Developments. The Policy also recognises that there are other non-commercial uses that are generally appropriate within these Commercial Areas. These include uses found under Class 10 of the Use Classes Order 1997 such as religious buildings, crèches, nurseries and training facilities, small workshops and residential proposals which are also complementary to the nature of Secondary, Village and Neighbourhood Commercial Areas, these will also be supported subject to their accordance with the other policies set out in the Local Plan. Policy RTL 6 also highlights the need to encourage the overall improvement of these areas.

#### **Policy RTL 7 Office Development (Class 2)**

**The Council will seek to encourage Class 2 office development to locate within or adjacent to the established town centres of Motherwell, Wishaw and Bellshill. Proposals for office development outwith these areas will be acceptable where proposals serve a particular local need and are compatible with adjoining land uses.**

**Opportunities for office development identified in Schedule RTL 7 and shown on the Proposals Map will be actively supported, and where appropriate promoted by the Council.**

- 5.96** Service sector developments, particularly Class 2 offices, can play an important part in strengthening the role of town centres. In many cases this assists in maintaining existing retail uses by generating passing trade for retailers on town centre frontages. Centralising office based development also provides employment opportunities in areas well served by public transport, supporting the Council's approach to town centre development. Policy RTL 7 also reinforces the Local Plan's theme of urban regeneration by directing Class 2 office developments to the established town centres of Motherwell, Wishaw and Bellshill. (Class 4 developments are considered in Chapter 4 Business and Industry).
- 5.97** The Council also recognises that small scale office developments can enhance and improve the viability of village and neighbourhood commercial areas. They can also provide an important function serving the limited local needs of residents for banking, insurance, legal and professional services. Accordingly Policy RTL 7 identifies the circumstances where such development may be acceptable, that is, where it serves particular local Class 2 office requirements, is compatible with adjoining land uses and does not conflict with the policies set out elsewhere in the Local Plan. Development opportunities suited to Class 2 developments, listed in Schedule RTL 7 and shown on the Proposals Map will be actively supported and where appropriate, promoted by the Council.

#### **Policy RTL 8 Assessing Applications for Office Development (Class 2)**

**In determining applications for Class 2 Financial, professional and other services as defined by the Town and Country Planning (Use Classes) (Scotland) Order 1997, the Council will consider, amongst other things, the following:-**

- 1) the suitability and impact of the proposal on the character and amenity of adjoining properties and the surrounding environment,**
- 2) detailed design elements such as building height, materials, positioning, and access for pedestrians and disabled people, and**
- 3) the provisions made for vehicular access, parking, and the proposal's impact on pedestrian safety and traffic circulation.**

**Where specific design or site development briefs have been prepared by the Council for a particular site, development should be in accordance with the provisions contained within the brief.**

- 5.98** It is important that the Council gives developers advice on the criteria that are to be used when assessing planning applications for Class 2 office developments at an early stage in the development process, thus minimising uncertainty and engendering a sense of appreciation for design and the impacts of development on the surrounding environment.
- 5.99** Seeking to regenerate the town centres by directing new office development to appropriate locations is a key element of the Local Plan. However, the Council must ensure that the potential benefits

to be generated are not prejudiced by inappropriate siting and scale, poor design and a lack of consideration for access, parking and pedestrian safety. Policy RTL 8 addresses this concern and provides a means of communicating to developers the key criteria against which applications for new offices will be assessed.

- 5.100** Policy RTL 8 confirms that the Council will seek to produce a Design Guide for Commercial Frontages which all applications should accord with. It also emphasises the importance of complying with the terms and conditions of site or design briefs, in cases where these have been prepared by the Council for particular sites.

#### **Policy RTL 9 Other Commercial Uses**

**Where areas are highlighted on the Proposals Map for Other Commercial Uses, the Council will accept the continuation of such uses. While any changes of use or proposed new uses will be considered in light of the other policies contained within the Local Plan, particular regard should be given to their potential compatibility with surrounding land uses.**

- 5.101** Within the Plan area there are various land uses that are not easily categorised. These include uses such as pubs, clubs, car showrooms, garages, petrol stations and transport depots, some of which are known as sui generis within the Use Classes Order. Many of these are contained within town centres, village, neighbourhood or secondary centres or conform with surrounding residential or industrial areas. However, there are a number of such uses which do not fit easily into their surroundings or which are significant in scale. These are identified on the Proposals Map under Policy RTL 9. While this policy accepts the continuation of such uses, it also indicates the approach that the Council will take towards changes of use or new development proposals on such sites. Reference should be made to the detailed development control based policies contained within this, and other Chapters of the Plan for assessing particular types of new development such as housing, industry or retailing. In all cases, regard will be made to the appropriateness of proposals to the character of surrounding land uses.

#### **Policy RTL 10 Design Guidance for Commercial Frontages**

**In determining applications for alterations to the frontages of commercial properties the Council will take account of, amongst other things:-**

- 1) the overall impact of the proposal on the character and amenity of the surrounding shopping environment,**
- 2) sympathy of design with the original architecture of the building, and of adjoining properties,**
- 3) the consideration given to building materials, colour scheme, window size, and**
- 4) provision made for improving public access, security and lighting.**

**The Council will seek to prepare Design Guide for Commercial Frontages and thereafter all new frontage alterations shall conform to its terms and conditions.**

- 5.102** The Council recognises the importance of quality and design of shopfronts to the environment in which people work and shop. Shopfronts form a major part of the townscape in many areas and have a major effect on the quality of the environment. It is important, therefore, that any new shopfronts or proposed alterations to shopfronts are sympathetic not only to the design of the building they are part of but to surrounding properties and the overall visual and physical environment of the area. The details of any scheme, including signs, canopies, blinds, shutters and cash dispensers, must blend in with the physical and architectural environment.
- 5.103** Policy RTL 10 sets out the criteria applied by the Council when assessing applications for external alterations to commercial properties. It seeks to encourage designs that are in character with their surroundings, do not drastically alter the existing architecture of the building, and take account of access, security and lighting requirements. In addition, it attempts to reconcile the necessity of incorporating security measures such as roller shutters, with the need to enhance the aesthetic quality of the shopping environment. This will ensure shopping areas are more attractive places in which to live, work and shop, further enhancing their potential to attract and maintain shopping and related developments. In recognising the importance of design, Policy RTL 10 confirms that the

Council will seek to produce a Design Guide for Commercial Frontages which all applications should accord with.

**Policy RTL 11 Assessing Applications for Bad Neighbour Development**

**Hot food takeaways, amusement arcades, public houses and other forms of Bad Neighbour development should preferably be located in Town Centre Areas, Secondary, Village or Neighbourhood Commercial Areas. In assessing proposals for the establishment of such uses, the Council will consider, amongst other things, the following:-**

- 1) the impact of the proposal on the character and amenity of adjoining properties and the surrounding environment,**
- 2) the resulting mix of retail and non-retail uses,**
- 3) detailed design elements such as building height, materials, positioning, and access for pedestrians and disabled people, and**
- 4) the provisions made for vehicular access, servicing, parking, and the proposal's impact on pedestrian safety and traffic circulation.**

**5.104** Policy RTL 11 deals with bad neighbour commercial developments which include those uses that can often prove detrimental to the amenity of adjoining properties, particularly residential, and can also undermine the overall quality of the shopping environment. These include hot food takeaways, amusement arcades and public houses. A comprehensive listing of developments that are considered to be Bad Neighbour are included within the Schedule 2 of the Town and Country Planning (General Permitted Development) (Scotland) Order 1992. These types of uses are generally located in town centre, secondary, village and neighbourhood commercial areas and the Council will continue to ensure that these areas remain the preferred locations for such developments. Policy RTL 11 sets out the basic elements which the Council will consider when determining proposals for Bad Neighbour Developments.

**5.105** All proposals will be assessed on their potential impact on the character of the surrounding environment, with developments expected to complement the existing street scene and enhance the quality of the shopping experience. Those which conflict with the surrounding environment causing nuisance through noise, smells or litter; are visually intrusive, result in traffic congestion, create a road safety hazard, have unsociable hours of operation, or do not satisfy parking requirements will generally be opposed. It is also important to ensure that the mix of uses resulting from the addition of Bad Neighbour Developments is kept to a level appropriate to the area in question. Accordingly, the Council will not look favourably on applications where development might lead to an inappropriate mix of uses.







**INTRODUCTION AND POLICY CONTEXT**

- 6.1** In the Plan area a complex network of road, rail, and pedestrian routes have developed, enabling access to employment, shopping, social and leisure facilities. Whilst the Council is not directly responsible for the operation of public transport services, it has responsibility for the provision of roads infrastructure. The Local Plan has a role to play in ensuring that development is located in such a way as to make best use of infrastructure and services, and ultimately reduce the requirement to travel.
- 6.2** This Chapter outlines the important link between transport and land use, indicating how the Local Plan can influence the demand for transport and tackle concerns over the need to reduce adverse effects on the environment to accord with the concept of sustainability. Locations which are difficult to access are often less attractive to developers. Removing such constraint can assist regeneration, combat urban decay, reduce accidents, and assist isolated communities or particular groups, such as the disabled, access services and facilities.
- 6.3** Costs are imposed on the environment which are directly attributable to changing transport habits, increased demand for personal mobility and growth in car ownership. This can lead to congestion, reduced accessibility, increased travel times and locations being less desirable to developers.
- 6.4** Patterns of urban land use are becoming more dispersed. Greater physical separation between homes, places of work and shopping centres results in longer journeys for most activities. This in turn leads to increased pollution levels and is a wasteful use of energy.
- 6.5** If patterns of land use are to become more sustainable the need to travel must be reduced. This can be achieved by:
- focusing on urban regeneration and renewal
  - concentrating development in areas best served by existing transport infrastructure
  - bringing homes, jobs and services together
  - encouraging more sustainable modes of transport
- 6.6** However, it is essential that a balanced approach is adopted to ensure that the Plan area's economy continues to develop whilst at the same time reducing the negative effects of such development on the environment.
- 6.7** Since the publication in September 1998 of the Finalised Draft Local Plan, a number of other documents which have a bearing on Transportation Policy have been produced, including new Government guidance, the Glasgow and the Clyde Valley Joint Structure Plan 2006, and other new transportation strategies affecting the plan area. The Local Plan must, therefore, take account of any changes arising from such documents.
- 6.8** In 1998, The Scottish Office published the Integrated Transport White Paper Travel Choices for Scotland, which sought to produce an efficient, safe, clean and fair transport system which reflected the Government's commitment to sustainable development. The White Paper has since been followed by the Transport (Scotland) Act 2001, which contains a range of measures to ensure the provision of an integrated transport system, a number of which may have land-use planning implications.
- 6.9** Current Government planning guidance on transportation matters is contained in NPPG 17, Transport and Planning. This document promotes an integrated approach to land use, economic development, transport and the environment, and identifies a range of matters which should be addressed in local plans. An earlier NPPG, NPPG 9 The Provision of Roadside Facilities on Motorways and Other Trunk Roads in Scotland, notes that new Motorway Service Areas (MSAs) should not be less than 24 km from the nearest existing MSA; accordingly, there is no requirement to provide any additional MSAs within the plan area.

- 6.10** The 1995 Strathclyde Structure Plan contains revised policies relating to transport matters across the conurbation. The key aspects of policy include the need to:-
- minimise the increase in demand for travel by car
  - require Traffic Impact Assessments (TIAs) to be submitted to justify large new developments
  - improve public transport access, reduce long term parking, maximise turnover of spaces, and improve the comfort and safety for pedestrians and cyclists in town centres
  - give priority to a programme of Town Centre Action Plans (including Wishaw)
  - maintain an adequate supply and distribution of off-street short stay car parking
  - integrate local planning and traffic management to provide a comprehensive approach to the management of travel demand
  - making provision for bus priority measures on main bus routes
  - continue to co-ordinate and improve public transport services in rural areas in response to local need
- 6.11** The Glasgow and the Clyde Valley Joint Structure Plan 2000 also contains strategic transportation policies. Specifically, the Structure Plan requires the following measures to be included in local plans and Local Transportation Strategies:-
- The selection of sustainable locations for development which reflect their function and relative transport accessibility
  - Management Plans for Strategic Transportation Corridors (including links to the Central Corridor from Motherwell-Ravenscraig-Wishaw, and elements of two Circumferential Corridors)
  - Town Centre Action Plans (including Motherwell and Wishaw)
  - Parking policies setting appropriate maximum standards of provision, developing Park-and-Ride facilities and parking control zones.
  - The replacement Structure Plan also identifies a Strategic Transportation Network for the conurbation, which includes the A8/M8 upgrade, the provision of new rail stations at Ravenscraig and Mossend, the extension of the Carfin-Holytown Link Road and the improvements at Garrion Bridge.
- 6.12** Following local government reorganisation in Scotland, responsibility for transportation issues changed. Previously the Regional Council prepared a Transport Policies and Programmes (TPP) document on a regular basis. However, the requirement to prepare a TPP was removed on reorganisation and the new authorities have to prepare Local Transport Strategy Documents. The nature of this document differs from a TPP with the emphasis being on identifying transportation issues and on the maintenance and management of the existing transportation network. The Council has prepared a Local Transport Strategy, Delivering in Partnership which addresses three related aims of promoting a healthy society, an inclusive society and a prosperous society. The strategy identifies the fundamental need to establish effective partnerships among a range of bodies and groups in both the private and public sectors, in addition to the community.
- 6.13** Strathclyde Passenger Transport (SPT) has also prepared a Public Transport Strategy for its area, with the goals of supporting a sustainable economy, promoting social inclusion and improving the environment. In order to achieve these goals, the strategy identifies seven objectives, which include an increase in the use of public transport, better integration of the public transport network, a land use system which is better integrated with public transport, and the provision of adequate access by public transport to employment and other facilities for socially excluded groups and communities. The strategy recognises the importance of effective joint working between SPT and a number of bodies, including planning and roads authorities, to ensure the implementation of the strategy.
- 6.14** The upgrading and maintenance of the road network in the Plan area is dependent on sufficient finance being available. Local Authority finance both for infrastructure maintenance and improvement has been limited in recent years, but current budgetary proposals show increased resources in the short-to-medium term. It is important therefore that a clear programme of maintenance and improvement is developed and rolled forward through documents such as the Transport Strategy Document in parallel with Scottish Government programmes. It is also important to maximise financial leverage from other sources including the European Community, Lottery, as secured for improvement works at Garrion Bridge, and the private sector.

## TRENDS IN TRANSPORTATION

- 6.15** One of the most far reaching changes has been the dramatic increase in personal mobility brought about by increased car ownership, although considerable variations remain within the Plan area from less than 30% in Craigneuk to almost 83% in Tannochside. Taxis play an important role for shopping and social trips particularly in areas where car ownership is low. Comparative figures for the main mode of travel in North Lanarkshire for all journeys in 2003/2004 are provided in Table 6.1.

**Table 6.1 Mode of Travel to Work/Place of Education – North Lanarkshire and Scotland**

	Mode of transport (% named as main mode for all journeys)						
	Walking	Car or Van Driver/Passenger	Bicycle	Bus	Taxi Mini Cab	Rail	Other
<b>Scotland</b>	<b>15</b>	<b>53</b>	<b>16</b>	<b>1</b>	<b>10</b>	<b>2</b>	<b>1</b>
<b>North Lanarkshire</b>	14	50	19	0	10	4	2

- 6.16** Approximately 23,700 people who live in North Lanarkshire travel outside the local authority area to work (17% of the total population). Nearly half of such commuters travel to Glasgow, while 18% of the 'in' commuters come from Glasgow. A quarter of all 'out' commuters travel to South Lanarkshire, while 43% of those travelling in come from South Lanarkshire. The 3rd largest source of commuter generation is the Lothian's including Edinburgh, 11% of all 'out' commuters go to Edinburgh, while 6% of in commuters come from the capital. Similar to the pattern across Scotland as a whole, nearly 70% of people in North Lanarkshire stated that their main mode of travel is in low occupancy vehicles; either driving or as a passenger in a private car. Reducing this figure is the key to reducing the congestion currently experienced on the key road network and in Town Centres. Table 6.1 shows the currently low levels of cycling as a mode of transport. A key aim of national and regional transport policy and the North Lanarkshire Cycling and Walking Strategy is to promote cycling as part of a sustainable package of transport modes and solutions.
- 6.17** Travel to work forms a key aspect of any transport system. Over half of North Lanarkshire residents in employment or studying travel to work/study by car as the driver. This is slightly higher than the Scottish figure of 50%. The proportion travelling by car as a passenger is also higher than the Scottish average (11% compared to 8%). The proportion of people walking to work / study is significantly lower in North Lanarkshire compared to Scotland as a whole (9% compared to 14%). Clearly there is a large potential for mode shift to increase the proportion of travel by public transport, cycling and walking, and significant scope to reduce congestion and the impacts of the car by influencing travel.

### Existing Transport Networks and Facilities

- 6.18** A network of transport links exists in the Plan area to service a range of requirements. At the top of this hierarchy, regionally and nationally significant road and rail routes cross the Plan area, connecting it to the Glasgow conurbation and beyond. The Plan area has one Motorway Service Area at Harthill serving traffic flowing both east and west on the M8. Main distributor roads with higher capacities link the larger town centres to their catchment populations and to major roads. District and Traffic distributor roads and pedestrian footpaths complement this network and connect local communities to shops and services.
- 6.19** The deregulation of bus services, coupled with the privatisation of the former national bus companies has brought greater competition to routes. Private operators provide a range of services locally and to locations outside the Plan area. However, emergent problems include a lack of co-ordination between bus and rail services, passenger confusion over the large number of operators, frequent route and timetable changes, the poor quality of public transport services on certain routes and difficulties of travelling outwith standard working hours. Reduced patronage has resulted, doing little to reduce the use of cars.
- 6.20** The West Coast Glasgow to London rail line passes through the Plan area providing direct Inter City links to most parts of Britain. Local passenger services are operated by ScotRail on behalf of Strathclyde Passenger Transport (SPT) serving 10 stations and two rail lines. Unfortunately only 3% of residents use trains to travel to work.

- 6.21** Most walking trips are made for recreation or as a means of travelling to shops or to access other transport modes. Conditions for walkers vary considerably from centre to centre. In Wishaw, traffic and pedestrians share the same thoroughfare where the environment is poor in terms of fumes, traffic noise and road safety hazard. Pedestrianisation proposals have been considered for some time to tackle these problems. Motherwell on the other hand is pedestrianised around Brandon Parade, while Bellshill contains only a short length of traffic-free space which connects Main Street and John Street.
- 6.22** Freight services within the Plan area are concentrated at Mossend. The development of the Eurocentral terminal at Mossend has reinforced the Plan area's importance as a transport centre, enabling North Lanarkshire to tap into European market opportunities, improving the competitive advantage of the area. Significant development opportunities associated with the proposed freight village and other developments in the vicinity of Newhouse West will also be presented.
- 6.23** There are a number of services provided to aid access for the mobility impaired, such as Dial-a-bus. It is important that such services are developed and retained. Many buildings create access problems, especially for those who have mobility difficulties, such as parents with young children, the elderly and people with physical disabilities. Legislation goes some way towards ameliorating these problems, making it mandatory for all new and refurbished public buildings to make appropriate provision for the needs of the disabled. In spite of this, examples of poor design abound to hinder freedom of movement e.g. inappropriately placed street furniture, a lack of wheelchair ramps or poor entrance lighting. A fundamental consideration therefore, is the need to ease access to and within buildings, bringing access issues to the attention of developers and the public alike to promote the principle of equal access in all new developments.
- 6.24** A lack of formal cycling facilities such as cycle tracks or cycle lanes within the Plan area discourages cycling to work, as does adverse weather, congested roads and dangerous cycling conditions. Nevertheless cycling is becoming increasingly popular as a recreational pursuit and increasingly important in helping the reduction of Carbon Dioxide emissions. The Council wherever possible will examine, support and promote provision of facilities to encourage the use of cycles both for recreational purposes and as a means of transport.
- 6.25** Traffic management can refer to specific projects such as parking restrictions and traffic signalling or to more comprehensive schemes involving a range of measures such as one-way streets, road closures, signal linking, pedestrianisation and rear servicing. These schemes are designed to promote efficiency and effectiveness in the road networks by improving safety, assisting the operation of public transport, reducing congestion and improving environmental conditions.
- 6.26** Rear servicing schemes enable traders to load goods without disrupting traffic or pedestrian movements on main thoroughfares. The only centre with a comprehensive rear servicing scheme is Motherwell. In Bellshill and Wishaw only the larger stores have rear servicing facilities. Loading for all other properties is done on-street, causing congestion and delay for through traffic. While scope exists to provide schemes for properties in Wishaw town centre, opportunities in Bellshill are more limited due to physical constraints.
- 6.27** Traffic calming is a specific design technique applied to reduce the speed of traffic, thus reducing the number and severity of accidents. It can assist in providing a safer pedestrian environment, particularly in residential areas. Measures which can be introduced to existing roads or incorporated within the design of new developments include ramps and humps, rumble strips, chicanes, the introduction of tight bends and lower speed limit zones. North Lanarkshire Council now requires the layouts of new residential developments to incorporate appropriate traffic calming measures, and as part of wider road safety and traffic management initiatives, the Council will be promoting 20mph zones in all residential areas.

#### **Parking**

- 6.28** Conflict exists between the need to provide adequate parking which can maintain and enhance the viability of town centres and the need to deter travel by private motor car. One method of deterring travel by car is to limit parking opportunities, thus making unessential journeys by car less desirable. However, a balance must be achieved in parking provision to ensure that shoppers will continue to use town centres, and in recent years new car parks have been provided, and others improved, in Wishaw and Bellshill.

- 6.29** Many people are unable to use public transport, or find it difficult to do so, because of disability or infirmity. It is therefore important that those who rely on the motor car because of such difficulties are able to park in locations which are convenient for the facilities they wish to use. While some car parks contain reserved parking in specially marked bays, many others have no such provision or only a limited number of spaces. It will therefore be necessary to identify those areas where disabled parking provision is inadequate, in terms of number and location of spaces, with a view to correcting any shortfalls and improving the level and quality of provision.
- 6.30** The use of public transport can also be increased where it is integrated with parking facilities. In the case of passenger rail services, many of the Plan area's stations have Park and Ride facilities where travellers can leave their cars at the station.

#### **FUTURE TRANSPORT REQUIREMENTS**

- 6.31** There are constraints to development which require to be overcome and opportunities as yet unrealised which may require the provision of additional transport infrastructure. Increasing volumes of traffic on roads has led to congestion, delay and road hazard. These difficulties are expected to worsen as traffic volumes increase.
- 6.32** The upgrading of the A8 to motorway standard between Newhouse and Baillieston has been proposed for a number of years. This length of road is part of the main link between Glasgow and Edinburgh and is the only remaining non-motorway part of this major route. The A8 corridor between Baillieston and Newhouse has a multi-function role, the combination of strategic and local roads, together with associated high levels of local, regional and long distance traffic seriously impairs the safety of road users and pedestrians. Furthermore the poor road and junction layouts result in severe traffic congestion. The upgrading of the A8 between Baillieston and Newhouse would reduce delays for through local traffic, improve road safety, and allow safe access for local movements including those from planned developments such as Eurocentral and Ravenscraig. Completion of the M8 will provide a major boost for people and businesses by reducing existing delays on the A8, the A725 and at Shawhead Junction. These improvements can also act as a catalyst for development of an enhanced network of pedestrian and cycle routes including linkages to regional routes.

Following the findings of a study of the A80, M74 and A8 transport corridors in central Scotland, the Scottish Executive reported its conclusions in the document "Central Scotland Transport Corridor Studies Decisions" in January 2003. Executive Decision 3 in that document stated that the A8 between Baillieston and Newhouse would be upgraded to a dual three-lane equivalent motorhead standard, with preparatory work to start immediately. Major maintenance works were subsequently carried out on the A8 between Baillieston and Newhouse to reconstruct the carriageway, provide hard shoulders and safety barriers and improve slip roads and overbridge; the works began in 2002 and were completed in 2005. The completion of the scheme preparation is due by 2008/09. It is currently anticipated that the scheme will be constructed and open by 2012.13.

- 6.33** Congestion is also experienced at a number of key junctions in the plan area, particularly on the M74 at Junction 5 (Raith Interchange) and Junction 6 (Hamilton/Motherwell), at the Garrion Bridge Junction of the A71 and A72, and at Shawhead Interchange on the A8.
- 6.34** The Carfin - Holytown Link Road provides access from the A8 to the Ravenscraig site. Detailed traffic modelling studies suggest that a completed link road between the A8 and the M74 would not be strategically significant, that is, it would do little to improve cross regional traffic flows, would be expensive to construct and would be affected by proposals at Garrion Bridge. It is therefore unlikely that a major new road link to the M74 would be constructed.
- 6.35** While the need for a high cost direct linkage between the M8 and M74 is therefore becoming increasingly more difficult to justify, there is undoubtedly a need to alleviate traffic problems in this area through a programme of improvements to existing roads, junctions and related transport measures. What is certain is that with very little spare road capacity in the South Motherwell - Wishaw area, remedial action will be required by the turn of the decade to resolve increasing congestion, pollution, and declining accessibility which are likely to serve to limit the take up of development opportunities and the overall regeneration efforts in this area.
- 6.36** Additional infrastructure will also be required to serve the transport requirements of major new developments such as Newhouse West, the Eurocentral freight terminal and Ravenscraig. The Ravenscraig Master Plan 1997 identified the need for a Spine Road, operating as a District

Distributor road connecting to Airbles Road and the Carfin-Holytown link, construction of which commenced in 2000 and was completed in 2002.

## KEY ISSUES

**6.37** A number of issues arise from the Policy Context, the Consultative Draft document and the resulting representations. These are set out below and form the basis for the environmental policy which follows.

- the means by which the damaging effects of road traffic on the environment can be minimised
- the need to reduce congestion on key routes and at key junctions, particularly M74 Junctions 5 and 6, A8/A725, and Garrion Bridge
- the need to facilitate the redevelopment of the former Ravenscraig Steel Works by improving road and rail access, particularly the upgrading of the Carfin-Holytown Link Road, improvements to the Chapelhall Interchange on the A8, the provision of a new link to Airbles Road
- the need to improve traffic flow, servicing, parking provision and pedestrian circulation through and around town centres
- the means by which travel on public transport can be improved, encouraged and integrated with other modes of travel
- the means by which local access within the South Motherwell - Wishaw area can be improved
- the need to reduce congestion on the A8 by upgrading to motorway standard and subsequent management of development pressures in the A8/M8 transport corridor
- the need to ensure that the access requirements of residents to shopping facilities, places of employment, leisure and community facilities are adequately catered for, particularly for those with impaired mobility
- the need to ensure sufficient finance is available to implement the Plan's policies
- the need to carry out a programme of maintenance to existing infrastructure to alleviate future problems.

## POLICIES

**6.38** The following policies aim to balance the potentially serious environmental damage associated with the growth of motor vehicle transport with requirements to improve accessibility to the Plan area and encourage economic growth. They are prefixed with the initials TR and are accompanied by a detailed explanation or reasoned justification.

### **Policy TR 1 Overcoming Access Constraints**

**The Council will encourage measures to overcome identified access constraints and to enable the realisation of the development proposals contained within the Local Plan.**

- 6.39** In spite of its advantageous location to the strategic motorway, road and rail networks, parts of the Plan area, particularly around South Motherwell and Wishaw, suffer from poor accessibility. This is not only due to congestion on existing through routes, but relates to a lack of suitable linkages to the strategic road network and to poor access to individual sites. The Council is concerned over the negative effects of access constraints for the regeneration of the economy in general and the progression of individual development opportunities. The redevelopment of the Ravenscraig site will also depend upon the extent to which access to the site can be enhanced. The need to improve the quality of existing roads has been shown in areas such as bridge strengthening with the Council undertaking a programme of improvements to bridges thus removing one development constraint from many sites.
- 6.40** To ensure that access constraints do not prejudice the development opportunities set out in the Local Plan, the Council has formulated Policy TR 1 in recognition of the important relationship between accessibility and economic development. Well planned access improvements can act as a stimulus to development, raising the profile of the Plan area and assist in the effective and efficient flow of traffic. Policy TR 1 expresses the Council's desire to encourage measures which overcome access constraints whilst at the same time balancing this with the need to encourage, in many ways, a sustainable transport system.

## **Policy TR 2 Environmental Impact of Transport**

**The Council will seek to reduce the environmental impact of transport by:-**

- 1) promoting a transition to more sustainable modes of transport,**
- 2) seeking improvements to public transport infrastructure, and**
- 3) encouraging the concentration of compatible land uses thus reducing the requirement to travel.**

- 6.41** While recognising the advantages of enabling development and improving the economic competitiveness of the Plan area by developing transport infrastructure as described in Policy TR 1, the Council is conscious of the damaging effects of transport on the environment. Air pollution, noise and the loss of natural environments tend to be closely associated with the development of transport networks, particularly road traffic. To ensure that these effects are reduced and that measures to improve accessibility do not result in adverse environmental conditions, Policy TR 2 specifies the steps which are to be taken by the Council to protect the environment.
- 6.42** Given the key role of motor vehicles in accelerating damage to the environment it is important that the Council focus attention on reducing the need to travel by this mode of transport. This can be achieved by promoting a shift to more sustainable travel modes such as public transport, cycling and walking. Improvements to the public transport network are required and are advocated in Policy TR 2.
- 6.43** Another means of lessening the negative environmental effects of transport is to reduce the requirement to travel. The Council can achieve this through the allocation of land for different land uses since concentrating compatible uses can reduce unnecessary trips. This approach is advocated in Policy TR 2 which also establishes the Council's desire to support a more sustainable pattern of land use whereby increasingly dispersed patterns of development will be discouraged.

## **Policy TR 3 Rail Services and Infrastructure**

**The Council recommends to the rail transport authorities and operators, including Strathclyde Passenger Transport, that to maintain and improve the Plan area's railway infrastructure and services they:-**

- 1) progress schemes for the provision of new stations at Mossend, Fallside, Eurocentral and Ravenscraig as shown on the Proposals Map,**
- 2) engage in a joint project with the Council to undertake environmental improvements and the provision of improved pedestrian access, bus links and Park and Ride facilities at Motherwell Station, and encourage environmental improvements at Wishaw Station,**
- 3) investigate the potential for additional Park and Ride facilities in conjunction with the Council,**
- 4) investigate the potential for upgrade of rail facilities for Eurocentral, and progress the electrification of the Glasgow/Edinburgh line via Shotts.**

- 6.44** In recognition of the requirement to promote more sustainable forms of travel and to overcome problems of under use on the rail network, it is necessary to ensure that existing infrastructure and services are maintained to a suitably high standard. This will assist in the attraction of additional passengers and help maintain the viability of current services. To ensure that these objectives are realised, the Council, by means of Policy TR 3, recommends to the rail transport authorities and operators, including Strathclyde Passenger Transport that they maintain and enhance rail infrastructure and services. This can be achieved by progressing schemes for the provision of new stations at Mossend, Fallside, Eurocentral and Ravenscraig as shown on the Proposals Map to enable the expansion of the existing network to service areas of major development, such as the major industrial area at Newhouse West and the redevelopment of Ravenscraig, areas not adequately catered for at present.
- 6.45** Policy TR 3 also reflects the Council's concern over the requirement to enhance Motherwell Station which is in need of environmental improvement, better access and adequate parking provision. North Lanarkshire Council's Local Transport Strategy, Delivering in Partnership, recognises the potential for a strategic interchange at Motherwell Station, and proposes a package of measures to improve links to, and parking at, the station. To ensure that these works can be carried out effectively the Council recommends that a joint project be undertaken with SPT. The Council's concern over the need for environmental improvements at Wishaw Station is also expressed in Policy TR 3.

**6.46** In recognition of the benefits to be accrued by integrating transport modes and to further encourage greater use of rail services, the Council is anxious to ensure that SPT investigate the potential for additional Park and Ride facilities at stations in order to encourage car passengers to make more use of rail services. A recommendation in respect of this is also included within Policy TR 3. The Council also recognises the importance of the provision of rail services to the expanding industrial area of Eurocentral and Policy TR 3 emphasises the need for investigation into future needs, in addition to the recommended passenger station there. This policy also expresses the Council's desire for the electrification of the Glasgow/Edinburgh line via Shotts to be progressed to improve services for local residents and enabling more people to travel into the Plan area. The various rail and public transport infrastructure improvements being promoted by the Council are included in Schedule TR 3 Rail and Public Transport Infrastructure.

#### **Policy TR 4 Bus Services**

**The Council recommends to Strathclyde Passenger Transport that they continue to subsidise bus services in the Plan area, particularly those which serve rural and deprived areas. Where appropriate the existing bus route network should be extended to serve the areas of new development shown on the Proposals Map.**

**6.47** Bus services are an important component of the transport system providing transport for a large proportion of the Plan area's population. The Council is aware of this and of the significance of the bus in providing a more sustainable alternative to travel by private car. Bus services are particularly vital in areas not served by rail, where car ownership is low, or in communities which are isolated from service or employment centres. In such areas a number of service routes only operate because they are subsidised by Strathclyde Passenger Transport (SPT). Policy TR 4 recommends that the subsidy of services continues to ensure as wide a coverage of service routes as possible throughout the Plan area, especially in rural and deprived areas where there are few alternatives.

**6.48** Policy TR 4 also aims to ensure that where new development occurs it is adequately serviced by bus operators and therefore recommends that SPT extend the route network, where appropriate, to take account of new development areas identified in the Local Plan and shown on the Proposals Map.

#### **Policy TR 5 Development of Strategic Roads**

**The Council seeks to improve the efficiency and effectiveness of the strategic road network serving the Plan area by:-**

- 1) recommending that the Scottish Government gives priority to upgrading the A8 to motorway standard between the Baillieston and Newhouse interchanges as shown on the Proposals Map,**
- 2) recommending that the Scottish Government investigates and tackles the causes of congestion at Junction 5, Raith Interchange, of the M74,**
- 3) investigating and tackling, in partnership with South Lanarkshire Council, the causes of congestion at Junction 6, Hamilton/Motherwell, of the M74, and**
- 4) supporting the upgrading of the Chapelhall Interchange on the A8, to improve accessibility to the Ravenscraig site through participation in the A8/M8 Multi Modal Corridor Study currently being undertaken by the Scottish Executive.**

**6.49** Areas which are served by an efficient and effective strategic road network tend to be more attractive locations for investment and development than areas isolated from trunk roads and motorways. Although parts of the Plan area are well located with regard to such strategic routes, problems of traffic congestion and delay along the A8, which forms its northern boundary are becoming commonplace, particularly during peak travel times. This serves as a constraint to the realisation of development opportunities across North Lanarkshire as a whole.

**6.50** The Scottish Government has recognised the traffic problems associated with the A8 and has decided that the issues involved require more detailed investigation in the form of a multi-modal corridor study. This study will consider the situation across all modes of transport, with a view to providing a package of improvements to support an integrated transport infrastructure, although upgrading to motorway has not been ruled out. The Council accepts that an integrated approach to the transport problems affecting the A8 is required, but considers that the upgrading of the road



to motorway standard is consistent with the wider aims of integrated transport, and would bring significant road safety and economic benefits to the area. The future development of this part of the plan area was considered by the Council in 1997 in the M8/A8 Corridor Interim Land Use Strategy, and it is the Council's view that the completion of the motorway link (and the consequential improvements to existing 'problem' junctions as at Shawhead, which lies just outside the Plan area) is required to provide safe and effective traffic movements in the area. Given the significance of this road, in local, regional and national contexts, Policy TR5 recommends that the Scottish Executive gives priority to the upgrade, ensuring that the potential benefits on offer can be realised over the period of the Local Plan.

- 6.51** One of the major roads which runs through the Plan area is the M74, the main west coast connection from Glasgow south to join the M6. Two junctions on the M74, Junction 5 Raith Interchange and Junction 6 Hamilton/Motherwell, experience congestion at peak times and when major events are running in the adjacent Strathclyde Park. Two studies have recently been undertaken firstly into Junction 5 (M74/A725) and secondly, into Hamilton Road/Airbles Road junction of the A723/B745. The study into Junction 5 expressed the need for improvements to the traffic signals and additional warning signs plus special signal operation during events at Strathclyde Park. The study of Hamilton Road/Airbles Road concluded that only limited improvements could be achieved in the short term through improvement works.

#### **Policy TR 6 Ravenscraig Access Improvements**

**The Council will seek to initiate and support improvements to the public transport and road networks which are required in association with the redevelopment of the former Ravenscraig site, including:-**

- 1) improvements to Airbles Road and Windmillhill Street,**
- 2) the construction of a link to the site from Airbles Road,**
- 3) the provision of a new station within the site,**
- 4) the upgrading of the Carfin-Holytown Link Road to Dual Carriageway,**
- 5) the upgrading of the Chapelhall Interchange on the A8, and**
- 6) improvements to the junction at Hamilton Road/Airbles Road.**

- 6.52** The Council supports the proposals put forward in the Ravenscraig Master Plan for the redevelopment of this site for a number of different uses including a potential new town centre, housing, business, leisure and civic facilities. To allow this to happen, access to the site needs to be improved and Policy TR 6 aims to facilitate the regeneration of the site through improvements to existing access and provision of further road and rail infrastructure.
- 6.53** The Master Plan for the redevelopment of the Ravenscraig site recognises the need for improvements to roads linking the site to the strategic road network, particularly the need for improvements to the main route from the M74 into the site via Airbles Road and Windmillhill Street. It also identifies the need for a new direct link road into the site from Airbles Road connecting to a new spine road through the site and north onto the Carfin - Holytown Link Road, which has recently been suggested for upgrading to Dual Carriageway. In addition, the Council supports the provision of an improved junction on the A8 at Chapelhall Interchange to provide more effective access to the site as part of the A8/M8 Multi Modal Corridor Study; it should be noted that part of the land which would be required for the improved interchange lies outwith the Plan area. The Master Plan also identifies the need for a new station within the site to strengthen the public transport provision for those without access to a car and encouraging the use of public transport.

#### **Policy TR 7 South Motherwell - Wishaw Transport Improvements**

**In order to improve traffic congestion and stimulate development opportunity in the South Motherwell - Wishaw area the Council will:-**

- 1) develop proposals for traffic management in and around Wishaw Town centre,**
- 2) in partnership with South Lanarkshire Council support improvements to the junction of the A71 and A72 at Garrion Bridge, and**
- 3) initiate further research into traffic congestion in this area.**

- 6.54** Congestion and poor accessibility are major problems facing large areas of south Motherwell and Wishaw, where shortcomings in the road network continue to hamper traffic movement both internally and externally, with access to the M74 being extremely difficult. The Council is keen to ensure that poor accessibility does not become a major barrier to economic development, nor does it impair the development potential of an array of development sites found in this locality. In terms of the housing land supply, the potential of sites with a capacity of around 600 dwellings in South Wishaw could be enhanced if accessibility were to be improved.
- 6.55** As set out in Schedule TR 8, the Council is developing a comprehensive package of traffic management proposals to alleviate congestion in Wishaw Town Centre. In addition, the Council has been working in partnership with South Lanarkshire Council to improve the Garrion Bridge junction of the A71 and A72. Finance was secured from the Challenge Fund and other sources for the improvements which incorporate a circulatory system over the river, new road alignments and traffic management measures, work commenced in 2000 and were completed in 2002.
- 6.56** The issues noted in paragraph 6.52 above were highlighted by the M74/M8 Link Road Study which suggested that such a link would be expensive to construct and would not be strategic. Moreover, as the conversion of the Carfin - Holytown Link Road to Dual Carriageway would provide a sufficient link to enable the realisation of the development potential on the former Ravenscraig site, the justification for major expenditure as suggested in the M74/M8 Link Road Study is limited. Environmental concerns over the impact of the preferred route, which could cause major visual intrusion and damage to farmland and woodland on the Clyde Valley are also important considerations. These emphasise the need to undertake further research to identify alternative means such as the upgrading of Airbles Road and Windmillhill Street to tackle the traffic problems in South Motherwell - Wishaw which will worsen considerably over the Local Plan period.
- 6.57** The research referred to in Policy TR 7 would aim to identify a range of measures which might address the Council's concerns identifying packages of measures such as further dualling at Airbles Road/Windmillhill Street or junction improvements like those at Hamilton Road/Airbles Road, Motherwell. Options could then be selected and programmed in accordance with the regeneration priorities established by the Council.

#### **Policy TR 8 Development of Local Roads**

**The Council will maintain and enhance the local road network by:-**

- 1) initiating an examination of measures required to alleviate traffic congestion including developing proposals for traffic management in Wishaw town centre,**
- 2) preparing Town Centre Action Plans,**
- 3) undertaking a Programme of rear servicing and access improvements to commercial properties along Main Street, Wishaw as outlined in the Council's General Services Capital Programme, identified by Policy ENV 16 and shown on the Proposals Map,**
- 4) encouraging the provision of a new road link from the Ravenscraig site to Airbles Road at an early stage of its redevelopment,**
- 5) implementing the Motherwell Town Centre Link Road as shown on the Proposals Map, and**
- 6) bringing forward additional projects which meet road safety, traffic management and environmental considerations.**

- 6.58** Local roads serve a key function in allowing traffic to flow efficiently and effectively. They connect shopping centres and industrial areas to their population catchments and also facilitate movement into and out of the Plan area. This can serve to increase the attractiveness of the Plan area for investment, thus encouraging its regeneration. In recognising the importance of maintaining the local roads network, the Council has devised Policy TR 8. This recognises the fundamental role played by the Council as roads authority, maintaining and enhancing the local road network.
- 6.59** The local roads network can be enhanced in a number of ways, principally by implementing roads schemes. Policy TR 8 reflects current commitments by identifying the Motherwell Town Centre Link Road and Wishaw town centre traffic management proposals.
- 6.60** Motherwell town centre has benefited from traffic management schemes to relieve congestion and segregate traffic from pedestrians. However, serious problems still exist in Wishaw town centre where the quality of the Main Street has been detrimentally affected by severe congestion. This has undermined the potential of the centre. Policy TR 8 establishes the Council's approach to enhance

the quality of Wishaw town centre by reducing the effects of road traffic on one of the Plan area's principal shopping and service centres.

- 6.61** A Town Centre Action Plan initiative is being pursued by the Council. This offers an opportunity to address the problems facing a number of North Lanarkshire's town centres. The Council's commitment to producing such a Plan for Wishaw is reflected in Policy TR 8, and the detailed proposals for its implementation will be subject to ongoing assessment as the Action Plan progresses.
- 6.62** To improve traffic management within and around Wishaw town centre the Council has made a commitment to undertake work to provide service courts to the rear of properties along Main Street as part of the Council's General Services Capital Programme. These sites are identified as Environmental Improvements under Policy ENV 16. The first phase of the environmental improvements to provide rear servicing and dedicated car parking to the properties on Main Street was completed in 2003.
- 6.63** Policy TR 8 also reflects the Council's desire to ensure additional projects continue to be brought forward to meet the traffic requirements generated by new developments proposed within the Local Plan. The Policy also raises the need to ensure that future roads developments meet road safety, traffic management and environmental considerations. Particular consideration should be given to measures which help improve safety at accident blackspots within the Plan area. The various road infrastructure improvements being promoted by the Council are included in Schedule TR 8 Development of Local Roads.

#### **Policy TR 9 Bellshill Town Centre Traffic Improvements**

**The Council will seek to improve traffic management in Bellshill town centre, improving traffic circulation and pedestrian facilities and enhancing the environment, following the conclusion of a Study of traffic movements within and through the town centre and the movement of traffic through Orbiston.**

- 6.64** Localised traffic congestion occurs, notably at the junction of Main Street and Motherwell Road as north - south traffic meets traffic flowing through the town centre. This causes delay and increased pollution associated with slow moving or stationary traffic. As a result the environmental quality of the centre for both shoppers and local residents is reduced. The Bellshill Town Centre Development Strategy (1992) supports this view and identifies localised congestion as a key weakness of the town centre. A survey and analysis of traffic movements within and through the area has been carried out, and a number of options will be the subject of public consultation with a view to improving circulation, alleviating congestion and improving the attraction of the town centre; Policy TR 9 also addresses the issue of traffic movements through the Orbiston housing area.
- 6.65** The reduction of traffic on Main Street also presents an opportunity to undertake significant improvements to the town centre's principal through road. The possibility of reducing the carriageway width on this road to accommodate parking bays and environmental improvements should be considered as part of the Study. The Council recognises that traffic management improvements can help secure a number of environmental improvements as set out under Policy ENV 16 of the Local Plan.

#### **Policy TR 10 Traffic Calming**

**Where appropriate, and necessary, to improve road safety and discourage inappropriate use of residential roads, the Council will consider the introduction of traffic calming measures to create a safer and more inviting environment by:-**

- 1) examining the need, and potential, to initiate such measures on existing adopted roads within the plan area,**
- 2) requiring developers to include traffic calming provisions where appropriate as part of their development proposals, and**
- 3) investigating the potential for Village Gateway schemes at appropriate locations on the main road network.**

- 6.66** The safety of pedestrians is a paramount concern of the Council, and it is recognised that the road safety records of certain parts of the plan area are unsatisfactory. It is also recognised that there are residential areas which are adversely affected by vehicles using their streets as short-cuts, to avoid busier roads elsewhere. This brings unnecessary traffic into housing areas, to the detriment of

local amenity and pedestrian safety. Policy TR 10 will seek to ensure that measures can be taken to discourage unnecessary traffic and improve local safety where speed-related accidents are an issue.

- 6.67** One tried and tested means of achieving these objectives is to introduce traffic calming measures to reduce vehicle intrusion such as road humps, road narrowing, pedestrian crossings and strategically placed street furniture. These are aimed at reducing traffic speed and discouraging rat running i.e. using minor roads as short cuts to avoid delays on the principal road network. The Council has also participated in a national trial of low-cost advisory 20 mph limits in residential areas, and it is understood that the Scottish Executive is giving consideration to new legislation to assist councils to promote lower speed limits in particular areas.
- 6.68** The Council can ensure that for new developments, particularly those which require the provision of additional roads or parking provision, the needs of pedestrians are taken into account in the design of proposals. To this end Policy TR 10 requires developers to include traffic calming provisions, where appropriate, as part of their development proposals.
- 6.69** Policy TR 10 also recognises the potential for the provision of Village Gateway schemes at the principal points of entry to small settlements, using specially designed features to identify to drivers that they are entering a community and to encourage speed restraint. It is recognised that such measures will not be appropriate on all types of road or at all entrances to small settlements, and it is therefore the Council's intention to investigate where it will be suitable to develop these schemes.

### **Policy TR 11 Car Parking**

**The Council will seek to ensure that adequate off-street car parking is provided particularly within or adjoining Town Centre Areas by:-**

- 1) safeguarding existing car parks where appropriate,**
- 2) accepting the temporary use of derelict/vacant sites for car parks, and**
- 3) undertaking an examination of car park provision and management in and around existing town centres and, if appropriate, determine locations for additional car parks.**

**Developments which result in the loss of car parking spaces will only be acceptable where an oversupply exists or where appropriate replacement spaces are provided elsewhere within or adjoining the town centre. Where car parks are identified as surplus to requirements the Council will encourage their allocation to appropriate alternative uses.**

- 6.70** The provision of car parking facilities has a significant impact upon the attractiveness of town centres. Poor parking provision can act as a constraint to investment, eroding shopping facilities and encouraging expenditure leakage to other centres. The Council recognises the threat posed to town centres which are currently being undermined by adverse economic circumstances, poor environmental conditions and competition from larger centres such as Glasgow, Hamilton and East Kilbride. To ensure that parking does not act as a constraint to the regeneration of town centres, the Council through Policy TR 11 will ensure that adequate off-street parking provision is provided. This can also provide a better environment for shoppers through reducing hazards associated with on-street parking and can facilitate improved traffic management regimes.
- 6.71** To ensure that adequate parking spaces are provided, the Council will safeguard existing car parks. However, in circumstances where oversupply exists, or where appropriate alternative facilities are provided in or around the town centres, proposals which result in their loss may be acceptable subject to the policies set out elsewhere in the Local Plan.
- 6.72** Other means of maintaining an appropriate level of car parking includes the development of new car parks, and a number of schemes have been carried out in Bellshill and Wishaw, with further car parks proposed for improvement. This is contained within Policy TR 11 and shown on the Proposals Map, as is the Council's intention to allow the use of derelict and vacant land for temporary car parking where shortages are identified. The Council also expresses its commitment to undertaking work to examine car parking provision in or around town centres through this Policy. This will determine whether additional provision is required and the most appropriate locations for car parks. The Council recognises the need to examine a package of measures including provision of spaces, management of parking through controls such as time limits and the possible use of charging, traffic management and public transport development.

## **Policy TR 12 Cycling**

**The Council will seek to improve facilities for cyclists by:-**

- 1) taking account of the needs of cyclists in the design of new roads proposals and traffic management schemes,**
- 2) supporting the development of the Glasgow to Edinburgh cycle route as shown on the Proposals Map,**
- 3) identify and develop, where funds are available, safe routes for cycling, and**
- 4) requiring developers to include facilities for cyclists as part of their development proposals where appropriate.**

- 6.73** The Council is aware that cycling is an inherently sustainable mode of travel which involves few environmental costs and is also an important recreational pursuit. However, facilities for cyclists are very poor. There are few formal tracks or routes within the Plan area, with most cyclists forced to travel on existing roads which are not designed to accommodate them; at present, the only road with a formal cycle-way as part of its design is the new Ravenscraig Spine Road. The Council is keen to improve the provision of cycle facilities as part of its commitment to promote more sustainable forms of transport and ensure the safety of cyclists. To achieve this, Policy TR 12 establishes the means by which facilities are to be improved during the life of the Local Plan.
- 6.74** The Council recognises that to improve facilities for cyclists it is necessary to take account of their specific requirements when designing new roads schemes and traffic management programmes.
- 6.75** Opportunities to introduce formalised cycling facilities to the Plan area are currently presented in proposals to extend the Edinburgh to Glasgow Cycle Route which runs between Viewpark and Uddingston. The Council will support the development of this route as shown on the Proposals Map through Policy TR 12. The Council will also, where resources allow, seek out, construct and promote safe routes for cycling.
- 6.76** Scope also exists for the Council to ensure the provision of appropriate facilities for cyclists in new development proposals by requiring developers to take account of the needs of cyclists. This requirement is also set out in Policy TR 12.

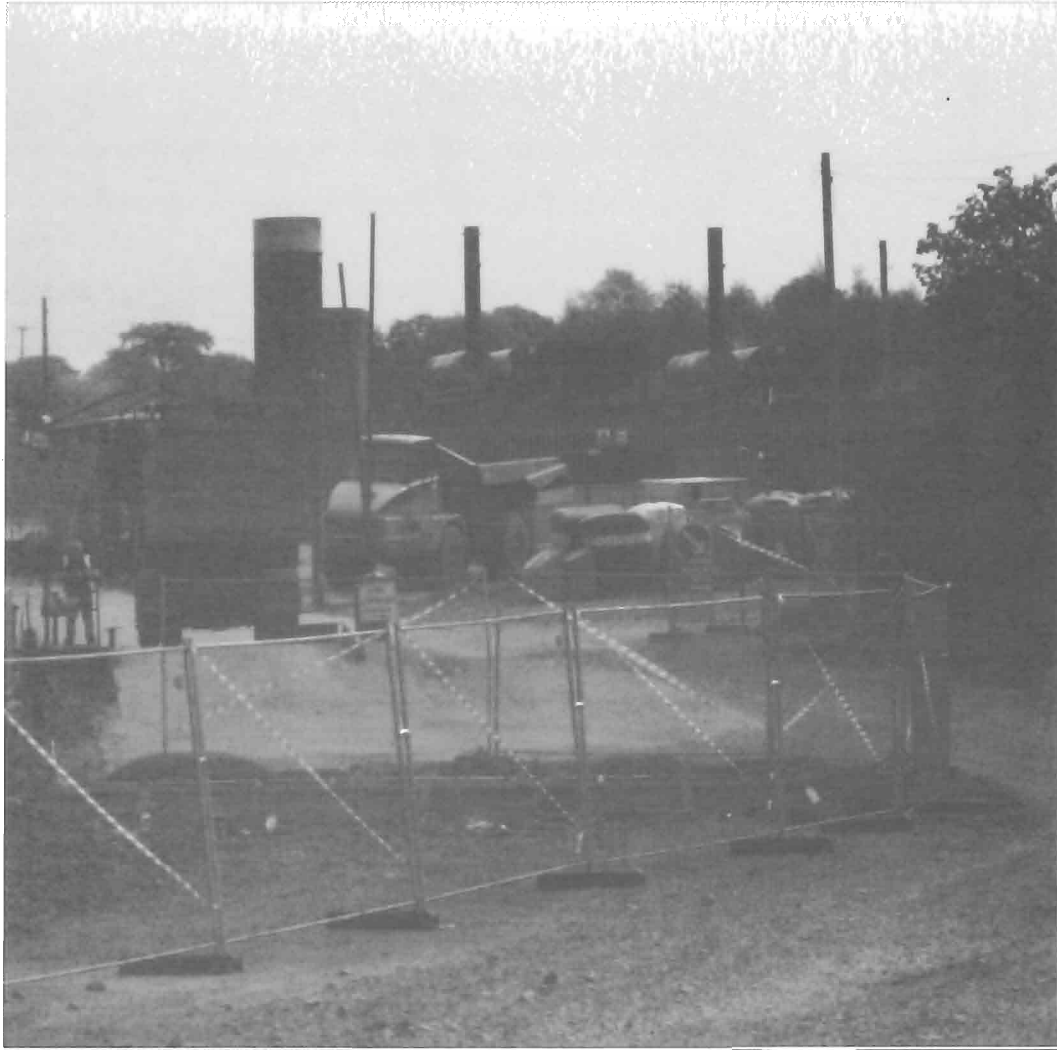
## **Policy TR 13 Assessing the Transport Implications of Development:**

**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.**

**In appropriate circumstances the Council will require the provision of a Transport Assessment to accompany development proposals.**

- 6.77** One important function of the Local Plan is to give prospective applicants and developer's advice on the factors to be considered by the Council when determining planning applications. Policy TR 13 has been devised in recognition of this requirement and is intended to set out key development control and design guidance criteria.
- 6.78** This Policy reflects the Council's desire to ensure that all developments which generate traffic do not detrimentally effect the environment or adjoining land users. This supports the principles set out in Policy TR 2. Considerations regarding road safety are also significant as are the provisions made for access, parking and vehicular movements within and without a particular site. Moreover, in circumstances where significant levels of traffic are generated, the Council will require the provision of a Transport Assessment to accompany development proposals.
- 6.79** Policy TR 13 also expresses the Council's desire to ensure that developments satisfy the requirement to promote access for all, particularly to ensure that the needs of the disabled or those with access difficulties are suitably addressed.



## CHAPTER 7 MINERAL EXTRACTION AND WASTE MANAGEMENT

### INTRODUCTION

- 7.1** Mineral extraction has been a significant land-use activity within the Plan area in recent years. Unlike other land uses, the extraction of minerals can only be carried out where the resources exist and these locations are often concentrated within rural areas. The potential for environmental impacts is therefore significant. For this reason, it is essential that proper controls are in place. This will help to ensure that both perceived and real threats to the environment from the longer-term consequences of quarrying and the shorter term impacts of opencast mining extraction are considered in the context of society's needs to make use of finite mineral resources.
- 7.2** Waste disposal is an issue that is often associated with mineral extraction and often shares the same high profile within the perception of the public and the media. In land-use terms, there is a link between mineral extraction and the traditional method of waste disposal, i.e. landfill. Hard rock excavation often creates voids that can be suitable for landfill if the location and nature of the operation is acceptable in environmental terms. While this Chapter will directly address the landfill aspects of waste disposal, cognisance will also be given to emerging waste strategies and the requirement to develop alternative methods of disposal within a waste hierarchy.
- 7.3** Although not a major employer, these activities provide local jobs and some spin off benefits to local companies, such as those who supply earth moving vehicles, haulage facilities and contract landscaping works.

### Sustainability

- 7.4** An important thread running through all policy advice and guidance is the need to apply the principles of sustainability to all development proposals, including that of mineral extraction and waste disposal. Sustainable development is defined for the purposes of the Local Plan in paragraph 2.3 of Chapter 2 The Environment. Mineral extraction, being an irreversible activity, cannot meet all of the aims of sustainable development, however, the relevance of sustainability in terms of mineral extraction can be tackled in the following ways: -
- minimising environmental damage during extraction by good working practices and high quality restoration
  - protecting areas of critical landscape or nature quality from extraction proposals
  - encouraging the re-working of mineral waste sites where appropriate
  - protecting finite natural resources from sterilisation
- 7.5** To aspire to the overall aims of sustainability in terms of waste disposal, the following points should influence the preparation of policy:-
- Proximity - waste should be handled as close as possible to the point of production
  - Regional Self-Sufficiency - Structure Plan areas should generally seek to provide adequate provision for their own area
  - Precautionary Principle - where in doubt, precautions taken now may prevent problems from appearing at some time in the future
  - Polluter Pays - in land use terms, it is the responsibility of developers (including landfill operators) to deal with the environmental effects of their actions
  - Best Practicable Environmental Option (BPEO) - decisions on waste disposal developments should allow for developments that offer least damage and or most benefit to the overall environment, both in the short and long term
  - SEPA National Waste Strategy
  - The emerging Area Waste Plan

## **POLICY CONTEXT**

- 7.6** The Local Plan takes account of National Policy guidance and reflects the strategic policies of the Glasgow and the Clyde Valley Joint Structure Plan 2006. A comprehensive appraisal was contained in the Consultative Draft Local Plan. However, since the production of this document there have been a number of key changes in the relevant policy context for minerals.

### **Primary Legislation**

- 7.7** The legislative framework controlling mineral extraction is derived from the primary legislation of the Town and Country Planning (Scotland) Act 1997 and the Planning and Compensation Act 1991. These controls are reinforced by other primary legislation, which is administered by The Health and Safety Executive and The Scottish Environment Protection Agency. Section 96 of the Environment Act 1995 requires the Council to review and monitor older mineral planning permissions with the aim, where possible, of upgrading the terms of the planning permissions in line with current standards. The one active review site within the Local Plan area, Blairhill Quarry, is currently under review with new conditions expected to be confirmed in the near future.
- 7.8** Due to the size and nature of most mineral operations, planning applications are submitted with the benefit of an Environmental Statement under the terms of the Environmental Assessment (Scotland) Regulations 1999. All new proposals for sites in excess of 25 hectares will require the submission of a full Environmental Statement.
- 7.9** The use of land for waste disposal requires planning permission under the Town and Country Planning (Scotland) Act 1997. Planning permission is a pre-requisite of licensing under the Environmental Protection Act 1990 (EPA), therefore, the two systems of planning and waste disposal site licensing work together. By the time a licence is applied for under the EPA, the planning matters relevant to the site's suitability for waste disposal will have been satisfactorily resolved, leaving the detailed control of operations to the site licensing authority, administered by the Scottish Environment Protection Agency (SEPA).
- 7.10** It is also the responsibility of the Planning Authority to implement the planning provisions of the 1994 Waste Management Licensing Regulations. In particular, it states that local plans should formulate detailed policies and proposals which address waste disposal sites and installations. Subsequent changes in legislation and guidance mean that, in certain cases, such policies would be premature in advance of the new Area Waste Plans.  
National Advice and Guidance
- 7.11** With reference to mineral extraction, NPPG 4 Land for Mineral Extraction gives advice on the considerations which planning authorities should take into account when preparing development plan policies and determining planning applications. Planning Advice Note (PAN) 50, Controlling the Effects of Surface Mineral Working, gives advice to both Planning Authorities and operators of mineral extraction sites on the best available means to ensure that the most significant impacts associated with mineral extraction, including noise, dust and impact on air quality, traffic and surface and ground water are kept to acceptable levels.
- 7.12** In 1998, the Government published NPPG 16: Opencast Coal and Related Minerals. This reflected the concern of many that stricter controls were required to protect communities and the environment from the potential adverse impacts of opencast coal extraction. In particular, it identified the following as a test which such proposals must comply with:-
- Is the proposal environmentally acceptable, taking into account the use of conditions and or agreements to mitigate adverse impacts?
  - If not, are there any local, or community benefits related to the proposal which sufficiently outweigh any material risk of disturbance or environmental damage?
  - If a proposal fails both of these tests then it must be refused unless there are exceptional circumstances. The provisions of this Guidance should be incorporated into local plan policy.
  - NPPG 16 effectively supersedes those sections of NPPG 4 which refer to opencast coal, leaving NPPG 4 to provide a general framework for the provision of indigenous raw materials.
- 7.13** The Coal Authority, whose role lies partly in the processing and issuing of extraction licenses, oversees the opencast coal industry. A change to the allocation of such licences, including the



removal of the 250,000 tonne ceiling on licences for private operators, has been one of the reasons behind an overall trend for fewer and larger sites.

**7.14** In relation to waste management, NPPG 10 Planning and Waste Management published in 1996, acknowledges that the planning system should take full account of waste disposal developments and it emphasises the need to encourage recycling whenever possible. The key function of the Planning Authority in this respect is the protection of environmental quality, which complements the powers of the pollution control authority (SEPA), and allowing the waste management industry to provide facilities of a high standard for future needs. NPPG 10 states that local plans should:-

- identify sites consistent with the most recent waste disposal plan
- include policies for waste management facilities
- encourage development which assists in the reduction, re-use and recovery of waste
- provide for facilities as close as is reasonable to the source of waste production
- taking into account the safeguarding of the natural and built environment
- make provision for civic amenity sites and, as appropriate, re-cycling centres
- provide standards for landfill site restoration, aftercare and after-use

**7.15** In 1999 SEPA published the National Waste Strategy: Scotland, with the aim of providing a national framework within which the amount of waste Scotland produces could be reduced and for treating that waste which we continue to produce in a more sustainable way. It is through the Strategy that waste management requirements and the requirements of a number of European Directives will be implemented. The Strategy sets out the broad objectives and approaches to waste management and gives guidance on strategic areas of search and selection criteria related to proposals for such facilities. All structure and local plans are to take account of this Strategy in order to provide a context for dealing with individual proposals for waste management facilities.

#### **The Glasgow and the Clyde Valley Joint Structure Plan 2006**

**7.16** The Glasgow and the Clyde Valley Joint Structure Plan 2006 updates the strategic policy framework, within which demand for minerals will be provided, through the extension of supplies at existing operational sites, or in the locations identified in Local Plans. Search Areas are identified within the Plan, which are subject to Strategic Policies, aimed at promoting and safeguarding identified environmental resources, infrastructure and sustainable transport. Proposals will also be judged in terms of need and economic, social or environmental benefits brought by the development.

**7.17** The Plan has concluded that there is sufficient supply of hard rock within the Plan area to safeguard the requirement for a ten year supply and has identified search areas for opencast coal, two of which, Shotts and Morningside, fall within the area covered by the Local Plan.

**7.18** The Joint Structure Plan recognises that the Area Waste Plans, developed as a requirement of the National Waste Strategy, will provide policies and guidance for specific types of waste management facilities. Until such policies are in place, proposals for waste management facilities should be justified in similar terms to proposals for mineral extraction.

#### **MINERAL RESOURCES WITHIN THE PLAN AREA**

##### **Coal Extraction**

**7.19** Mineral extraction has been a significant land use activity within the Plan area, with over 100 planning permissions being granted over the last 25 years. Most of the remaining coal reserves lie in the eastern part of the Plan area, with significant reserves known to exist in the Leadloch/Badallan area to the east of Shotts. These areas are currently being investigated by operators and are within the Shotts search area identified on the emerging structure plan. Coal has a wide market area with steady demand from the industrial, domestic and energy (power station) markets.

##### **Brick Making Clay**

**7.20** There are associated fireclay (and, less commonly, blaes) resources with most coal deposits. The demand for this product is a localised due to the requirement for short travel distances between the material source and the brickworks. There is currently a 10 year supply of clay available to the only brickwork in the area and with most known reserves associated with opencast coal extraction it is likely that the supply will be maintained for the life of this plan.

### **Mine Water Rebound**

- 7.21** Within parts of the Central Scotland Coalfield, a hydrological occurrence is taking place known as mine water rebound, defined as the return of the local water table to a level which existed prior to deep mining taking place. Unfortunately, this rebounding mine water often contains impurities which have been released from the rock strata through the mining process, the most common of which is iron oxide, commonly known as red ochre. This event can lead to the contamination of watercourses and the saturation of ground, which can result in localised flooding.
- 7.22** Problems of mine water rebound are currently being experienced in the Allanton area, associated with the former Kingshill Collieries. This has resulted in North Lanarkshire Council having to incur considerable expenditure in the improvement of the surface water drainage system to minimise the possibility of flooding adjacent to dwellinghouses, and in the decontamination of ground already affected by the 'ochreous' discharges. The Council will monitor the position in the Allanton area with a view to carrying out any remediation works which might be deemed appropriate.

### **Quarry Operations**

- 7.23** Many of the issues relating to quarrying are similar to those of opencast coal extraction, but with two key differences. Firstly, timescales are often measured in decades instead of years and secondly, the completed quarry site will normally take the form of a large void. Both of these factors need to be taken into account when formulating policy.
- 7.24** Tam's Loup Quarry, located to the west of Harthill, is fully operational and provides significant local employment. Although it supplies whinstone for building projects, its main market is in the provision of road making materials for the central belt of Scotland. The site has planning permission for the extraction of material until 2008.
- 7.25** Full time production at Blairhill Quarry, located to the north west of Harthill, ceased in 1988. However, production can be recommenced at short notice. The site has reserves with planning permission of some 9 million tonnes with the potential for more commercially workable reserves in adjacent areas. This quarry is in a remote location in the north east of the Plan area with reserves which merit protection. However, any expansion would be subject to the usual environmental concerns, particularly the impact of additional traffic on the road system and the amenity of nearby residents.
- 7.26** The Council has no objection, in principle, to considering the limited removal of stone as part of a proposal for opencast coal extraction so long as appropriate restoration levels can be achieved. The extraction of several different minerals in one operation, subject to meeting normal environmental criteria, will arguably be closer to meeting the aims of sustainability. A key factor in these sites is the timescale, which is far shorter than most rock quarrying operations.

### **Bing Reclamation**

- 7.27** The area's industrial past has left its own legacy of mineral deposits; including ash, slag and blast furnace filter cake bings. Many bings have been rehabilitated and more recent workings have been carried out under mineral consents by private companies interested in recovery of the bing materials. Such reclamation works can contribute towards the aims of sustainable development. Those waste deposits which are unsuitable for re-working, usually due to their location, composition or their ecological importance, can be landscaped or conserved, depending on individual circumstances.

### **Sand and Gravel**

- 7.28** Current sand and gravel reserves in the regional market area are more than adequate to meet the foreseeable needs of the end users. While there are known reserves in the Allanton/Stane basin these are no longer identified in the emerging structure plan and due to the character, appearance and location of this area, it is unlikely that a suitable location for sand and gravel extraction could be found.

## **Peat Extraction**

- 7.29** While there are identified areas of peat bogs in the eastern part of the Plan area, commercial exploitation for horticultural purposes has never been proposed. Some of these areas are likely to be of conservation interest. Local Plan Policy ENV 12 outlines the Council's policy on peat extraction.

## **Waste Management**

- 7.30** Auchinlea Landfill site, a former sandstone quarry, off the A73 north of Bellside, Cleland is the only publicly operated disposal point for domestic and commercial wastes within the Plan area, with a capacity which should allow its use until 2011. In addition, there are a limited number of consented private sites providing additional capacity for private disposal. Due to the Plan area's location, on the edge of the conurbation, it is possible that there will be pressure from outlying areas to increase landfill capacity. There is clearly a need, therefore, to create a set of policies that will prevent the area from suffering the problems associated with landfill, whilst allowing such development where significant benefits are on offer.
- 7.31** Other forms of waste disposal which may be suggested as alternatives to landfill over the Plan period are more incineration facilities (tyres, clinical waste - with or without energy production), autoclaving (clinical waste), pyrolysis, gasification or cryogenic treatment (suitable for waste tyre disposal). All of these forms of disposal are environmentally controversial and involve some waste residue, which will require a landfill waste disposal point. Proposals for such developments would be considered as premature, in advance of preparation of the Area Waste Strategy, should they be designed to serve a wider area than that covered by this Plan.
- 7.32** In line with national advice, the Council is committed to minimising the need for waste disposal and the re-cycling of waste where this is possible. A key element of the National Waste Strategy is the Landfill Directive, which requires progressive diversion and reduction of Municipal Solid Waste away from landfill to suitable alternatives. The Council has already established a number of re-cycling centres and would wish to see additional facilities being provided as part of new developments.

## **KEY ISSUES**

- 7.33** A number of key issues have been identified from this section of the Local Plan, which will require to be addressed. These are:-
- the need to allow necessary mineral extraction, landfill and waste management proposals to proceed without any undue effects on the quality of life of nearby residents and the wider environment
  - the need to balance the opportunities for the extraction of mineral resources against those for longer term conservation
  - the identification of suitable areas for mineral extraction which avoid environmentally sensitive areas
  - maximising opportunities for after use, particularly through the encouragement of restoration which incorporates more diverse and well wooded landscapes which are beneficial to the needs of the environment, economy and nearby communities
  - the avoidance of the sterilisation of mineral resources by permanent development
  - the further investigation into the issues relating to mine water rebound with a view to arriving at a long term solution
  - the need to encourage the provision of additional recycling facilities throughout the plan area
  - the need to ensure that proposals for new waste disposal methods and facilities accord with the guidance contained in the National Waste Strategy and emerging Area Waste Plans

## **POLICIES**

- 7.34** The following Policies are a guide to the way in which the Council will deal with its mineral reserves and waste disposal requirements during the period of the Local Plan, taking into account the matters highlighted earlier in the Chapter and the identified Key Issues. These are prefixed with the initials MIN and contained in the following text which is also accompanied by a detailed explanation or reasoned justification.

### **Policy MIN 1 Mineral Resources**

**The Council will seek to satisfy market demands for minerals in a manner which is consistent with the overall environmental aims of the Local Plan by:-**

- **directing mineral extraction activities to appropriate locations within the Plan area, and**
- **resisting proposals for permanent development which would sterilise mineral deposits suitable for extraction.**

- 7.35** Policy MIN 1 reflects the fact that minerals are a non-renewable resource and that their protection is both in the national interest and that of the local economy. Market need will vary according to the specific mineral.
- 7.36** Opencast coal workings contribute towards the needs of power generation, industry and the domestic market and as an indigenous source of energy it offers considerable security of supply. The market for aggregate minerals is very localised, as transportation costs militate against distant market penetration. Existing consented supplies are likely to satisfy market demand for the Plan period.
- 7.37** Where permanent development is proposed in areas of known mineral reserves, the developer will be required to consider extraction (with subsequent consolidation) prior to development or provide evidence either that the minerals are unsuitable for extraction or that such workings would be contrary to the criteria set out in Policy MIN 5.

### **Policy MIN 2 Preferred Area for Opencast Coal Extraction**

**The Council will seek to direct proposals for opencast coal extraction to the Preferred Area shown on the Proposals Map. However, such proposals will only be acceptable where it can be demonstrated that they accord with the terms of Policy MIN 5.**

- 7.38** The Preferred Area for opencast coal extraction has been identified taking into account the general policies relating to all mineral extraction. This also takes into account the known 'search areas' previously notified to the Council by the Coal Authority and contained in the Glasgow and the Clyde Valley Joint Structure Plan 2006. It should be noted however, that these are broad areas where opencast coal extraction may be acceptable. A full assessment of proposals within these areas is still required against the terms of Policy MIN 5 to demonstrate that there are no unacceptable consequences of such development. Areas of workable coal exist outwith the Preferred Area identified on the Proposals Map, and any proposal to extract coal will require to be justified against the criteria listed in Policy MIN 5.
- 7.39** The area to the east of Shotts contains significant coal reserves. For the most part it consists of farmland, but it also includes the old Southfield Colliery bing, substantial tree belts in its south east corner and a Site of Importance for Nature Conservation (SINC) comprising mainly raised bog land (but also including the above noted bing) adjoins the site. Any proposed re-working of the bings must be accompanied by a detailed account of their nature conservation value and a justification for their removal. Proposals should take account of the contribution that the tree belts make to the landscape character of the area. Additionally, proposals should identify their likely effect on the raised bog area, which makes up most of the SINC. The issue of screening will be important given the close proximity of the A71.
- 7.40** Further reserves are located to the north east of Shotts primarily under areas of commercial woodland, which gives the opportunity of retaining appropriate screening. The area is relatively remote from population centres, however, there is a SINC lying partially within the site which will require to be fully assessed for its nature conservation value.

### **Policy MIN 3 Hard Rock Quarry Operations**

The existing supply of land with planning consent for the winning and working of hard rock will generally not be extended other than at existing quarries. All proposals to extend the supply of rock will be assessed against the following criteria which are derived from NPPG 4:-

- 1) The need to ensure a 10 years forward supply of hard rock (taking into account any extant planning permissions),
- 2) The environmental implications of the proposal, including the impact on landscape quality, visual amenity, nature conservation and watercourses;
- 3) The impact of the proposal on the residential amenity of nearby communities;
- 4) The effect on highway safety and traffic improvements, and the scope to utilise rail freight;
- 5) The potential cumulative impact when considered with other mineral extraction operations;
- 6) The nature of the proposed working methods, including timescales, measures for screening and aftercare; and
- 7) Satisfactory proposals for after-use.

The Council will refuse planning permission for hard rock quarry operations that fail to satisfy the above assessment

- 7.41 There are adequate rock supplies available within the Plan area to satisfy demand for the next 10 years and any new quarries will be resisted. Any proposals to extend supplies will be directed in the first instance, to existing sites such as Blairhill Quarry. Blairhill Quarry, although not working at the moment, has reserves of some 9 million tonnes. At current production rates this represents eleven years supply. Potential for expansion southwards may also exist thereby releasing further reserves. Focusing on existing quarries in this way may be considered to be sustainable and help to minimise disturbance that may be associated with such operations. It should be noted however that any proposals for quarry operations will be subject to a full assessment against the criteria set out in Policy MIN 3.

### **Policy MIN 4 Reworking of Mineral Waste Deposits**

Planning applications for mineral extraction by bing reclamation shall be considered against the following criteria which are derived from SPP 16 :-

- 1) the environmental implications of the proposal, including the impact on landscape quality, visual amenity, nature conservation and watercourses,
- 2) the impact of the proposal on the amenity of nearby communities,
- 3) whether the proposal allows for the long term improvement to the appearance and function of the site and maximises community benefit,
- 4) the nature of the proposed working methods, including timescales, measures for screening and aftercare, and
- 5) the effect on highway safety, traffic movements and scope to utilise rail freight.
- 6) The potential cumulative impact when considered with other mineral extraction operations

The Council will refuse planning permission for mineral extraction proposals that fail to satisfy the assessment criteria carried out in terms of Policy MIN 4.

- 7.42 The Plan area still has a number of mineral waste sites, which may have potential for re-working. Removal and utilisation of these wastes, subject to normal environmental considerations and the requirements laid down in Policy MIN 5, could reduce the demand for naturally occurring resources, and at the same time remove dereliction and contribute towards the aims of sustainable development. There are however, some bings where any benefits accrued through their removal would be offset by the loss in nature conservation interest. Applications for the reworking of bings should therefore be accompanied by an assessment of their value in terms of nature conservation.

## **Policy MIN 5 Assessing Applications for Mineral Extraction**

**Planning applications for mineral extraction by quarrying, opencast methods or bing reclamation shall be considered against the following criteria which are derived from SPP 16 :-**

- 1) the environmental implications of the proposal, including the impact on landscape quality, visual amenity, nature conservation and watercourses,**
- 2) the impact of the proposal on the amenity of nearby communities,**
- 3) whether the proposal allows for the long term improvement to the appearance and function of the site and maximises community benefit,**
- 4) the nature of the proposed working methods, including timescales, measures for screening and aftercare, and**
- 5) the effect on highway safety, traffic movements and scope to utilise rail freight.**
- 6) The potential cumulative impact when considered with other mineral extraction operations**

**The Council will refuse planning permission for mineral extraction proposals that fail to satisfy the assessment criteria carried out in terms of Policy MIN 5.**

**Applications for opencast coal extraction also require to be considered in light of the Preferred Area identified in Policy MIN 2. There will be a general presumption against such proposals outwith this Area.**

- 7.43** The Council recognises the many and varied impacts, which are often associated with the extraction of minerals by opencast, quarrying or bing reclamation. These will be assessed as part of the planning application process and with reference to Policy ENV 5 Assessment of Environmental Impact.
- 7.44** Any mineral extraction proposals affecting, either directly, indirectly or cumulatively, sites containing ecological, archaeological, scientific or cultural interest, (including vulnerable and or protected species) and ancient monuments or listed buildings, will be considered under the terms Policies ENV 18, 20 and 21. Often sites may contain elements of interest, which may not qualify as being of special interest, but which, nevertheless, make a positive and significant contribution to the landscape or nature conservation value of the site and its surroundings. Examples include mature tree belts and water features.
- 7.45** Extraction depths are generally below the natural water table, which necessitates pumping to the nearest watercourse. Coal processing may be undertaken at the site and may involve washing, all of which must be carefully controlled to avoid coal and soil particles entering local burns and rivers.
- 7.46** The need to screen unattractive elements of mineral workings is of particular importance. Whilst it is not possible to hide such workings completely, they will be more likely to be acceptable when they cannot be seen clearly from main traffic routes and key viewpoints. All proposals, and particularly those in prominent locations, must be capable of being integrated as far as possible into the surrounding landscape, and should be adequately screened by contoured and seeded bunds and/or forward planting. There are still a number of unsightly reminders of the industrial past within the Plan area and former underground mining works at shallow depth have often resulted in areas of land which are incapable of being developed at reasonable cost; extraction by opencast method can address such problems. Whilst recognising this, the Council also accepts the importance of conserving the natural, built and local heritage.
- 7.47** The Council recognises that proposals for mineral extraction can have significant adverse effects upon local communities unless adequate methods of controlling noise, dust, visual intrusion, traffic movements and blasting are put in place. Residents of communities close to proposed mineral workings are often concerned about the possibility of a reduction in their amenity. Similarly there are concerns that the health of nearby residents can be affected by proximity to sites, and although no causal link has been proven, the perception of such problems can be a material consideration.
- 7.48** The Council considers that the potential for adverse impact on residential amenity will decrease as the distance from an operation increases. Accordingly, in line with Government Guidance (NPPG 16), site boundaries within 500 metres of a community irrespective of which local authority jurisdiction they fall within (e.g. Fauldhouse) are not likely to be acceptable as they can pose a threat to local

amenity. However, the topography, the nature of the landscape, the respective location of the site and the nearest community in relation to the prevailing wind direction and visibility may justify the distance being tailored to local circumstances and a greater or lesser distance may be justified. In the interests of clarity, the term community refers to a grouping of more than 10 houses, including any adjoining community facilities and recreational areas.

- 7.49** There are still a number of unsightly reminders of the industrial past within the Plan area and former underground mining works at shallow depth have often resulted in areas of land which are incapable of being developed at reasonable cost; extraction by opencast method can address such problems. Whilst recognising this, the Council also accepts the importance of conserving the natural, built and local heritage.
- 7.50** Opencast operations can allow for improvements to the landscape quality and after use of the restored site. In particular, proposals may offer benefits in terms of increased woodland cover, the enhancement of retained features of interest and the introduction of new and desirable after uses (such as informal recreation and public access).
- 7.51** The way in which a site is worked can have a significant effect on its overall success and the degree to which it impacts on the overall environment. Full details of phasing, hours of operation, likely traffic generation levels, etc. should be submitted and taken into account when assessing the proposal.
- 7.52** Restoration should follow quickly upon extraction with phased restoration essential to reduce the extent of disturbed land open to view at any one time. The Council will normally require an aftercare period of five years following the cessation of operations, but may seek an increased period of aftercare to ensure satisfactory restoration where particular restoration types or working methods would benefit from such a longer period.
- 7.53** The assessment of traffic impacts is outlined within Policy TR 13. Traffic generated by mineral extraction operations should be focused on major routes. Mineral operators must address localised problems of substandard roads. At any new working, adequate measures must be taken to ensure safe access and to prevent the spread of mud and debris onto the highway. Where sites are adjacent to the railway network, the Council will expect the operator to investigate the use of rail transport and where this is impractical provide a supporting statement to that effect.
- 7.54** In the case of proposals for opencast coal extraction the existence of the Preferred Area identified under Policy MIN 2 is an additional consideration. This Area has been identified to reflect known coal deposits and is considered the most appropriate location for extraction, subject to more detailed assessment against the criteria noted above. Accordingly, the Council will seek to direct opencast working to this Area and will operate a general presumption against proposals outwith this Area.
- 7.55** Having taken all of these factors into account the Council will refuse planning permission for mineral extraction proposals that fail to satisfy the assessment carried out in terms of Policy MIN 5.

#### **Policy MIN 6 Restoration and Aftercare Bonds**

**All planning applications for mineral extraction operations will require to be supported by a Bond to ensure appropriate site restoration and aftercare. The Bond shall be provided by a recognised financial institution acceptable to the Council. The value of the bond will be calculated based on the maximum amount of disturbance, at any given time, using rates calculated by a recognised independent engineer or independent firm of engineers, approved by the Council and employed by the applicant for that purpose or the purpose of preparing a progress plan, at the request of the Council.**

**All planning applications for waste disposal operations will require to be supported by a Bond where such matters are not already covered under SEPA licensing to ensure appropriate site restoration and aftercare. The format and values of the bond will be similar to that required for mineral extraction applications as stated above.**

- 7.56** Experience with mineral operators has shown that the use of voluntary Guarantee Bonds is very effective in ensuring site restoration, particularly as the Bond also covers the aftercare period. Developers have accepted the need to provide a Bond and have not experienced major difficulties

in finding appropriate Guarantors. The Council will continue to require the provision of Guarantee Bonds and reserves the right to assess the appropriateness of the Guarantor in each case. The Bonds will be determined in accordance with Council Policy. Where appropriate, Bonds may be progressively reduced in accordance with phased restoration. The same procedure will apply equally to waste landfill operations where such matters are not already covered by SEPA licensing as set out in PAN 63 Waste Management Planning. Bonds for waste landfill will be assessed on the basis of a costed restoration plan to be submitted with each planning application.

#### **Policy MIN 7 Monitoring of Mineral Extraction Sites and Preparation of Progress Plans**

**Operators of sites as a condition of any new planning permission, will be required, at the request of the Council, to submit a report at the expiry of one year from the commencement of the development and thereafter at annual intervals throughout the extraction, restoration and aftercare periods giving an up to date position statement on their respective operations. The plan shall be prepared by a recognised engineer or independent firm of engineers, employed by the operators and agreed in advance with the council, and should incorporate appropriate plans and include details of:-**

- 1) the extent of the current extraction operations,**
- 2) the extent of ground prepared for future extraction,**
- 3) the extent of backfilling and restoration operations since any previous progress plan,**
- 4) the extent of aftercare works implemented since any previous progress plan,**
- 5) current and anticipated production figures and the markets supplied from the site,**
- 6) complaints received and actions taken to resolve these complaints,**
- 7) any departure or anticipated departure from the approved scheme of operations or working method shall be quantified and justified as to its effect on the future working and restoration of the site, and**
- 8) the appropriateness of the current restoration bond figure.**

- 7.57** In order to ensure that mineral sites are operated in a professional manner and in accordance with the provisions of any associated Planning Permissions it is important that adequate monitoring of operations is carried out. To assist the Council in the execution of its duties, in this regard, operators should be prepared to supply information illustrating the progress of their sites as outlined in Policy MIN 7. Operators should note that any commercially sensitive information disclosed as part of the assessment (criteria 5) will not be divulged to the public.

#### **Policy MIN 8 Mine Water Rebound**

**The Council will continue to investigate, monitor and remediate the implications of mine water rebound where it occurs within the Plan area.**

- 7.58** The problems associated with mine water rebound in the Allanton/ Kingshill area are currently being addressed by the Council. Further investment will be required to assess the full extent of the problem, with a view to deriving long term solutions, in the interests of the environment in general and amenity of the residents of Allanton in particular. The difficulties experienced in Allanton have not yet occurred in any other part of the Plan area, but the matter will be kept under constant review as part of the Council's responsibility in terms of the Flooding and Drainage (Scotland) Act 1997.

#### **Policy MIN 9 Assessing Applications for Landfill Facilities**

**Proposals to extend landfill facilities will be considered against the following criteria:-**

- 1) the environmental implications of the proposal, including the impact on landscape quality, visual amenity, nature conservation and watercourses,**
- 2) the impact on the amenity of nearby communities,**
- 3) whether the proposal allows for the long term improvement to the appearance and function of the site,**
- 4) the nature of the proposed working methods, including timescales, measures for screening and aftercare, and**
- 5) the effect on highway safety and traffic movements.**



- 7.59** Given that the Auchinlea Landfill Site has capacity to provide for the Plan area's landfill needs for the duration of the Plan Period, there is no justification for increased landfill provision on the basis of need alone. However, any new proposals will be considered against the above criteria. With the exception of the locational requirement, the considerations in this policy are the same as those in Policy MIN 5 and the justification is as such also the same.
- 7.60** There are, however, other potential problems, which relate particularly to landfill. Issues of odour, wind-borne litter, noise and nuisance from seagulls, the potential for vermin infestation, and the potential dangers of gas migration must be properly addressed and mitigated against as part of any landfill proposal. Compared to mineral extraction, there is a greater emphasis on the need to protect ground water quality, and the potential for noise nuisance from sources such as machinery is often greater as works tend to be carried out at or above the ground level of the surrounding area.
- 7.61** All of the above must be seen in the context of a timescale which can often be measured in decades. Proposals must demonstrate no significant harm to nearby communities and offset any minor impacts by offering benefits (perhaps long term) to the wider area, such as landscape enhancement and land use improvements.

#### **Policy MIN 10 Facilities for Recycling**

**The Council will seek to maintain and extend the network of Recycling Centres in which the public can place recyclable material. New sites will be assessed according to the following criteria:-**

- 1) convenience to the public,**
- 2) the impact on visual amenity,**
- 3) the impact on local residents, due to noise and other disturbance,**
- 4) the impact on traffic and highway safety, and**
- 5) the ability of collection vehicles to operate effectively.**

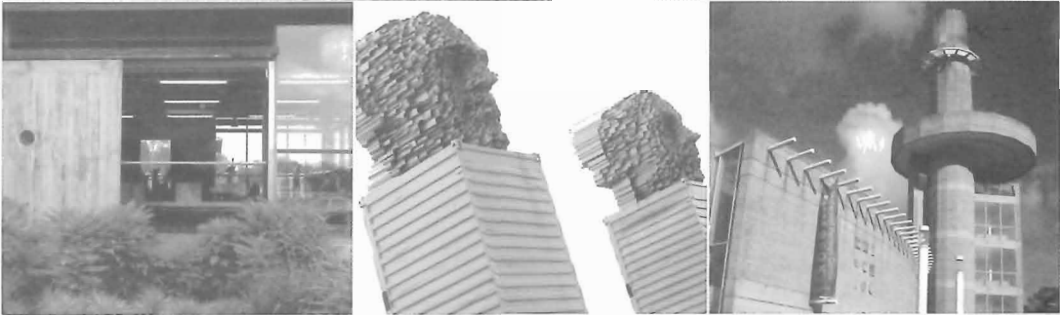
- 7.62** In addition to the current recycling centres, the Council wishes to see additional recycling centres for the collection of glass, aluminium and paper, allowing greater access for the public to such facilities. These need to be in locations readily used by the public and are often placed in supermarket car parks; however, it is recognised that there can be difficulties in finding suitable sites, and there may be a need to consider alternatives, such as kerbside collection using special bins or bags. Policy MIN 9 attempts to encourage the use of such facilities whilst minimising their visual impact. It is hoped that the result will be a heightened awareness of the possibility of recycling and an increase in the quantity of waste brought back into productive use.

#### **Policy MIN 11 Proposals for Waste Disposal Facilities**

**Proposals for major waste disposal facilities serving a wider area than that covered by the local plan will be considered as premature if they are submitted in advance of the publication of the Area Waste Plan. Proposals for local waste disposal facilities will be judged against the following criteria:-**

- 1) convenience to waste producers,**
- 2) the impact on visual amenity,**
- 3) the impact on local residents, due to noise, odours and other disturbance,**
- 4) the impact on traffic and highway safety, and**
- 5) the requirement for landfilling the by-products of any processing.**
- 6) The impact on the natural and built environment.**

- 7.63** Under the provisions of The National Waste Strategy, a number of Area Waste Plans are to be prepared to set a framework within which future waste disposal provision will be made for the Structure Plan area. While such plans are not land use planning documents they will advise on the future requirements for modern waste disposal and recycling facilities throughout the Waste Plan Area. This advice will include comment on transportation and locational requirements for, and the required numbers and sizes of, different types of facility. In advance of the preparation of such a plan proposals for new facilities serving a wider area than the current Local Plan area should be seen as premature.



## CHAPTER 8 LEISURE AND TOURISM

### INTRODUCTION

- 8.1** This Chapter of the Local Plan covers a wide range of sport, cultural and recreational activities under the broad heading of leisure and tourism. It considers activities and facilities encompassing both passive and active sport and recreation, indoor and outdoor activities and both public and private sector provision.
- 8.2** Good quality leisure and recreation facilities are essential to the well being, amenity and quality of life of residents and can assist in the attraction of visitors to the area. The Local Plan serves to complement and facilitate the aims and objectives of the Council's Leisure Plan and the Lanarkshire Tourism Strategy and the North Lanarkshire Public Access Strategy through the safeguarding of existing leisure and tourism uses, the identification of suitable sites for proposed developments and the indication of action proposed by the Council and others to enhance amenity and improve the quality of life for residents. This Chapter should be read in conjunction with Chapter 9 Community Services and Utilities where many of the Council's community based leisure facilities and activities are addressed.

### The Role of Leisure and Tourism

- 8.3** Over the last twenty years the demand for leisure, recreation and tourist facilities has steadily increased. This trend can be attributed to factors which include higher living standards, increased levels of car ownership, longer holidays, shorter working hours, increased health and fitness awareness and a growth in the retired section of the population. In more recent years high levels of unemployment have added to these demand trends. Many people now experience greater levels of free time to devote to recreational pursuits albeit for some, this is enforced time with less money to spend.
- 8.4** The existence of a wide range of accessible leisure and recreation facilities contributes greatly to the general quality of life in the Plan area. Such facilities not only assist in improving an individual's mental and physical health but can be instrumental in engendering a sense of community, improving social interaction and self esteem. Furthermore the protection and management of parks, paths, playgrounds and other green areas contribute to the quality and diversity of the local environment.
- 8.5** In addition to the social and environmental benefits which a strong leisure and tourism infrastructure can engender, the sector is of importance to the local economy. A significant number of jobs, particularly in the service and retail sectors, are indirectly supported by leisure and tourism through the additional spending that the sector stimulates. A strong leisure and tourism infrastructure can contribute much to the perceived image of an area. This in turn has benefits not least of which can be the attraction of new investment and the heightened profile of the area as an attractive place to live and work.

### POLICY CONTEXT

- 8.6** The Local Plan takes into account both policy guidance from the Scottish Executive and strategic policy contained in the Structure Plan. A full policy appraisal can be found within the Consultative Draft, however, four policy documents have since been produced. These are a National Planning Policy Guideline (NPPG 11) on Sport, Physical Recreation and Open Space, the Glasgow and the Clyde Valley Joint Structure Plan 2006 and the Scottish Executive research study Rethinking Open Space.

### NPPG 11: Sport, Physical Recreation and Open Space

- 8.7** The objective of this NPPG is to protect and enhance resources required for the nation's sport and physical recreation through the planning system. It takes the view that the concept of sustainability should be central to land use decisions in that environmental impacts are minimal and development is not located inappropriately. NPPG 11 suggests that local plans should:

- apply the policies and strategy of the Structure Plan
- identify existing recreational facilities and show those important for protection on the Proposals Map
- indicate sites where shortfalls in recreational facilities, including open space, can be located
- ensure equal access to facilities to all sectors of the population
- include policies to protect and enhance existing open space
- prevent development on playing fields and pitches
- identify and protect existing water sports areas and those water areas with potential to become recreational areas
- identify public access routes, improve and protect the network

#### **Glasgow and the Clyde Valley Joint Structure Plan 2006**

- 8.8** The emerging Structure Plan for the Metropolitan Area contains three key themes – Strengthening Communities, A Corridor of Growth and A Green Network. Two of these, Strengthening Communities and A Green Network, are of particular relevance to Leisure and Tourism in that they seek to improve the quality of community facilities, promote a network of long distance recreation routes and provide local opportunities for recreation that reduce the need to travel.
- 8.9** One of its Metropolitan Flagship Initiatives is the Ravenscraig-Motherwell-Wishaw Initiative, which incorporates proposals to link the South Calder to the Green Network and to provide a major sports and recreational facility. Further details of the Ravenscraig project are contained in paragraph 8.11 below.
- 8.10** The Plan recognises that central North Lanarkshire is one of the major concentrations of population with an inadequate quality of provision of sport and recreational facilities. Accordingly, Strategic Policy 6(e) seeks to support the quality of life and health of local communities by promoting the provision of facilities for sport and recreation.

#### **Ravenscraig Regeneration**

- 8.11** A Master Plan for the regeneration of Ravenscraig steelworks was produced in November 1997 by Llewlyn-Davies, Grimley and the Babbie Group. One component of the strategy is a series of leisure uses both formal and informal which include a Regional Sports Facility and commercial uses such as pubs, restaurants, hotels, cinema and bowling. Open space and parks also form part of the site's strategy. This, along with consideration of the potential for retail development at Ravenscraig, will assist in making the area attractive to businesses and potential residents. The Ravenscraig Ltd. Planning permission proposes a mixed use scheme incorporating new parkland, primary schools, and a substantial leisure development which could include an indoor ski centre, multi screen cinema, health club, sports centre and a 10,000 seat multi-functional arena. These additional leisure and recreational facilities are intended to serve the needs of the new community at Ravenscraig and Lanarkshire as a whole.

#### **Rethinking Open Space**

- 8.12** Key conclusions from the research report point to the need for Councils to:-
- Employ a better methodology for the preparation and implementation of planning policies on open space
  - Focus on delivering clearly stated outcomes, agreed with local communities
  - Prepare open space strategies which link the work of different departments with the views of local communities and other stakeholders

#### **Leisure and Recreation Trends**

- 8.13** Leisure and recreation facilities in the Plan area attract a wide range of users, the most dominant of which are local residents. Other groups which may use facilities on a regular basis include the residents of neighbouring settlements and visitors to the area. Demands for leisure and tourism facilities can vary over time and are greatly affected by population trends such as age structure.
- 8.14** Across the catchment area for leisure and recreation facilities in the Plan area a general trend of fewer younger people and an increasing elderly section of the population can be identified. In general terms this will have an impact upon levels of demand for different types of activity with a

likely increase in the demand for passive and more informal types of recreation and a decline in the levels of demand for active sport activities.

- 8.15** Changes in work patterns have major implications for the use and provision of leisure and recreation facilities. Over the last twenty years an increased demand for such facilities has been experienced mainly as a result of people having more leisure time due to shorter working hours, longer holidays and earlier retirement. In more recent years, widespread unemployment has become an important labour market trend affecting levels of free time in the Plan area. Changing work patterns affect different areas and demographic groups disproportionately. This in turn may have implications for the level of demand for leisure and recreation facilities both in terms of the type of provision and the spatial distribution of resources.
- 8.16** The 16-29 age group is traditionally the most dominant participating group for a range of leisure and recreation pursuits, particularly of an active nature. The high level of unemployment amongst this age group is therefore likely to have implications for the use of leisure facilities in the Plan area with a heightened demand for facilities arising as a result of increased leisure time but a marked reduction in the level of income to spend on such activities.
- 8.17** Other important groups adversely affected by unemployment are those aged over 45. Whilst this group do not represent a large proportion of the unemployed, those who do find themselves unemployed are more likely to remain so for a longer period of time, creating additional demand for leisure and recreation facilities.
- 8.18** Traditionally the provision of leisure and tourism facilities at the local level has been the domain of the public sector, however, in more recent years private sector provision has become increasingly important. The heightened profile of the private sector has had a significant impact upon the industry making it more market responsive and generally increasing the rate at which changes in provision occur. In recent years the leisure industry has become increasingly speculative responding to changes in demand for leisure provision in line with current fashions. This trend has increased demand for buildings and developments to house specialised leisure activities e.g. bowling alleys, go-karting tracks, multiplex cinemas and bingo halls. This has many land use or property implications, one of which is the short life that is often associated with the leisure pursuits, their associated buildings and the ability to adapt such properties to alternative uses should they become vacant.

## **TOURISM**

- 8.20** Tourism is a wide ranging term which can be defined as a leisure trip away from home for at least three hours, a stay of one or more nights away from home for holidays, visits to friends or relatives, or business and conference purposes (source: Scottish Tourist Board).
- 8.20** The extent of tourism activity within the Plan area is presently limited. Some progress has been made to counter this for example the Heritage Centre has been built in Motherwell Town Centre. To aid the tourism development process, the Lanarkshire Tourism Strategy has been prepared by a partnership of agencies. These are:- Greater Glasgow & Clyde Valley Tourist Board, Scottish Enterprise Lanarkshire, North Lanarkshire Council, South Lanarkshire Council, North & South Lanarkshire Enterprise Trusts. This is done in consultation with the tourism industry. The main purpose of the strategy document is to provide the partners with a framework within which projects and programmes can be prioritised, developed and delivered. Four main strategic objectives have been agreed by the partners as the way forward for tourism in Lanarkshire. These are:-
- Product - To improve the number, quality and long term viability of both tourism enterprises and the supporting infrastructure within Lanarkshire
  - People - To advance the standard of operation of tourism businesses, through the improvement of product delivery via human resource development, and to increase the number and quality of employment opportunities throughout Lanarkshire
  - Promotion - To identify the most advantageous target markets, and promote the area effectively to them, thus ensuring the maximising of business opportunities
  - Research - To improve the collection, dissemination and quality of tourism market information to facilitate better informed investment and development decisions
- 8.21** A key factor limiting the development of tourism in the area is that the range and quality of accommodation is somewhat limited. At present there are 27 establishments offering overnight

accommodation ranging from large, modern hotels and travel lodges with full dining and bar facilities to some public houses with letting rooms and a few family run guest houses; in addition, the Stewart Hall of Residence at Motherwell College provides accommodation during the college vacation periods. In the last few years the Newhouse Hotel has been upgraded and now experiences relatively high occupancy rates year round, and new hotels have been built at Strathclyde Country Park, and Eurocentral Strathclyde Business Park. Outline planning consent has been granted for another hotel near Junction 6 at Newhouse, but there is scope for expansion in this sector of the tourism industry.

#### **KEY ISSUES**

**8.22** From the narrative a number of key issues can be identified which will influence the Council specifically in relation to leisure and tourism provision but which are also fundamental to the wider objectives of the development plan: The key issues to be addressed are:-

- the preparation of open space strategies in partnership with local communities to ensure that the leisure and recreational needs of residents are adequately met
- the extent to which the development of leisure and tourism can assist in improving the image of the area
- the impact of population, social and economic trends upon the levels of demand for leisure and recreation facilities
- the extent to which the development of leisure and tourism can contribute to the process of economic regeneration
- the need to ensure equal access to all leisure and tourism facilities in the Plan area
- the need to ensure that the further development of leisure and tourism in the area does not have a detrimental effect upon the quality of the environment
- the need to formulate and agree interim or working open space strategies to improve provision over the Plan period

#### **POLICIES**

**8.23** In response to the issues outlined above the Council has formulated a comprehensive set of Policies to deal with leisure and tourism development in the Plan area during the development plan period. These are prefixed with the letter L and are contained in the following text which is accompanied by a detailed explanation or reasoned justification.

##### **Policy L 1 Established Leisure Facilities**

**The Council will seek to protect and enhance, where appropriate, existing leisure facilities by:-**

- 1) implementing a programme of upgrading and refurbishment of Council facilities,**
- 2) supporting private sector and community initiatives in suitable locations,**
- 3) undertaking schemes for dual use of Council facilities, and**
- 4) resisting the loss of leisure facilities where a shortfall in provision for that locality will result.**

**8.24** With today's higher living standards and changing lifestyles there is a greater demand for leisure which reinforces the need to protect and enhance existing facilities. It is recognised in the Local Plan that this should be done only where appropriate, that is, protecting facilities which are viable otherwise valuable resources are wasted. The Council has prepared a Leisure Plan setting out the Council's overall leisure strategy and policies. A series of surveys, audits and working strategies are also planned which will give an accurate picture of leisure demand and supply in the Plan area. Together, the Leisure Plan and strategies will highlight facilities in need of protection and enhancement. It is the aim of the Council to protect the existing leisure infrastructure and open space hierarchy safeguarding the value of such resources and continuing to provide a wide and varied range of facilities.

**8.25** In order that the optimum potential is gained from the existing leisure and tourism infrastructure a programme of upgrading and refurbishment will be implemented, as identified in the Council's Leisure Plan and working strategies. These works will ensure appropriate levels of investment in existing facilities, identify the requirement for external funding and will assist in maintaining the standard of facilities in the Plan area. A strong leisure sector is important to the quality of life in the area and assists in underpinning the wider objectives of the Local Plan to improve the image of the area and to encourage economic investment.

- 8.26** As public spending becomes further constrained, leisure facilities are increasingly being provided by the private sector whether in partnership with a local authority or alone as a commercial venture. The Council will encourage private sector investment provided it is suitably located and complies with the provisions of Policy L 2. New sources of funding are now available to the community such as lottery funds which have recently been used in other areas to construct new or regenerate existing leisure facilities. European and UK Government grants are also available.
- 8.27** In line with Structure Plan guidance, the Council is investigating expanding the dual use of educational and other facilities. This widens the amount and range of facilities available to the public. Dual use of facilities holds possibilities such as school pools, sports halls and sports pitches. Opportunity for non-physical leisure exists also in the form of educational or hobby related evening classes. The efficient use of the Council's assets through the promotion of the dual use of school buildings for both education and community use is a keystone of the Council's Education 2010 PPP Project (see Chapter 9 Community Services and Utilities).
- 8.28** As a further means of protecting local amenities the Council will resist the redevelopment of existing facilities to non leisure uses unless it can be demonstrated that the loss of such a facility would not lead to a shortfall in provision. The Council will however consider the redevelopment of an existing leisure or tourism facility to an alternative leisure use in appropriate cases.

#### **Policy L 2 Leisure Development**

**The Council will seek to encourage and support the provision of a suitable quality and range of leisure development in the Plan area. Schedule L 2 below lists known opportunities for new leisure development. In assessing such proposals the Council will consider among other things the following:-**

- 1) the extent to which the proposal meets an identified shortfall in provision,**
- 2) the contribution of the proposals towards meeting the aims of North Lanarkshire Council's Leisure Plan and working strategies,**
- 3) the extent to which the proposal contributes to the process of economic regeneration,**
- 4) the proposal's ability to afford equal access in terms of location and physical access,**
- 5) the proposal's impact on landscape character, visual amenity and important habitats which contribute to biodiversity,**
- 6) the availability of suitable alternative sites in or around town centres where appropriate, and**
- 7) the suitability and impact of the proposal on the character and amenity of adjoining properties and the surrounding environment.**

- 8.29** In order that a wide range of provision is maintained in the local leisure sector the Council will encourage developments which meet identified shortfalls outlined in the Leisure Plan and where appropriate in planned working strategies. This will assist in providing local residents with a greater variety in the range and quality of facilities and will also assist in attracting visitors into the area. The Greenhead Moss Community Nature Park is a good example of a project which not only serves a particular local community but also has potential for use by a wider catchment population. Managed by a Trust, the Park has enhanced nature conservation in the area and has provided recreational facilities. Further development of the Park is proposed, and its potential to be used as an educational resource is being investigated.
- 8.30** One of the principal aims of the Local Plan is to encourage and promote economic regeneration and the leisure and tourism sectors have an important role to play in this process. A strong leisure sector can contribute greatly to the local economy both in terms of the increased level of spending it attracts and the number of people it directly employs.
- 8.31** To gain the optimum potential from leisure facilities it is important that any access restrictions which may exist be they physical, social or economic, are addressed. The Council recognise the importance of equal access and is committed to the implementation of the concept in local leisure and tourism provision in order to optimise the use of local facilities and to reduce discriminatory barriers. Policy L 2 reflects this approach.
- 8.32** Some leisure uses may have a detrimental effect upon the general quality of the environment either as a result of noise or pollution or simply through the attraction and concentration of large numbers of visitors. In line with the environmental objectives of the Local Plan and the principles as set out

in Policy ENV 5 applications for leisure and tourism uses will therefore be considered against their impact on landscape character, visual amenity and important natural habitats.

- 8.33** Leisure facilities also play an important role in improving the image of the area. Parks, playing fields/sports grounds, playgrounds and green areas contribute to the general quality and diversity of the natural environment, whilst the general range and quality of leisure and tourism facilities can assist in making the area more attractive to visitors, local residents and potential investors.
- 8.34** Concentrating certain types of new leisure development such as entertainment uses in or around town centres is environmentally beneficial. Existing transport infrastructure can be used and pollution from vehicles is reduced as fewer trips have to be made. Many of those trips made become multi-purpose as a variety of uses are concentrated in one area. Peripheral or isolated locations are energy inefficient therefore the Council, whenever possible, will look favourably on proposals located on sites which are well served by public transport and easily accessible on foot. This is particularly important given the relatively low rates of car ownership across the Plan area.
- 8.35** There are locations where certain leisure uses are incompatible with adjoining properties as they may generate traffic and noise. In residential areas, this would detract from their character and amenity, therefore the Council will seek to ensure that all leisure developments are carefully sited and designed.
- 8.36** Outline consent has been granted for various recreational uses at Torrance Park, Legbrannock, to the south of Newhouse Industrial Estate, with some elements of the proposal having detailed permission. This significant leisure development is expected to consist of a golf course, clubhouse, driving range, sports club, outdoor centre, football centre, indoor sports centre, hotel and conference facility, and garden centre. If developed, this site will provide increased leisure facilities accessible to the public, environmental benefits from proposed landscaping and tree planting and employment opportunities for residents of the Plan area.

#### **Policy L 3 Protected Open Space**

**In addition to the open spaces categorised and defined in Policies L 1 and L 2, the Council will seek to protect from development formal and informal public, and private open spaces shown on the Proposals Map by resisting proposals which would adversely affect such spaces.**

**In exceptional cases, where loss of open space is required to facilitate major regeneration initiatives, there will be a requirement to provide compensatory open space, of an appropriate scale and quality, in the surrounding area.**

- 8.37** Attractive open space contributes greatly to the quality of urban life. It enhances the character of towns and provides space for active and passive recreation and is a resource to which everyone should have equal access. The Council will therefore seek to resist development on valuable open space. Smaller incidental areas of open space, too small to be shown on the Proposals Map, will also, where appropriate, be retained. Policy L 3 reflects the importance placed on the protection of open space by NPPG 11. Nevertheless, it is recognised that there may be circumstances in which the loss of some open space may be necessary to enable beneficial regeneration projects to proceed; in such cases, the Council will expect some compensatory provision of open space elsewhere within the surrounding community.

#### **Policy L 4 Public Rights of Way and Access**

**The Council will maintain and protect the network of Public Rights of Way and other permissive access routes. The development, promotion, and management of quality public access, will be guided by the North Lanarkshire Public Access Strategy and at least one local access forum.**

- 8.38** Access to the countryside and urban green space can have a positive impact on everyday life. Providing paths and cycleways can encourage people to maintain healthier lifestyles and provide a safe and sustainable alternative to the using the car for local journeys to work, shops and schools. The provision of access routes contributes to wider environmental improvements and can ensure that new developments are accessible to all members of the community. Public Rights of Way and other permissive access routes are also an important part of the area's heritage.



- 8.39** New draft legislation on land reform has been prepared by the Scottish Executive, Once adopted the new legislation is likely to provide a responsible right of access to land and inland water, and impose new duties and powers on local authorities. It is anticipated that local authorities will be required to compile a list of core paths, giving people a reasonable provision of access throughout the area. Public Rights of Way and other permissive access routes are likely to be part of this core path network. The Council will also have a duty to establish at least one local access forum, made up of access and land owning interests.
- 8.40** In anticipation of this legislation the Council, working in partnership with Scottish Enterprise Lanarkshire, Scottish Natural Heritage, the Paths for All Partnership and Central Scotland Countryside Trust have produced a North Lanarkshire Public Access Strategy. The Strategy aims to promote, develop and manage quality public access in North Lanarkshire reflecting the needs and aspirations of all parts of the community. It is based on five key principles:-
- providing access for all
  - community participation and social inclusion
  - the promotion of healthier lifestyles
  - the development of land manager involvement
  - information, education and promotion

#### **Policy L 5 Tourism**

**The Council will seek to encourage the development of tourist facilities in appropriate locations by:-**

- 1) assisting in the implementation of the draft Lanarkshire Tourism Strategy in association with Visit Scotland, Scottish Enterprise Lanarkshire, South Lanarkshire Council, North and South Lanarkshire Enterprise Trusts in consultation with the tourism industry, and**
- 2) giving favourable consideration to suitable tourism related proposals where they accord with the overall strategy of the Local Plan and would not have a detrimental effect on the landscape, nature conservation value or on local communities.**

- 8.41** The Lanarkshire Tourism Strategy has been prepared by the above agencies and North Lanarkshire Council for a five year period. The strategy adopts a market-led approach and highlights key aims with various action plans detailing programmes and activities which will be implemented to achieve the development of Lanarkshire's tourism industry. The advantage of these agencies working together is that ideas and resources of the organisations are brought together and it is ensured that the Tourism Strategy is integrated within the partners' economic and social regeneration strategies. The Council will continue to play an active role in the Tourism Strategy as it believes maximum benefits can be gained from the partnership approach.
- 8.42** Tourism brings economic benefits and can improve the image of an area. Within the Plan area there is a recognised lack of tourism facilities therefore the Council will welcome any tourism related proposals providing that they do not conflict with any other policies contained in the Local Plan, and in particular do not have adverse impacts on the landscape, nature conservation or local communities..

#### **Policy L 6 Visitor Accommodation**

**The Council will seek to encourage the development of visitor accommodation in appropriate locations, particularly Hotel and Bed & Breakfast establishments.**

- 8.43** At present a shortfall in the level and range of visitor accommodation has been identified throughout the Plan area. This shortfall is particularly noticeable at the two extremes of the market i.e. high quality hotels and bed and breakfast accommodation. The Tourism Strategy identifies that the presently limited availability of a range of quality accommodation in the Plan area serves as a constraint upon the potential of the local tourism market. To encourage a wide range of tourist visits, in addition to day trippers, it is necessary to provide a full range of visitor accommodation. The Use Classes Order 1997 may facilitate the development of more Bed & Breakfast establishments as Class 9 Houses has been widened to include Bed & Breakfasts with no more than two bedrooms for this use. The further development of quality accommodation in the Plan area would therefore not

only assist in attracting visitors to the area but would also assist in supporting the development of the special event and business and conference market.

- 8.44** A hotel and conference facility has been proposed at Legbrannock as part of a large scale leisure development, and a hotel is included in proposals for a major development at Junction 6 of the M8, at Newhouse. These will assist in meeting the identified shortfall in visitor accommodation.

#### **Policy L 7 Golf Course Provision**

**The Council will support proposals for new golf facilities, particularly “pay as you play” and practice/learning facilities, in suitable locations, in accordance with Policies L 2, ENV 6 and ENV 8 of the Local Plan. All applications will require to be accompanied by a golf management plan.**

- 8.45** The Scottish Sports Council has identified a shortfall in the provision of golf facilities across the Central Belt of Scotland. Accordingly, the Council will seek to encourage the further development of golf facilities in the Plan area particularly where such amenities prove consistent with the Local Plan Policy of equal access through the provision of pay as you play facilities and with the planning guidance conveyed in PAN 43.
- 8.46** Any new golf course proposals must meet the requirements set out in L 2 New Leisure Facilities, ENV 6 Green Belt and ENV 8 Countryside Around Towns. Proposals must conform to L 2 to ensure that the same criteria for all new leisure developments are met. ENV 6 and ENV 8 protect the Green Belt and Countryside from uses not suited to their rural character and direct development to brownfield sites. Known opportunities for new provision of golf courses are identified in Schedule L 2. In assessing applications for golf course development, consideration will be given to protecting existing and creating new habitats and to the guidance given in Golf’s Natural Heritage, published by Scottish Natural Heritage.
- 8.47** Integrated management plans must accompany all golf course proposals. These plans should set out conservation measures and contain full details of the site and of the impact or environmental benefit of the proposed development, including the effect on public access and Public Rights of Way.

#### **Policy L 8 Strathclyde Country Park**

**The Council will continue to maintain and further enhance facilities at Strathclyde Country Park consistent with the Park Development Strategy and the policies of the Local Plan. The provision of new facilities will require to have particular regard to Policies L2, ENV 6, ENV 13 and ENV 14 of the Local Plan.**

- 8.48** Strathclyde Country Park represents a regionally significant leisure and tourism resource which attracts a wide range of visitors to the Plan area each year. In order that the facility continues to operate to its full potential, maintenance and development programmes should continue to be undertaken by the Council with the support of relevant agencies and consistent with the Park Development Strategy. Strathclyde Park not only provides opportunities for formal and informal leisure but also serves as an important environmental education resource. It is important that all proposals are carefully considered to ensure that the nature of the park is not undermined by inappropriate forms of development, and so proposals will be assessed against other relevant policies in the Plan, particularly those concerned with protection and enhancement of the natural environment.
- 8.49** The Park Development Strategy, approved by the Council in June 2000, seeks to provide new visitor and sports facilities and to upgrade the existing provision, in addition to continuing and developing management strategies in respect of woodlands and nature conservation. The Strategy also recognises that private sector interests in the Park make a valuable contribution to the range of leisure provision available, and suggests a pro-active approach to revenue-generating developments and events in the Park, appropriate in scale and nature to its environment.
- 8.50** Access is a problem at Strathclyde Country Park therefore any additional facilities created within the Park will need to take Traffic Management Measures and the impact upon the adjacent strategic road network into account. The impact of the new development consisting mainly of retail and leisure facilities at Hamilton Low Parks should also be taken into consideration.





## CHAPTER 9 COMMUNITY SERVICES AND UTILITIES

### INTRODUCTION

- 9.1** Community Services include a range of facilities which are maintained and managed by the Council, including libraries, senior citizen and community centres, educational facilities, social work and cemeteries. These are supplemented by services operated by other public sector bodies and the private sector such as healthcare provision, religious activities, clubs and social groups. The standard and diversity of these community facilities are essential to the well-being of residents in the Plan area, providing key health, educational and training facilities. They can also encourage a feeling of community and can make a contribution towards reducing poverty and deprivation. In addition, a number of services, such as education and health are major employers.
- 9.2** This Chapter also deals with utilities such as water, sewerage, gas, electricity and telecommunications, the supply and maintenance of which are fundamental in ensuring an acceptable quality of life for all members of society. The Local Plan therefore has a role to play in ensuring that service provision within the Plan area is adequate and that new facilities are located in such a way as to minimise the need to travel, make the best use of existing infrastructure and services, and avoid patterns of development which place an undue strain on services.

### POLICY CONTEXT

- 9.3** A detailed policy context was provided within the Consultative Draft Local Plan. This emphasised the shift in the balance away from direct public sector control of education, health services and utilities, towards increasing independent management and private sector involvement. It also described the reorientation in the delivery of health and social services with many care and support facilities becoming community based.

### EXISTING COMMUNITY FACILITIES

An audit of Community facilities was undertaken as part of the Consultative Draft Local Plan. The key aspects of this audit, updated where necessary, are as follows:-

**Libraries:** The existing network of Library facilities is regarded by the Council as sufficient and no additional dedicated library buildings are planned.

**Community Centres, Senior Citizens Centres & OAP Huts:** Facilities for community groups are provided via a network of community centres, community education centres, senior citizens centres and OAP huts, together with the use of school buildings. This provision is currently under review by the Department of Community Services, with a view to rationalising the use of buildings within an overall Area Letting Plan.

**Private Nurseries/Crèches:** Within the Plan area there are a large number of playgroups, private nurseries, mother and toddler groups and child minders, usually located within existing community buildings, churches and houses. Demand for such facilities is expected to rise significantly over the Plan period.

**Education Facilities:** The Council has undertaken a comprehensive analysis of current school provision and future needs and has arrived at a long-term strategic project in the form of the Education 2010 PPP Project. The Education 2010 PPP Project aims to have upgraded all of the schools in the plan area by 2010 in order to create the best learning environment for all young people. The project is funded through the Council's capital and revenue programmes and also by an allocation of level playing field support amounting to £10.74 million per annum from the Scottish Executive.

The dual use of school buildings for educational and community use is a cornerstone of the Education 2010 PPP Project. The Council intends to provide enhanced facilities and access for the

community outwith school hours so as to ensure a more efficient use of the Council's assets. The proposed specifications of the school buildings are to be of a high quality of design and materials in order to take account of continuing curricular changes by promoting flexibility in design principles. The Education 2010 PPP project will provide educational and community facilities of the highest standards functionally and architecturally allowing scope for innovation, creativity and sensitivity to the local environment.

The key proposals of the Education 2010 PPP project in the plan area are as follows:-

- A new building to accommodate a two-school primary (New Stevenston ND and St. Patrick's RC) joint campus and public library including early learning provision on the existing St Patrick's site at New Stevenston.
- A new building to accommodate Viewpark ND primary including early education provision at the existing Tannochside primary site Viewpark
- A new building to accommodate Viewpark RC primary including early education provision on the former St Catherine's primary site Viewpark
- A new building to accommodate a two-school primary (Wishaw Academy ND and St. Ignatius RC) joint campus including Early education provision at Holldsworth Park, Wishaw
- A new building for Cambusnethan ND primary including early education provision on Branchal Road, Cambusnethan

In addition to the above, the proposed residential element of the Ravenscraig Regeneration project will have a major impact on school provision in the locality, and it is possible that two new primary schools with nursery provision will be required within the development area, in addition to extensions at existing secondary schools.

In the Tertiary Education Sector, the former Cambuslang College Annexe at Craigneuk has been closed, and proposals for its conversion to residential use have been discussed between the Council and potential developers. Motherwell College, the plan areas largest further education establishment is to relocate to a new purpose built campus within the Ravenscraig site.

**Hospital and Health Care Facilities:** Hospital services were supplied via Law Hospital (which lies outside the Plan area), Strathclyde Hospital, Bellshill Maternity, Airbles Road Centre, Cleland Hospital and Hartwoodhill. The new Wishaw General Hospital, built on land adjacent to the King George V playing fields, has replaced Law, Bellshill and Hartwoodhill Hospitals. It is therefore likely that the sites of those hospitals being replaced by the new facility will become surplus to health service requirements, and discussions have taken place between the Council and the properties' owners to consider possible appropriate uses. In addition, the former Hartwood Hospital site, which has been surplus to requirements for a number of years, has been the subject of feasibility studies to examine suitable alternative uses; this site contains two B-Listed Buildings. While health care needs are also addressed through a network of local health centres and clinics, increasing numbers of hospital patients are now being integrated into the community via community care schemes, in some cases through bespoke accommodation by specialist housing associations and other bodies.

**Religious Buildings:** There is a wide range of religious buildings present within the Plan area, representing a broad spectrum of faiths and denominations. A number of such buildings have been the subject of redevelopment proposals in recent years, and it is likely that there will be further rationalisation in the number of churches, particularly within those denominations which operate from a number of different churches in relatively close proximity to each other. On the other hand, a demand for facilities to accommodate other religious groups has been noted, and a new Mosque to serve the needs of the Lanarkshire Moslem community is under construction at Mossend.

**Cemeteries and Crematoria:** There are eight operational cemeteries within the Plan area, all of which are owned and managed by the Council. Four cemeteries (Airbles, Bothwellpark, Benhar and Cambusnethan) have existing capacity for the provision of new lairs, and a planned extension at Holytown Cemetery will contribute towards satisfying future capacity over the Local Plan period. The remaining three cemeteries, which have no capacity for new lairs and cannot be extended economically (The Globe, St. Patrick's and Stane), will continue to be managed and maintained by the Council.

The Council, in conjunction with South Lanarkshire Council, investigated the scope to provide a crematorium to serve all communities within Lanarkshire. A feasibility study to identify suitable sites, which had to be accessible and in an appropriate setting, identified a site adjacent to Holytown Cemetery. Planning permission was granted in March 2002 and the facility opened in Autumn 2003.

**Other Public Buildings:** Within the Plan area there are a range of other public buildings that are included within the scope of the Chapter. These include Council offices, Government offices, and emergency services such as police and fire stations.

## **UTILITIES AND INFRASTRUCTURE**

### **Water and Sewerage**

- 9.5** West of Scotland Water Authority have upgraded Daldowie Sewage Treatment Works, which now has sufficient capacity to treat demand associated with the current and anticipated catchment area discharging to the works. However, the sewerage system itself is constrained by lack of capacity. The sewerage authority is undertaking a programme of Drainage Area Plans to identify where they will need to invest to allow the sewerage network to meet demand adequately, and will work in partnership with the Council to identify areas of development priority. Work has been completed on an extension to the Swinstie Works, near Cleland to meet higher standards of treatment, allow for new developments at Bonkle and Allanton, and connect Morningside to the network. A treatment plant has also been provided at Hareshaw to allow for limited development within the village. Issues of water quality are the responsibility of the Scottish Environment Protection Agency (SEPA).

### **Telecommunications**

- 8.18** The rapid growth in the use of telecommunications, especially mobile phones, has resulted in increasing pressure from telecommunications operators for locations for their apparatus. However, such developments have, in recent years, become the subject of serious public concern, particularly over the possible associated health risks. Various detailed studies have been carried out, but there is currently no conclusive scientific evidence on the potential risks to the public; nevertheless, there remains a strong public perception that such developments are potentially hazardous to health, and inappropriate in particular areas. Health considerations and public concern are, in principle, material considerations in determining applications for planning permission. The Council therefore wishes to address the issue of telecommunications developments in as comprehensive a manner as possible, while recognising the important economic and social benefits which they can provide.
- 9.7** The Scottish Parliament's Transport and Environment Committee has conducted an inquiry into the planning process and controls connected with telecommunications developments, and made a number of wide ranging recommendations. Subsequently, the Scottish Government published a draft NPPG on 'Radio Telecommunications', which noted that the Government planning policy is to enable the telecommunications industry to expand and diversify, but in a sensitive manner, keeping the environmental impact of telecommunications apparatus to a minimum.
- 9.8** North Lanarkshire Council shares the Scottish Government view on the need to minimise the environmental impact of telecommunications developments, and recognises the validity of a "precautionary approach" to such proposals, whilst not disadvantaging the economic competitiveness of North Lanarkshire. The Council has therefore included policies in this Local Plan to ensure that telecommunications apparatus is developed in a sensitive and appropriate manner, and in suitable locations.

### **Development Constraints and Safety Restraint Areas**

- 9.9** There are major constraints to development in specific parts of the Plan area. Many are associated with past mining activity such as the occurrence of mine shafts and problems of poor ground stability. Others relate to contamination from previous industrial activities and together contributed to a fragmented pattern of development. Similarly, gas pipelines and electricity installations which traverse the Plan area represent constraints to development whereby certain types of development are restricted within identified Safety Restraint Areas as prescribed by the Health and Safety Executive. These include developments close to high pressure gas or ethylene pipelines, electrical overhead cables, trunk roads, operational or completed landfill sites and more specifically, the BOC Plant at Chapelknowe Road, Carfin. Development is also restricted within

areas at risk of flooding with the Council's policy approach to this issue established in Chapter 2 The Environment.

#### **KEY ISSUES**

**9.10** The provision of Community Services and Utilities gives rise to the following issues which require to be addressed as part of the local plan process:-

- the need to ensure an adequate provision of community facilities
- the means by which the quality of existing facilities can be enhanced
- the requirement to identify alternative uses for community buildings and land
- the need to ensure that development potential, particularly along the M8/A8 Corridor is not undermined by deficiencies in infrastructure capacity
- the need to ensure that telecommunications installations are located within appropriate areas and in an environmentally sensitive manner

#### **POLICIES**

**9.11** The preceding text has described the provision of Community Services and Utilities within the Plan area. The policies outlined below have been devised to deal with the issues raised in an appropriate manner, that is, one which is economically and environmentally sustainable, and which serves the needs of all groups within the Plan area. They are prefixed with the initials CS and are accompanied by a detailed explanation or reasoned justification.

##### **Policy CS 1 Provision of Community Facilities**

**The Council will seek to enhance the range and quality of Community Facilities within the Plan area by:-**

- 1) reviewing the requirement for additional provision as part of the Council's Leisure Plan, and the Education 2010 PPP project, and**
- 2) supporting public sector bodies, voluntary organisations, community groups and the private sector in the provision of Community Facilities, particularly relating to childcare services, where this accord with the criteria established in Policy CS 4.**

**Opportunities for Community Facilities identified in Schedule CS 1 and shown on the Proposals Map will be actively supported, and where appropriate, promoted by the Council.**

**9.12** Community Services cover a range of facilities which can make a significant contribution towards the general well-being of the population. It is therefore imperative that the Council helps to ensure that the needs of local residents for educational, health, recreational, child care and other social services are satisfied, and where deficiencies exist additional services provided. Policy CS 1 reflects the Council's intentions in this respect highlighting its commitment to review the supply and demand for a range of facilities through its Leisure Plan. Where there is an identified shortfall in the supply of a community service the Council will take steps either to provide such a service, subject to adequate funding from its Capital Programme or other sources, or to encourage and support other relevant parties to do so.

**9.13** While the Council plays an important role in the provision of certain community services, there are a multitude of facilities which are operated by other public agencies, community groups, the voluntary sector and private organisations. It is therefore important that the Local Plan highlights its support for the activities of such organisations through Policy CS 1 so long as the provision of new facilities accords with detailed development control criteria established in Policy CS 4.

**9.14** The provision of childcare facilities is particularly significant given that many parents are unable to take-up employment opportunities due to a lack of such facilities. Accordingly the Council through Policy CS 1 will seek to ensure that facilities such as crèches and nurseries are encouraged at suitable locations as a means of removing constraints facing local residents in their efforts to access the labour market. Providing workplace nurseries or crèches can also help employers to recruit and retain staff and accordingly proposals by employers to set up such facilities will be



welcomed (General criteria to be considered in assessing proposals for new Community Facilities are set out in Policy CS 4).

- 9.15** Proposals to augment the range of Community Services within the Plan area that have been granted planning permission, or accord generally with the Policies set out in the Plan are also recognised in Policy CS 1. These are highlighted in Schedule CS 1 and shown on the Proposals Map.

#### **Policy CS 2 Established Community Facilities**

**The Council will seek to protect established Community Facilities as shown on the Proposals Map by:-**

- 1) improving the quality of Council operated facilities through a programme of upgrading and refurbishment, where appropriate,**
- 2) resisting the loss of established Community Facilities where a shortfall in provision for that locality will result, and**
- 3) introducing shared use arrangements in schools and other Council operated facilities and encouraging the dual use of other Community Buildings.**

- 9.16** While the Council recognises the benefits of broadening the range of services available to residents by encouraging new provision within the Plan area, it is equally important to ensure that existing facilities are not lost through their redevelopment or change of use to non-community related activities where this cannot be justified. Policy CS 2 therefore sets out the Council's policy approach to ensuring that established facilities are protected.
- 9.17** The quality of existing services is also an issue that requires to be addressed through the Local Plan as deterioration in the building fabric of established facilities can undermine their attractiveness for local residents and lead to under use. Accordingly the Council, through its future Leisure Plan, will seek to identify a programme of maintenance and improvement to its own stock of community facilities to ensure that these are maintained to a suitably high standard.
- 9.18** One other means of ensuring that a range of Community Facilities is maintained throughout the Plan area is to resist any changes of use or proposed redevelopment to alternative non-community uses. This is especially important where the loss of the facility would result in a shortfall in provision. The circumstances where alternative land uses may be appropriate are set out in Policy CS 3 Vacant Community Buildings and Land.
- 9.19** Community Facilities tend to be targeted towards particular groups within the population such as school children, pre-5s, the elderly or members of specific clubs or organisations. As a consequence their utilisation for the benefit of the community can be irregular, often limited to specific times of the day or days of the week. This is unsustainable in that it constitutes an under use of existing resources. Accordingly, the Council will seek to ensure that where its own facilities are suited to shared use, such as school buildings, their dual use outwith school hours will be facilitated through Policy CS 2. Buildings under the control of other organisations are also suited to shared use and this is also reflected in Policy CS 2.

#### **Policy CS 3 Vacant Community Buildings and Land**

**Where Community Buildings and Land become vacant, the Council will seek to encourage their adaption or redevelopment for alternative community uses. However, in circumstances where a Community use cannot be found, proposals will be considered in light of the following criteria:-**

- 1) the extent to which existing buildings can be retained,**
- 2) whether the proposal is compatible with adjoining land uses, and**
- 3) where appropriate, impact upon the Green Belt and Countryside Around Towns (Policies ENV 6 and ENV 8).**

**All applications should also accord with the Local Plan's policies for assessing specific types of development.**

- 9.20** In recent years rationalisation of education and health services has resulted in a number of schools and hospital properties becoming vacant. Falling church attendance has also resulted in mergers and closures to church buildings. Together these trends have left a legacy of prominent and highly specialised vacant properties, many of which are suitable for a range of other community uses due to the nature of their internal design and proximity to existing communities. Many Community buildings are often of high architectural merit serving as important historical landmarks and making a significant contribution to the townscape of towns, villages and neighbourhoods within the Plan area. The Council though Policy CS 3 will therefore encourage their retention, particularly for other Community uses.
- 9.21** While Policy CS 3 establishes a general desire to secure the continuation of Community uses on former school, hospital and church sites, the Council would not wish to cause blight by opposing development in circumstances where alternative Community uses cannot be found. Policy CS 3 therefore gives advice to applicants on the issues that will be considered by the Council in assessing applications for alternative land uses. In the first instance the Council wish to ensure that existing buildings of merit are retained and will seek to ensure that demolition is seen as a last resort. However, where conversion or re-use is inappropriate or impractical due to the structural condition or the poor aesthetic quality of the existing buildings in terms of their contribution to the surrounding street scene, the redevelopment of sites will be considered by the Council.
- 9.22** A key factor to be considered includes the extent to which proposals are compatible with adjoining land uses to ensure that the amenity and character of adjoining areas, especially residential areas, is not undermined by inappropriate forms of development. In addition, where Community Buildings are located within the Green Belt or Countryside Around Towns their redevelopment or re-use will require careful consideration to ensure that the role and function of these areas are not undermined by inappropriate forms of development. Proposals should therefore accord with the terms and conditions of Policies ENV 6 and ENV 8.
- 9.23** In all cases development proposals which relate to vacant Community Buildings and Land should take account of the detailed guidance development control guidance contained within the key Chapters of the Local Plan, particularly those which establish criteria for assessing applications.

#### **Policy CS 4 Assessing Applications for Community Facilities**

**In determining applications for Community Facilities, particularly Class 10 Non-Residential Institutions as defined by the Town and Country Planning (Use Classes) (Scotland) Order 1997, the Council will consider, amongst other things, the following:-**

- 1) the extent to which proposals meet a shortfall in the provision of Community Services,**
- 2) the suitability and impact of the proposal on the character and amenity of adjoining properties and the surrounding environment,**
- 3) the provisions made for vehicular access, parking, and impacts on pedestrian safety and traffic circulation, and**
- 4) detailed design elements such as building height, materials, positioning, and access for pedestrians and disabled people.**

- 9.24** Whilst a general presumption in favour of providing new Community Services is presented by means of Policy CS 1, the Council recognises that there may be circumstances where there is no justification for the provision of new Community Facilities at certain locations. To assist applicants in this respect the Council has formulated Policy CS 4 to indicate the criteria that will be taken into account when assessing applications for new Community Facilities, the majority of which are defined as Class 10 of the Town and Country Planning (Use Classes) (Scotland) Order 1997.
- 9.25** The Council will require applicants to demonstrate that any new facilities proposed meet an identified deficiency in provision and will look favourable upon proposals which fill gaps in or augment local service provision in terms of health, education, childcare, training and other social activities.
- 9.26** Community facilities by their very nature encourage people to congregate at specific locations. This can generate noise and other disturbance. While this is not generally a problem within town centres

and other commercial areas it can lead to problems of nuisance where such uses are located within or in close proximity to established residential areas. In these circumstances the Council will be required to be satisfied that the proposals do not undermine the amenity of adjoining properties and are otherwise compatible with the character of their immediate surroundings.

- 9.27** Proposals which are visited by the public require to ensure that account is taken of the need to provide adequate car parking and that access is assured in a safe and efficient manner. Policy CS 4 reflects this concern and aims to ensure that new facilities do not result in excess traffic generation that could threaten the safety or local residents.
- 9.28** More generally Policy CS 4 recognises the benefits of encouraging developers to consider the importance of design in development proposals. This is important given that poorly designed proposals can be detrimental to the quality of the surrounding environment. Other issues associated with design include the extent to which proposals take account of pedestrian access and adequately accommodate the needs of those who suffer from impaired mobility.

#### **Policy CS 5 Established Utilities**

**Where areas are highlighted on the Proposals Map as Established Utilities the Council will accept the continuation of such uses. However, in circumstances where changes of use, or new developments are proposed, these will be considered in light of the other policies contained within the Local Plan, having particular regard to their potential compatibility with surrounding land uses.**

- 9.29** A range of essential services are provided within the Plan area to satisfy requirements for energy, telecommunications, water supply and sewerage. These require specialised buildings and land and can often have a significant impact upon landscape and townscape. For instance, within both the urban and rural areas, electricity sub-stations, gas holders, sewage treatment works and water are located. The Council accepts the existence of these land uses which are shown on the Proposals Map as Established Utilities under Policy CS 5.
- 9.30** With changes in operational demands, land and buildings that are utilised by the public and private utilities frequently become surplus to requirements and opportunities arise to redevelop land for alternative uses. Policy CS 5 provides guidance on the factors that will be taken into account by the Council in considering proposals for changes of use or new development on such sites. In the first instance, reference should be made to the detailed development control based policies contained within the other Chapters of the Plan for assessing particular types of new development such as housing, industry or retailing. In all cases, a key factor will be whether proposals are suited to the character of the surrounding area

#### **Policy CS 6 Telecommunications Development**

**Planning permission will normally be granted for telecommunications development where:-**

- 1) there are no satisfactory alternative sites for telecommunications available,**
- 2) there is no reasonable possibility of sharing existing facilities: and**
- 3) in the case of radio masts, there is no reasonable possibility of erecting antennas and dishes on an existing building or other structure.**

**Whilst recognising technical and operational considerations, any development should be sited and designed to minimise its visual and environmental impact, especially with respect to areas designated for their natural history interest and landscape quality, and to listed buildings and conservation areas. Development affecting areas of international or national interest and buildings of national and regional interest will require particular careful consideration.**

- 9.31** Advances in telecommunications technology together with a significant growth in the number of operators have led to increasing demands for masts and other forms of apparatus. The development of third generation telecommunications will result in the replacement of some apparatus and the development of new sites. The Council recognises the importance of modern communications in meeting the needs of business, public services and individuals, and that the telecommunications developers /operators have certain obligations with regard to the coverage and level of service they have to achieve within

prescribed time limits. Accordingly Policy CS 6 seeks to establish clearly the circumstances in which telecommunications apparatus will be acceptable, and those where they will not.

- 9.32** The Council also wishes to ensure that the environment is not adversely affected by telecommunications developments. Mast sharing and site sharing provide means by which different operators can enhance their coverage without adding to the number of masts or sites, and the Council will require operators to justify proposals for additional masts or sites with regard to the potential to share other facilities. In addition, it is considered that careful design can reduce adverse visual impacts of masts, and telecommunications operators will be expected to submit proposals, which take the visual impact of their developments into account.

#### **Policy CS 7 Safety Restraint Areas**

All planning applications within the following types of Safety Restraint Areas as shown on the proposals maps will be subject to special scrutiny including referral to the Health and Safety Executive, the Scottish Executive, British Gas, West of Scotland Water or British Telecom as appropriate:-

- Health and Safety Notification Areas: No development will be allowed within Health and Safety Notification Areas without the agreement of the Health and Safety Executive.
- Gas Pipeline Safety Zones: There will be a general presumption against development within 400m of high-pressure gas pipelines, unless the development is opposed by neither the Health and Safety Executive nor British Gas and is otherwise in accordance with this plan.
- Radio Transmitter Approaches: Any development proposals within radio mast approaches may be subject to referral to British Telecom for advice.
- Landfill Gas: No development shall be permitted within 250m of either operational or completed land-fill sites unless it can be demonstrated by way of suitable scientific investigation that the site in question is not producing, and is unlikely at any time in the future to produce, any potentially dangerous gases.

- 9.33** The area covered by this Plan contains a number of installations handling notifiable substances, including pipelines. Whilst they are subject to stringent controls under existing health and safety legislation, it is also a requirement of Council Directive 96/82/EC (Seveso II) to control the kinds of development permitted in the vicinity of these installations. For this reason the Council has been advised by the Health and Safety Executive of consultation distance for each of these installations. In determining whether or not to grant planning permission for a proposed development within these consultation distances the planning authority will consult the Health and Safety Executive about risks to the proposed development from the notifiable installation in accordance with Circular 5/1993. This will take account of the requirements of the Seveso II directive to maintain appropriate distances between establishments and residential areas, areas of public use and areas of particular natural sensitivity or interest, so as not to increase the risk to people.





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**ENVIRONMENT SCHEDULES****ENV 1 Special Area of Conservation**

<b>Conservation Area</b>	<b>Area Ha</b>	<b>Easting</b>	<b>Northing</b>
Clyde Valley Woodlands (NL part) (incorp. Garrion Gill SSSI)	21.25	280742	652620

Source: Scottish Natural Heritage 2007

**ENV 2 Sites of Special Scientific Interest**

<b>Site Name</b>	<b>Area Ha</b>	<b>Easting</b>	<b>Northing</b>
Garrion Gill	21.25	280742	652620
Hamilton Low Parks (NL Part)	1.73	271568	658029
Hamilton Low Parks (NL Part)	7.56	272587	657040
Hassockrigg and North Shotts Mosses* (*shared with Central Area)	107.53	287216	662230

Source: Scottish Natural Heritage 2007

**ENV 3 Area of Great Landscape Value**

Clyde Valley Area of Great Landscape Value

**ENV 4 Sites of Importance for Nature Conservation**

All SINC Designations subject to comprehensive review during 2007 and 2008

For details, please contact Conservation & Greening, Palacerigg House 01236 780636

<b>Site Name</b>	<b>Area Ha</b>	<b>Easting</b>	<b>Northing</b>
Aitkenhead Pond	4.40	270101	662366
Allanton Spoil Heaps, Bowhouse Bog	0.93	285442	659244
Auchter Water	17.38	283915	654909
Balbackie Plantations	82.05	290337	662369
Bankhead/ The Wilderness	31.21	271577	662489
Barblues Bing	8.03	289442	664861
Barons Haugh RSPB Reserve	117.28	275900	654488
Benhar Bog & Bing	6.05	287967	660907
Blacklands Plantation	6.02	276704	661704
Blacklands Plantation/Roundel Pond	0.77	276416	661546
Blackloch Moss	8.19	285085	660241
Branchal Moss	31.96	281505	656397
Branchal Plantation	20.66	280724	656330
Calderbraes Golf Course	5.66	268372	662714
Calkers Wood	4.29	284481	656523
Cambusnethan Woods	49.24	278420	653107
Carfin Marsh	1.94	277328	658896
Carfin/Templehall Plantation	137.59	278484	656961
Cathburn Moss	11.46	284048	656161
Causeyhill Bog	9.06	290330	657480
Chapelknowe/Whitecraig Cutting & Tillan Burn	38.58	278987	658024
Crindledyke Burn	8.17	283154	656247
Curry Gully	1.38	286518	660294
Dalzell Park	38.25	275995	655087
Dismantled Railway	23.00	286689	656607
Eastfield Strip	7.81	289050	664272
Eastmuir Plantation	9.04	281523	655179
Forrestburn Wood & Strips	0.14	287556	665618
Forrestburn Wood & Strips	1.61	287425	665374
Forrestburn Wood & Strips	6.98	288048	665399
Fortissat Bing	2.59	285629	661169
Fortissat Wood & Pond	3.87	285311	661543
Garrion Gill & Horseley Brae	4.16	279897	651675
Greenhead Moss	36.92	281261	654849



Site Name	Area Ha	Easting	Northing
Hartwood Plantation	7.55	283989	659077
Hartwood Plantation	3.02	284462	658582
Headlesscross Bog ( North )	9.37	290903	658390
Headlesscross Bog ( South )	26.07	290886	657884
Hill Glen	4.66	281879	658624
Holmforge Bridge/Forgeood Viaduct	1.98	274152	659328
Holmforge Bridge/Forgeood Viaduct	17.91	274755	658988
Holytown Wood	6.67	276957	661124
Hot Water Pond	12.04	282159	655016
Jersay Bog	26.71	284048	661024
Kingshill	142.93	285463	656876
Legbrannock Burn ( East )	6.46	277893	659876
Legbrannock Burn ( South )	3.92	278599	660085
Lingore Linn Ponds	2.46	290077	658200
Lingore Linn Ponds	3.68	290320	658520
Loan Birchwood	3.42	289912	665904
Morningside Railway	4.08	284006	655490
Morningside Railway	4.74	284913	655601
Mossband Wood & Shotts Nature Park	42.05	285795	660026
Newlands Glen-Ravel Burn	13.53	269727	663114
Newmill Wood	4.13	284567	658296
New Stevenston Grassland	0.53	276125	659820
North Calder Rosehall Br./Carnbroe Mains	11.12	273482	662188
North Calder Water(Braehead/Aitkenhead)	3.41	270581	663043
North Calder Water: The Wilderness-Rosehall Bridge	26.21	272548	662190
North Foulburn Bog & Strip	23.96	283759	659860
North Motherwell Wet Land	6.19	279221	656127
North Motherwell Wet Land	2.25	279650	656035
North Motherwell Wet Land	49.44	279652	657048
North Motherwell Wet Land	3.09	280010	655922
North Motherwell Wetland	3.41	274410	658058
Ravenscraig Gorge/Coltness	6.87	277531	657366
Reset Plantation	5.22	274991	661454
South Calder Water	22.80	275553	658161
South Calder Water	1.57	277651	656082
South Calder Water :Forgeood Viaduct	7.68	277130	656339
South Calder Water: Todhole Burn	13.21	276604	657350
South Calder, Allanton Mill/Mill Road	3.33	285033	658403
South Calder, Bolt Strip	0.28	283411	657852
South Calder, Bonkle/Brucefield	5.28	284061	657505
South Calder, Bonkle/Newmill	9.12	284075	657707
South Calder, Easterhouse Cottages	1.09	283542	657896
South Calder, Muiredge Wood ( Part )	2.36	283117	658023
South Calder, Rattler Strip/Bonkle	95.53	282419	657367
South Calder, Ribbon Strip	2.54	281483	657553
South Calder, Shotts/Allanton Mill	21.35	286468	659043
South Calder, Coltness Bridge/A73	4.01	280342	657914
South Calder, Coltness Bridge/A73	28.04	280713	657409
Southrigg Bog	28.66	292049	666650
Springhill Bog	113.08	290172	659282
Stane Road Bing	15.87	288198	658807
Strathclyde Country Park	34.99	273384	658124
Strathclyde Country Park	24.76	273967	658816
Strathclyde Country Park	104.99	272847	657387
Thankerton Burn, Fullwood	4.13	275621	660250
The Voe	6.97	288730	660333
Torrance Marshes	13.08	291238	665931
West Badallan Bog	14.29	291464	658504
Windyedge Wetlands	2.31	280093	659247
<b>Total</b>	<b>1,807.07</b>		

Source: North Lanarkshire Council Database Feb 2007

**NB: If you require any further details relating to SAC's, SSSIs and SINCs, please contact the Conservation and Greening Team of the Environmental Service at Palacerigg House on (01236) 780636.**

**ENV 5 Local Nature Reserve**

Perchy Pond

**ENV 6 Country Park**

Strathclyde Country Park

**ENV 7 Tree Preservation Orders**

<b>Address</b>	<b>Settlement</b>	<b>Easting</b>	<b>Northing</b>
1 - 5 Osprey Drive	Uddingston	270307	661188
26 Glasgow Road	Uddingston	269185	661436
340 Main Street	Bellshill	273713	660241
405 High Street ( McPhail Avenue )	Newarthill	278936	660129
Maternity Hospital	Bellshill	273252	661499
Maternity Hospital	Bellshill	273301	661595
Maternity Hospital	Bellshill	273308	661650
Maternity Hospital	Bellshill	273098	661809
Maternity Hospital	Bellshill	273145	661817
Maternity Hospital	Bellshill	273268	661710
Burngrange Lodge Doon Street	Motherwell	276468	655563
Calder Valley	Coltness	279650	656823
Calder Valley	Coltness	280021	657276
Cambusnethan Woodlands	Motherwell	278379	653105
Carnbroe Estate	Wishaw	274232	662195
Clydesdale St.	New Stevenston	275921	659802
Clydesdale St.	New Stevenston	275863	659832
Clydesdale St.	New Stevenston	275926	659800
Clydesdale St.	New Stevenston	275930	659797
Clydesdale St.	New Stevenston	275933	659795
Clydesdale St.	New Stevenston	275938	659792
Clydesdale St.	New Stevenston	275942	659790
Clydesdale St.	New Stevenston	275946	659787
Clydesdale St.	New Stevenston	275949	659785
Clydesdale St.	New Stevenston	275953	659782
Clydesdale St.	New Stevenston	275957	659780
Clydesdale St.	New Stevenston	275961	659778
Clydesdale St.	New Stevenston	275867	659830
Clydesdale St.	New Stevenston	275871	659828
Clydesdale St.	New Stevenston	275876	659826
Clydesdale St.	New Stevenston	275880	659824
Clydesdale St.	New Stevenston	275885	659822
Clydesdale St.	New Stevenston	275889	659820
Clydesdale St.	New Stevenston	275893	659818
Clydesdale St.	New Stevenston	275898	659816
Clydesdale St.	New Stevenston	275902	659813
Clydesdale St.	New Stevenston	275906	659811
Clydesdale St.	New Stevenston	275911	659809
Clydesdale St.	New Stevenston	275915	659806
Clydesdale St.	New Stevenston	275859	659835
Clydesdale St.	New Stevenston	275855	659836
Clydesdale St.	New Stevenston	275954	659779
Clydesdale St.	New Stevenston	275951	659778
Clydesdale St.	New Stevenston	275950	659782
Coltness Estate	Wishaw	279712	657125
Coltness Mains	Wishaw	280167	657394
Coltness Mains	Wishaw	280538	657115
Coltness Mains	Wishaw	280674	657136
Coltness Mains	Wishaw	280728	656619
Coltness Mains	Wishaw	280463	657367

<b>Address</b>	<b>Settlement</b>	<b>Easting</b>	<b>Northing</b>
Coltness Mains	Wishaw	280844	657382
Coltness Mains	Wishaw	280552	656923
Dalziel Drive	Motherwell	276015	655850
Dalziel Park Estate	Motherwell	278569	658041
Dalziel Riding Stables	Motherwell	275590	655027
Erskine Church	Shotts	286651	660030
Glen Road ( 110 )	Wishaw	279197	655774
Glen Road ( 110 )	Wishaw	279194	655777
Glen Road ( 110 )	Wishaw	279192	655778
Glen Road ( 110 )	Wishaw	279186	655772
Glen Road ( 110 )	Wishaw	279188	655775
Glen Road ( 110 )	Wishaw	279186	655783
Glen Road ( 110 )	Wishaw	279180	655789
Glen Road ( 110 )	Wishaw	279177	655792
Glen Road ( 110 )	Wishaw	279175	655796
Glen Road ( 110 )	Wishaw	279173	655800
Glen Road ( 110 )	Wishaw	279171	655803
Glen Road ( 110 )	Wishaw	279168	655807
Glen Road ( 110 )	Wishaw	279166	655811
Glen Road ( 110 )	Wishaw	279164	655815
Glen Road ( 110 )	Wishaw	279165	655818
Glen Road ( 110 )	Wishaw	279166	655822
Glen Road ( 110 )	Wishaw	279168	655826
Glen Road ( 110 )	Wishaw	279174	655838
Glen Road ( 110 )	Wishaw	279177	655840
Glen Road ( 110 )	Wishaw	279179	655843
Glen Road ( 110 )	Wishaw	279191	655857
Glen Road ( 110 )	Wishaw	279197	655862
Glen Road ( 110 )	Wishaw	279208	655860
Glen Road ( 110 )	Wishaw	279204	655786
Glen Road ( 110 )	Wishaw	279202	655792
Glen Road ( 110 )	Wishaw	279183	655825
Glen Road ( 110 )	Wishaw	279184	655821
Glen Road ( 110 )	Wishaw	279189	655818
Glen Road ( 110 )	Wishaw	279194	655819
Glen Road ( 110 )	Wishaw	279197	655813
Glen Road ( 110 )	Wishaw	279202	655821
Glen Road ( 110 )	Wishaw	279176	655804
Hamilton Road	Motherwell	274724	656742
Hareshaw Village	Motherwell	280992	660617
Jamieson Gardens	Shotts	287122	660350
Jerviswood	Motherwell	276299	658211
Jerviswood	Motherwell	276305	658213
Jerviswood	Motherwell	276292	658208
Jerviswood	Motherwell	276308	658208
Jerviswood	Motherwell	276310	658204
Jerviswood	Motherwell	276312	658200
Jerviswood	Motherwell	276314	658195
Jerviswood	Motherwell	276295	658201
Jerviswood	Motherwell	276297	658196
Jerviswood	Motherwell	276299	658198
Jerviswood	Motherwell	276299	658190
Jerviswood	Motherwell	276302	658189
Jerviswood	Motherwell	276304	658187
Jerviswood	Motherwell	276319	658182
Jerviswood	Motherwell	276320	658171
Jerviswood	Motherwell	276323	658164
Jerviswood	Motherwell	276315	658182
Jerviswood	Motherwell	276312	658179
Jerviswood	Motherwell	276307	658169
Jerviswood	Motherwell	276299	658170
Jerviswood	Motherwell	276296	658171

Address	Settlement	Easting	Northing
Jerviswood	Motherwell	276293	658169
Jerviswood	Motherwell	276290	658168
Jerviswood	Motherwell	276279	658163
Jerviswood	Motherwell	276274	658161
Jerviswood	Motherwell	276270	658159
Jerviswood	Motherwell	276264	658157
Jerviswood	Motherwell	276260	658155
Jerviswood	Motherwell	276255	658153
Jerviswood	Motherwell	276251	658152
Jerviswood	Motherwell	276247	658150
Knownoble Farm	Cleland	279464	657888
Lucy Brae	Uddingston	269117	661683
Strathclyde Hospital	Motherwell	274708	656355
Wilson Road	Allanton	285122	657652
Wishaw Low Road	Cleland	279444	657795
Woodypoint	Bonkle	283802	657260
Wrangholm Hall	New Stevenston	276210	658856

Source: North Lanarkshire Council Database Feb 2007

#### ENV 8 Scheduled Ancient Monuments

Name	Easting	Northing
Bothwellhaugh, Roman fort	273087	657773
Bothwellhaugh, Roman bath house	272966	657876
Orbiston Castle, Bothwell	273252	657995

Source: North Lanarkshire Council Database Feb 2007

#### ENV 9 Scheduled Historic Gardens/Designed Landscapes

Allanton House  
Dalzell House

#### ENV 10 Listed Buildings

Address	Settlement	Category	Easting	Northing
Allanton Mill	Allanton	C(S)	285399	658468
Allanton Road, Brucefield Farm, Allanton Well	Allanton	C(S)	284183	657592
Auchterhead Muir, Darnead-Lin, Covenanters Monument	Shotts	B	290116	655310
Bellshill, Main Street, West Parish Church	Bellshill	B	272714	660310
1 Church Road	Bonkle	C(S)	283622	656978
2 Allanton Road	Bonkle	C(S)	283625	656992
251 Bonkle Road, Auchter House	Bonkle	C(S)	283339	656785
3 Allanton Road	Bonkle	C(S)	283602	657022
5 Allanton Road	Bonkle	C(S)	283605	657038
7 Allanton Road	Bonkle	C(S)	283604	657047
9 Allanton Road	Bonkle	C(S)	283613	657075
Allanton Road, Woodypoint Estate, Bridge	Bonkle	C(S)	284017	657237
Church Road, Bonkle Parish Church	Bonkle	B	283710	657022
Church Road, Bonkle Parish Church Hall	Bonkle	B	283721	657032
Bothwellhaugh Plantation, Orbiston House	Bellshill	C(S)	273117	658153
Calder Bridge	Wishaw	B	281586	657336
Calderbraes, Roundknowe Road, North Calder Water, Calder Bridge	Wishaw	B	268133	662396
Cambusnethan House	Wishaw	A	278064	653052
Cambusnethan House, Farmstead	Wishaw	B	277900	653198
Cambusnethan Parish Church	Wishaw	B	280689	655370
Cambusnethan, Greenhead Road, Old Parish Church	Wishaw	C(S)	280638	655354
Cambusnethan, Greenhead Road, Old Parish Church, Hall	Wishaw	C(S)	280644	655323
Cambusnethan, Greenhead Road, Old Parish Church, War Memorial	Wishaw	C(S)	280634	655382
Cambusnethan, Kirk Road, North Parish Church	Wishaw	C(S)	280771	655394
Cambusnethan, Kirk Road, North Parish Church, Hall	Wishaw	C(S)	280769	655372
Cambusnethan, St Michael's Graveyard, Belhaven & Stenton Mausoleum	Wishaw	B	276771	654028

Address	Settlement	Category	Easting	Northing
Cambusnethan, St Michael's Graveyard, Belhaven And Stenton Mausoleum	Wishaw	B	276771	654028
Carfin, 1 Buchan Road	Motherwell	B	276440	659084
Carfin, 2 Buchan Road	Motherwell	B	276433	659077
Coltness House, Coach House	Wishaw	B	279860	656378
Craigneuk, Shieldmuir Street, St Patrick's R.C. Church	Wishaw	C(S)	277413	655755
Dalzell House	Motherwell	A	276014	654996
Dalzell House, St Margaret's Well	Motherwell	A	276004	654984
Dalzell House, Stables And Coach House, North East Range	Motherwell	A	276029	655036
Dalzell House, Stables And Coach House, West Range	Motherwell	A	276008	655025
Dalziel Burial Ground, Gazebo	Motherwell	C(S)	275534	654917
Dalziel Burial Ground, Mausoleum	Motherwell	B	275501	654864
Fortissat		C(S)	285416	661516
Garrion Bridge, 1 Millfield Cottages	Wishaw	C(S)	279417	651138
Garrion Bridge, 2 Millfield Cottages	Wishaw	C(S)	279410	651139
Garrion Bridge, Garrionhurst	Wishaw	C(S)	279458	650993
Garrion Bridge, Millfield Cottages, Garage	Wishaw	C(S)	279416	651147
Garrion Bridge, Millfield House	Wishaw	C(S)	279431	651185
Garrion Tower	Wishaw	B	279664	651051
Hartwood, Hartwood Hospital, Nurses' Home	Hartwood	C(S)	284738	658833
Motherwell Mill	Motherwell	C(S)	275665	657964
64 Dalziel Street, Co-Operative Society Offices	Motherwell	B	275536	657209
114 Hamilton Road, The Moorings House Hotel	Motherwell	C(S)	274802	656834
1-2 Hamilton Road, Public House	Motherwell	C(S)	275119	657038
15 Orchard Street, Crosshill Manse	Motherwell	B	274874	656949
225 Manse Road, North Lodge	Motherwell	C(S)	275634	655441
23-27 Hope Street, Masonic Hall	Motherwell	C(S)	275093	657252
273-287 And 291-293 Brandon Street	Motherwell	C(S)	275577	656645
31-37 Merry Street, The Railway Tavern	Motherwell	C(S)	275188	657102
33-35 Hamilton Road, Carnegie Public Library	Motherwell	B	275059	656910
344 Muir Street, St Andrew's Parish Church	Motherwell	C(S)	274937	657495
5-15 Muir Street	Motherwell	C(S)	275118	657042
78 Muir Street, Dalziel North Parish Church	Motherwell	B	275124	657197
78 Muir Street, Dalziel North Parish Church, Hall And Offices	Motherwell	B	275148	657212
78 Muir Street, Dalziel North Parish Church, Manse	Motherwell	B	275157	657174
83 Camp Road	Motherwell	C(S)	274794	655775
85 Crawford Street, Dalziel High School	Motherwell	C(S)	274682	656671
Brandon Street, E.U. Congregational Church	Motherwell	C(S)	275532	656723
Brandon Street, YMCA	Motherwell	B	275598	656635
Burnside Street, Burngrange Lodge	Motherwell	C(S)	276483	655532
Coursington Road, R.C. Church Of Our Lady Of Good Aid	Motherwell	B	275506	657126
Crawford Street, Church Of The Holy Trinity	Motherwell	C(S)	275003	656797
Dalzell Park, The Sow Bridge	Motherwell	C(S)	275744	655031
Dalziel Park, St Patrick's Well	Motherwell	C(S)	275523	654895
Forgewood, Jerviston Railway Viaduct	Motherwell	B	275164	658583
Forgewood, Jerviston Railway Viaduct	Motherwell	B	275164	658583
Hamilton Road, Town Hall	Motherwell	C(S)	275036	656967
Merry Street, Dalziel High Parish Church	Motherwell	B	275193	657123
Merry Street, Dalziel High Parish Church, Hall	Motherwell	B	275180	657143
Old Dalziel Manse	Motherwell	B	275459	654996
Park Street, Dalzell Steel Works Offices	Motherwell	C(S)	275776	656800
Windmillhill Street, Baptist Church & Church Hall	Motherwell	C(S)	275679	656524
Windmillhill Street, Drinking Fountain	Motherwell	C(S)	275634	656546
Windmillhill Street, South Dalziel Parish Church	Motherwell	B	275905	656263
Windmillhill Street, South Dalziel Parish Church, Church Warden's Dwelling	Motherwell	B	275933	656289
Windmillhill Street, South Dalziel Parish Church, Hall	Motherwell	B	275925	656275
Murdostoun Bridge	Newmains	B	283535	657085
Murdostoun Castle	Newmains	B	282540	657310
Murdostoun Castle, Dovecot	Newmains	B	282723	657291
Murdostoun Castle, East Lodge	Newmains	B	283552	657364
Murdostoun Castle, Wellhead	Newmains	B	282717	657298
Murdostoun Castle, West Lodge	Newmains	B	281469	657659

Address	Settlement	Category	Easting	Northing
144 - 144a Manse Road	Newmains	C(S)	281918	655869
Church Avenue, Coltness Memorial Church	Newmains	B	281923	655780
Manse Road, Newmains Police Station	Newmains	B	283622	656978
Orbiston Ice-House	Motherwell	C(S)	273377	657988
148 Main Street. Overtown Parish Church Manse	Overtown	C(S)	280106	652718
Main Street, Overtown Parish Church	Overtown	C(S)	280117	652745
Burnbrae Road, Shotts Ironworks	Shotts	B	287963	659794
Hartwood Hospital	Shotts	B	284273	658956
Stane, 19 Main Street	Stane	C(S)	288078	659448
Strathclyde Country Park, South Calder Water, Roman Bridge	Motherwell	B	272889	657961
Uddingston, 3 Edinburgh New Road, Auldearn	Uddingston	B	269186	661531
Waterloo, Pather Farm	Wishaw	B	280219	653781
Wishaw House, Coach House	Wishaw	C(S)	278690	656438
11 Walter Street	Wishaw	C(S)	280589	655304
141-145 Main Street, YMCA	Wishaw	C(S)	279474	655200
147 Stewarton Street, Coltness Masonic Lodge	Wishaw	C(S)	279972	654771
15, 17, 19 Main Street	Wishaw	C(S)	279644	655038
155 - 161 Main Street	Wishaw	B	279465	655226
161 Kirk Road, Chalmers Parish Church Manse	Wishaw	C(S)	280069	655404
163 - 169 Main Street	Wishaw	B	279464	655232
171 - 173 Main Street	Wishaw	B	279451	655235
177 Main Street	Wishaw	C(S)	279426	655254
177 Kirk Road	Wishaw	C(S)	280167	655407
179 Main Street	Wishaw	C(S)	279424	655258
18, 28, 26 Main Street	Wishaw	C(S)	279671	655064
181, 183, 189, 191 Main Street	Wishaw	C(S)	279417	655260
19-21 Campbell Street	Wishaw	C(S)	280011	655166
2 Coltness Road	Wishaw	C(S)	280480	655488
2 Kirk Road	Wishaw	B	279712	655015
206, 208, 214, 216 Main Street	Wishaw	C(S)	279478	655259
210 - 212 Main Street	Wishaw	C(S)	279470	655265
235, 237, 249 Main Street	Wishaw	C(S)	279362	655296
239, 241, 251, 253 Main Street	Wishaw	C(S)	279355	655300
2-4 Belhaven Road, Bank	Wishaw	B	279166	655351
243, 245, 255, 257 Main Street	Wishaw	C(S)	279346	655305
277, 231 Main Street	Wishaw	C(S)	279377	655294
3, 5 Main Street	Wishaw	C(S)	279662	655023
30 Main Street	Wishaw	C(S)	279667	655067
307 Kirk Road, Vine Cottage	Wishaw	C(S)	280619	655441
32, 34 Main Street	Wishaw	C(S)	279664	655073
325 North Dryburgh Road, Bellside Lodge	Wishaw	C(S)	280124	657300
36, 38 Main Street	Wishaw	C(S)	279660	655077
40, 42, 48, 50 Main Street	Wishaw	C(S)	279654	655081
43-45 Cleland Road	Wishaw	C(S)	279014	655448
44, 46 Main Street	Wishaw	C(S)	279649	655087
47 Cleland Road, Heathery Park	Wishaw	B	279016	655475
5 Stewarton Street, Commercial Bank Of Scotland	Wishaw	C(S)	279725	655005
57 Kirk Road, Classic Cinema	Wishaw	C(S)	279736	655107
57-59 Main Street	Wishaw	C(S)	279589	655089
59-69 Kirk Road, Greens Playhouse	Wishaw	C(S)	279757	655129
6 West Thornlie Street, Thornlie Parish Church Manse	Wishaw	B	279507	654889
7 - 13 Main Street	Wishaw	C(S)	279652	655028
9 Glencairn Avenue, Craigneuk	Wishaw	C(S)	277536	655699
9 Kenilworth Avenue, Reformed Presbyterian Church Manse	Wishaw	C(S)	279600	655204
Ballater Crescent, Marker Post	Wishaw	C(S)	279936	656181
Belhaven Terrace, St Andrew's Episcopal Church	Wishaw	C(S)	279428	655185
Calder Bridge	Wishaw	C(S)	279212	656384
East Academy Street, Chambers Parish Church	Wishaw	C(S)	279719	654879
East Academy Street, Chambers Parish Church, Hall	Wishaw	C(S)	279694	654889
Kenilworth Avenue, Reformed Presbyterian Church	Wishaw	C(S)	279625	655186
Main Street, Coltness Gatehouse	Wishaw	B	279607	655131

Address	Settlement	Category	Easting	Northing
Main Street, Old Parish Church	Wishaw	B	279550	655212
Netherton, Kirkhill House	Wishaw	C(S)	277151	654286
Stewarton Street, Stewarton Park, Marker Post	Wishaw	C(S)	280334	654333
West Thornlie Street, Thornlie Parish Church	Wishaw	C(S)	279492	654853
West Thornlie Street, Thornlie Parish Church, Hall	Wishaw	C(S)	279509	654867
Young Street, St Ignatius R.C. Church	Wishaw	A	279953	655114

Source: North Lanarkshire Council Database Feb 2007

### ENV 11 Conservation Area (and Article 4 Direction)

Hamilton Road

Open Retail Markets Article 4 Direction:

(Removes Permitted Development Rights for open air retail markets, including single stalls and caravans used for sale of goods to the public. Applies to the whole of the former Motherwell District Council area)

### ENV 12 Sites of Archaeological Interest

Name	Designation	Easting	Northing
Airbles, Motherwell	Enclosure	274800	655760
Allanton Colliery	Coal Mine; Works	285600	657060
Allanton Colliery, Tramway	Spoil Heap; Tramway	286790	654560
Allanton Colliery, Tramway	Spoil Heap; Tramway	285600	657060
Allanton Colliery, Tramway	Spoil Heap; Tramway	286020	656110
Allanton Colliery, Tramway	Spoil Heap; Tramway	286280	655570
Allanton Mill	Mill	285390	658450
Allanton Mill, Dam	Dam	285940	658730
Allanton Mill, Lade	Dam; Lade	285550	658150
Allanton Mill, Lade	Dam; Lade	285450	658370
Allanton Mill, Old Mill Cottage	Cottage	285350	658440
Auchinlee, Tollhouse	Tollhouse	280510	659620
Auchterhead	Mill Pond; Mill Lade	286200	655200
Auchterhead	Farmstead	286830	655190
Auchterhead	Gravel Pit	288180	654590
Auchterhead	Quarry	287920	654870
Auchterhead	Quarry	288150	654490
Auchterhead	Mounds	288050	654730
Auchterhead Muir	Commemorative Monument	290116	655315
Auchterwater	Spoil Heap	285780	655650
Badallan	Spoil Tip; Tramway (possible)	291800	659300
Badallan Colliery	Coal Mine; Tramway; Rig	292000	659550
Bankhead	Building	279170	656450
Baton Colliery	Coal Mine	286740	661320
Batonrig Colliery	Coal Mine; Miners Rows	285650	661250
Bellmount	Coal Mine; Spoil Heap	288600	658190
Bellmount	Building; Enclosure	288670	658190
Bellmount	Bridge	288510	658020
Bellmount	House; Garden	288500	658350
Benhar Colliery	Coal Mine	289000	663460
Benhar Colliery	Coal Mine	288770	662900
Benhar Colliery	Coal Mine	288350	663670
Benhar Farm	Farmstead	289880	662780
Birniehill	Farmstead	282590	660410
Blackhall	Rig	287750	657750
Blackhall Cottage	Quarries	286920	656920
Blackhall Cottage	Quarries	287000	657000
Blackhall Cottage	Building	286860	656870
Blackhall Junction	Buildings	288570	657760
Blackhall Junction	Posts	288410	657720
Blairmuckill Colliery	Coal Mines	289260	664860

<b>Name</b>	<b>Designation</b>	<b>Easting</b>	<b>Northing</b>
Blairmuckill Colliery	Coal Mines	288960	664910
Bothwellhaugh	Roman Fort	273080	657770
Bothwellhaugh	Roman Bath-house	272950	657885
Bothwellhaugh, 'Roman Bridge'	Bridge	272890	657965
Brackenknowe	Farmstead	282270	660670
Bredisholm	Forge; Building	270680	663120
Bredisholm	Forge; Building	270710	663140
Brickhouse	Building	290730	658960
Brow	Rig	287300	655900
Brow	Pond	287350	655310
Brownhill	Quarry; Coal Mine	280540	660250
Brownhill	Quarry; Coal Mine	280500	660220
Brownhill Colliery	Coal Mine; Rig	288420	662220
Brownhill Colliery	Coal Mine; Rig	288800	661800
Brownrigg Colliery	Coal Mine; Spoil-tip	286600	659710
Brownrigg Colliery	Air Shaft; Spoil-tip	286430	659640
Cairneyhead	Coal Mine; Ironstone Mine	288890	660130
Cairneyhill	Farmstead	289050	659470
Calderhead	Spoil Heap	287310	659670
Calderhead	Rig	287260	659630
Calderhead Colliery	Coal Mine	287750	661390
Calderhead Colliery	Coal Mine	287710	660660
Cambusnethan House	Cist	278240	652480
Cambusnethan Parish Church	Church	280695	655370
Cambusnethan, St Michael's Church and Graveyard	Church; Graveyard	276760	654020
Carbarnswood Orchard	Celtic Tricephalos	277690	653740
Carfin House	Building	277260	657450
Carfin House	Building	277140	657650
Causeyhill	Building; Rig	290320	657200
Causeyhill	Building; Rig	290050	656750
Causeyhill	Building; Rig	290750	657550
Causeyhill	Sheepfold	290160	657080
Chapel	Chapel	283450	654650
Chapel Knowe	Chapel	278295	658425
Coltness Castle, Dovecot	Dovecot	279703	656299
Curry Burn	Level; Quarry	286590	660290
Curryside	Coal Mine; Shaft (possible)	286580	659830
Curryside Colliery	Spoil Tip; Shaft (possible)	286830	659700
Curryside Colliery	Spoil Tip; Shaft	286890	659690
Dalzell House	Country House	276020	654965
Dalzell House	Cross	275995	654980
Dalzell House	Cross	275710	654780
Dalzell House, St Margaret's Well	Holy Well	276005	654975
Dalziel, St Patrick's Church	Long Cist	275480	654850
Dalziel, St Patrick's Church	Church	275480	654850
Damside	Farmstead	285580	657950
Darngavel	Farmstead	287040	656440
Darngavel	Aqueduct	287100	657000
Darngavel	Aqueduct	287120	656960
Darngavel	Quarry; Spoil Heap	287200	655910
Daviesdykes	Ironstone Mine	285490	655690
Daviesdykes	Ironstone Mine; Spoil Tip	285530	655750
Divety	Farmstead	283520	654380
Dunipace	Mound	279790	651105
Dura	Gravel Pits; Building	285980	656140
Dura Kirk	Church; House; Manse (possible)	286190	656190
Dyke	Farmstead; Well; Enclosures; Rig	290450	666100
Dyke	Farmstead; Well; Enclosures; Rig	290650	666150
East Badallan	Mine; Spoil Tip	292380	659390
East Badallan	Rig	291950	659680
Easter Muirhead	Farmsteads	288950	663880



<b>Name</b>	<b>Designation</b>	<b>Easting</b>	<b>Northing</b>
Garrion Bridge	Cairn	279660	651050
Garrion Bridge, 'The Mote'	Cairn	279530	651290
Garrion Mill	Mill	279490	650910
Garrion Tower	Tower	279660	651050
Gertrudesbank	Building	279270	652060
Glencleland House	Building	278870	657030
Gowkhill	Shaft; Spoil Tip (possible)	287630	659700
Gowkhill	Shaft; Spoil Tip	287490	659510
Greenhill Colliery	Coal Mine; Ironstone Mine; Brickworks	281000	660020
Greenhill Colliery	Coal Mine; Ironstone Mine; Brickworks	280930	660160
Greenhill Colliery	Coal Mine; Ironstone Mine; Brickworks	280960	660060
Greenhill Colliery	Coal Mine; Ironstone Mine; Brickworks	280890	660080
Hareshaw	Coal Mine; Ironstone Mine	281130	660840
Hareshaw	Coal Mine; Ironstone Mine	281150	660750
Hareshaw	Coal Mine; Ironstone Mine	281000	660660
Hartfield	Quarries	286210	656710
Hartwood	Rig	285070	659100
Hartwoodhill	Farmstead	285370	659900
Hartwoodhill	Country House; Garden	285370	659850
Hartwoodhill	Building	285200	659780
Hawkwoodburn	Farmstead	286630	659410
Headlesscross	Enclosure; Plantation Bank	290850	658400
Headlesscross	Tramway	290830	658530
Headlesscross	Tramway	291010	658300
Headlesscross	Road	290710	658330
Headlesscross	Rig	290450	658250
Heatheryhill	Building	286950	655600
Highsethead	Farmstead	277790	660860
Hill Hospital	Rig	285960	659680
Hill Hospital	Rig	285710	659670
Hill Hospital	Rig	285700	659910
Hill Hospital	Rig	285750	659870
Hill Hospital	Rig	285960	659950
Hill Hospital	Hospital	285950	659850
Hill Hospital, Lodge	Lodge	285180	659380
Hillhouse	Shaft; Spoil-tip	286190	659810
Hirst	Lint Mill; Reservoir	287420	663640
Home Farm, Wishaw House	House	278695	656595
Kepplehill	Rig	288150	658450
Kepplehill	Rig	288100	658100
Kepplehill Colliery	Coal Mine	287650	658200
Kingshill	Structure	286620	654790
Kingshill Plantation	Road	284500	653930
Kingshill Plantation	Road	285650	654120
Kingshill Plantation	Road	286000	654190
Kingshill Plantation	Road	287210	654580
Kingshill Plantation	Road	287490	654910
Kingshill Plantation	Road	287720	655000
Kirkhall	Farmhouse; Farmstead	286200	655960
Kitchen Linn, Filter Beds	Water Treatment Works	290560	657640
Kitchen Linn, Open-cast Mining	Open-cast Mining	290250	657750
Kitchen Linn, Open-cast Mining	Open-cast Mining	290450	657620
Knowehead	Buildings; Rig	288520	665030
Knowehead	Buildings; Rig	288490	665030
Knowton	Buildings; Enclosures	289040	659670
Knowton	Buildings; Enclosures	289050	659670
Knowton	Coal Mine	290230	659540
Knowton	Coal Mine	290430	659670
Knowton	Magazine	290030	658610
Knowton	Spoil Tip	290020	658460
Knowton	Spoil Tip	290150	658500

<b>Name</b>	<b>Designation</b>	<b>Easting</b>	<b>Northing</b>
Knowton	Spoil Tip	290150	658650
Knowton	Settling Ponds	290120	658450
Knowton	Settling Ponds	290490	658560
Knowton	Tramway	290320	658620
Knowton	Tramway	290430	658650
Knowton	Magazine (possible)	290140	658980
Ladylands	Farmstead	285130	659340
Ladylands	Spoil Tip	285350	659230
Ladylands	Buildings; Railway Siding	285100	659180
Ladylands	Railway Signal Box	285140	659170
Ladylands	Rig	285140	659520
Ladylands	Pond; Dam	285250	659450
Ladylands Mine	Coal Mine	284790	659740
Ladylands Mine, Tramway	Tramway	285100	659180
Ladylands Mine, Tramway	Tramway	284790	659740
Lark Law	Farmstead	289720	656330
Lark Law, Open-cast Mining	Open-cast Mining	288950	657250
Lawmuir	Farmstead	272850	658940
Lingore Linn	Rig	290850	658820
Lingore Linn	Rig	291090	658820
Lingore Linn	Rig	290850	658940
Liquo	Farmstead	285700	658650
Little Legbrancock	Farmstead	277400	660380
Longrack	Farmstead	288980	662280
Lower Daviesdykes	Farmhouse; Farmstead	285400	655830
Lower Daviesdykes	Building	285400	655830
Lower Daviesdykes	Spoil Heap	285500	655880
Meadowfoot	Rig	291850	659950
Mossband Colliery	Coal Mine	280690	660570
Mossband Wood	Mine	286180	660120
Motherwell	Cross	275650	656550
Motherwell	Cross	275575	656610
Motherwell, Hurst Nelson Rolling Stock and Plant Works	Works	276350	656450
Motherwell, Jerviston House	Lairds House	275785	658220
Motherwell, Lady Well	Well	274440	657050
Muirmains	Farmstead	289300	656070
Muldron Bridge	Coal Mine	292210	659040
Muldron Bridge	Bridge	292250	658820
Muldron Bridge	Quarry; Building; Mines	292150	658950
Muldron Bridge	Quarry; Building; Mines	292170	658840
Muldron Bridge	Quarry; Building; Mines	292110	658880
Muldron Bridge	Quarry; Building; Mines	292040	658580
Muldron Lodge	Spoil Tip; Coal Mine	291170	658110
Murdostoun Castle	Country House; Tower	282530	657310
Netherhall	Rig	286300	656800
Netherhall	Quarries	286360	656680
Netherhall	Rig	286530	657220
Netherhall	Gravel Pit	286220	656920
Netherton Old Hall	Building	290910	665720
Newark Plantation	Rig	285040	657020
Newark Plantation	Quarries; Pond	285080	657110
O Wood Plantation	Curling Pond	277070	661120
O Wood Row	Building	277280	661580
Old Townhead	Farmstead	276670	661320
Omoa Ironworks	Ironworks	279490	658410
Orbiston	Tower-house	273500	658700
Orbiston House	Tower-house	273240	658020
Parkfoot	Farmhouse; Farmstead	285820	658850
Parkfoot, Old Lint Mill	Lint Mill	286040	658900
Parkhead	Building	285640	659570
Parkneuk	Farmstead	278400	661220

<b>Name</b>	<b>Designation</b>	<b>Easting</b>	<b>Northing</b>
Parkside	Buildings	286640	659690
Quarryneuk	Building	288080	664490
Queenshill	Farmstead; Sheepfold	286500	654230
Redhall	Building	287780	659140
Redmyre Bridge	Bridge	285900	658080
Rimmon	Shafts	288200	660750
Rimmon	Shafts	288180	660480
Rimmon Colliery	Coal Mines; Ironstone Mine	288560	661290
Rimmon Colliery	Coal Mines; Ironstone Mine	288490	660470
Rose Cottage	Coal Pit	287630	659320
Rosehall	Shafts; Track; Mining Activity	286340	659330
Rosehall	Shafts; Track; Mining Activity; Coal Pits; Quarry	286380	659340
Rosehall	Shafts; Track; Mining Activity; Coal Pits; Quarry	286290	659480
Rosehall	Reservoir; Quarry	285560	659000
Rosehall	Shafts; Track; Mining Activity; Coal Pits; Quarry	286250	659350
Rosehall	Shafts; Track; Mining Activity	286320	659560
Rosehall	Shafts; Track; Mining Activity	286250	659450
Rowantree	Farmstead	288000	655120
Rumbling Sikes	Rig	286000	655800
Shotts	Coal Mine; Ironstone Mine	287830	660100
Shotts Ironworks	Ironworks	287920	659750
Shotts Station	Railway Station	287440	659820
Shotts, Dykehead Public Park	Park	287050	659550
Shotts, Dykehead Public Park, Bandstand	Bandstand	287040	659550
Shotts, Dykehead Public Park, War Memorial	War Memorial	287040	659650
Shotts, Dykehead Public Park, War Memorial	War Memorial	287920	659840
South Blairmuchole	Farmstead; Quarry	288110	664310
South Calder Water	Spoil Tip	287290	659540
South Dyke	Pond	285900	658210
South Dyke	Spoil Heap; Reservoir	287840	659940
South Dyke	Farmhouse; Farmstead	286440	658180
Southfield	Coal Mine; Shaft; Spoil Heap	289390	659670
Southfield	Coal Mine; Shaft; Spoil Heap	289390	659660
Springhill	Spoil Heap	289060	658650
Springhill	Pond	289610	659130
St Patrick's Well, Dalziel	Well	275515	654915
Stane	Building	288180	659780
Stane	Buildings; Garden	288130	659580
Stane	Gravel Pit	288150	659730
Stane Colliery, Pits 1 and 2	Spoil Tip; Tramway	288270	659100
Stane, High Street	Sand And Gravel Workings	288070	659320
Stane, Manse Road	Sand And Gravel Workings	288240	659550
Stanyhill	Building	289210	665430
Starryshaw	Coal Mine; Ironstone Mine	289290	660670
Tarbrax Brick and Tile Works	Brickworks; Tile Works	286600	659090
Tarbrax House	House; Garden	286660	659000
Tarbrax, Reservoir	Reservoir	287600	658700
The Mount	'Earthwork'	274500	662100
The Tree	Farmstead	278660	660610
Tillanburn	Manure Works	280920	660830
Torbothie	Village	288950	659850
Torbothie	Miners Rows	288570	659750
Townhead	Building	275920	661490
Uddingston, New Edinburgh Rd, Mason's Yard	Crane	271930	660500
Upper Daviesdykes	Farmhouse; Farmstead	285330	656050
Viewpark	Cinerary Urn	270885	660740
Viewpark, St Enoch's Hall	Country House	271590	662020
Watsonhead	Gravel Pit	285040	654330
West Badallan	Rig	291750	659050
West Badallan	Sand And Gravel Workings	291060	658840
Westallan	Coal Mine; Reservoir; Tramways	291020	659030

Name	Designation	Easting	Northing
Westallan	Coal Mine; Reservoir; Tramways	290980	659040
Westallan	Coal Mine; Reservoir; Tramways	290930	659000
Westallan	Coal Mine; Reservoir; Tramways	290960	658940
Westallan	Coal Mine; Railway; Machinery Plinths	291300	659170
Westallan	Coal Mine; Railway; Machinery Plinths	291200	659150
Westallan	Coal Mine; Railway; Machinery Plinths	291360	659200
Westallan	Coal Mine; Railway; Machinery Plinths	291290	659160
Wester Plantation	Sand And Gravel Workings; Rig	291190	659500
Wester Plantation	Reservoir	291010	659820
Woodhead	Building; Enclosure	286450	659620
Woodhead	Buildings; Enclosures	286450	659420

Source: North Lanarkshire Council Database Feb 2007

### ENV 13 Vacant and Derelict Land Sites

Site Name	Address	Area	Easting	Northing
<b>Derelict Land</b>				
Land East of Cuckoo Bridge	Excelsior Street	1.29	277786	655262
Land to Rear of Council Yard	Coursington Road	0.67	275868	657166
East of 46	Bell Street	0.11	279054	655123
West Thornlie Street	West Thornlie Street	0.24	279401	654946
Land to Rear of Scottish Power Depot	Leven Street	0.93	274974	655973
Dalziel Street	Dalziel Street	0.24	275495	657239
Former Etna Iron and Steel Works	Clamp Road	5.33	277084	655764
Newhouse Ind Estate	Edinburgh Road	6.62	277164	660930
<b>Derelict Land &amp; Buildings</b>				
Royal George Washery Site	Overtown Road	29.6	282104	654872
181 SH1	Old Edinburgh Road	0.2	270276	661504
Land west of	Quarry Road	1.21	286640	660181
South Dykehead	South Dykehead	0.34	286834	659712
Abandoned Housing Site	Woodside Crescent	1.82	282807	656821
Almond Cottage (derelict)	Sidehead Road	0.41	290394	664076
Netherton Industrial Estate	Canyon Street	0.24	278291	654556
Land West of	Rosehall Road	1.79	286646	659892
Aitkenhead Road	Aitkenhead Road	5.66	270111	662357
Bellshill North	Bellshill North	0.65	272965	661668
139 SH2	Main Street	0.18	280068	658034
Foundry Road	Foundry Road	2.1	287492	659663
-	Torbothie Road	35.8	288581	660178
Hall Street	Hall Street	3.35	276110	659879
North Bellshill	North Bellshill	3.02	273762	660706
Torbothie Road	Torbothie Road	0.73	288818	659791
Land to the North of	Quarry Road	0.43	286574	660355
222 SH1	Cambusnethan Street	0.1	280838	655491
Former Lanarkshire Steelworks	Craigneuk Street	45.3	276534	656481
Foundry Road	Foundry Road	1.02	280102	658557
Land south of Carfin Station	Newarhill Road	2.09	277328	658900
North Bellshill	North Bellshill	1.59	273982	660766
Former Calderhead Colliery	Benhar Road	14.6	287728	661557
Victoria Park	Victoria Street	13.4	281856	655520
Land south of Main Street - West Cross	Main Street	0.14	279244	655346
Former Sewage Treatment Works - East	Loanhead Road	5.57	277087	659156
Clydesdale Street	Clydesdale Street	0.32	275165	659965
Reema Road	Reema Road	15.6	274322	660963
386 SH1	Old Edinburgh Road	0.11	271629	660804
High Street	High Street	0.13	278833	659831
West of former Council Depot	Quarry Street	0.21	279199	655246
Land south of	Bell Street	0.23	279004	655111
Motherwell Road	Motherwell Road	0.3	276438	657881
Land east of Aldi Foodstore	Glasgow Road	0.24	278649	655227

<b>Site Name</b>	<b>Address</b>	<b>Area</b>	<b>Easting</b>	<b>Northing</b>
Land east of Aldi Foodstore	Glasgow Road	0.17	278590	655244
Land south of Anderson's Car Park	Wellington Street	0.21	277262	656079
Carfin Road	Carfin Road	0.36	280102	658070
Coronation Road	Coronation Road	0.27	275806	659672
444	Millbank Road	0.21	278863	654451
Former Primary School	Overtown Road	0.28	281119	653954
East of former Council depot	Quarry Street	0.35	279283	655185
Land south of	Glenpark Street	0.14	279332	655528
Camp Road	Camp Road	0.54	275327	655382
Land to rear of 110 Carfin Road	Carfin Road	0.55	278101	659298
Land south of Railway Viaduct	Bellside Road	0.21	280728	658389
SH1	Hospital Road	0.36	280093	654224
Land to rear of Greenhead Cemetery	Tinto Crescent	0.62	280626	654718
Former Smith's Clock Works	Smith Avenue	7.3	279463	653778
Land east of Ladysmith Street	Shieldmuir Street	0.14	277567	655591
North and South Road	North and South Road	0.4	281009	658485
Land to rear of Fire Station	Easter Road	0.1	286883	660087
Netherton Industrial Estate	Netherton Street	1.06	278460	654602
Ravenscraig East	Ravenscraig East	200	277558	657154
Site at Pickerings Corner	Netherton Road	0.37	278952	654262
Clydesdale Tube Works	Clydesdale Tube Works	38.2	275188	659273
Woodrow Avenue	Woodrow Avenue	1.26	276941	658801
Netherton Road	Netherton Road	0.61	278555	654427
Site of Former Council Houses	Meadowhead Road	0.35	277237	656041
Gas Depot	Mill Road	0.74	275502	657405
Alexander Street/Marshall Street	Marshall Street	0.31	278870	655101
69-71	Glasgow Road	0.1	279018	655282
Former Bookmakers	Main street	0.13	280237	652858
Harestonehill Cottage	Overtown Road	0.19	282059	654207
Harestonehill Bing	Harestonhill Farm	1.01	282547	654078
Former Southfield Colliery	Torboothie Road	10.5	290262	659608
Cairney Head	Torboothie Road	0.52	289098	660107
Derelict Property - Foulburn	Foulburn Road	0.42	284075	658475
Hartwood Bing	Hartwood Road	2.03	284866	659607
Former Comley Bank Hotel	Bonkle Road	0.21	283171	656653
Derelict Buildings				
Former Scotclean Building	Westwood Road	0.18	282391	656123
Foundry	Foundry Road	0.74	280202	658513
Derelict Building west of Torrance Farm	Harthill Road	0.44	290444	666100
Branchal Bing	Branchal Road	2.43	281141	656433
South of	Glenpark Street	0.18	279379	655515
Land East of Netherton Shops	Netherton Road	0.19	278011	654507
Eurocentral	Woodside	16.3	275063	661836
Former Scrap Yard	Glasgow & Edinburgh Road	1.29	278981	661417
Excelsior Park	Canyon Road	1.39	277761	654828
Proposed Line of Ring Road	Hamilton Road	0.17	275091	657047
Land North West of Motherwell Heritage Centre	Farm Street	0.27	274938	657083
Bothwellpark	Bothwellpark Road	49.1	271616	659993
Wester Holytown	Holytown Road	0.18	275429	660445
Site opposite Craigneuk & Belhaven Church	Craigneuk Street	0.37	277145	655973
Eurocentral	Townhead Avenue	2.92	275654	661950
<b>Vacant Land</b>				
Eurocentral	McNeil Avenue	3.92	275368	661610
Eurocentral Freight Village	McNeil Drive	3.75	275202	661315
Eurocentral	Condor Glen	17.2	275311	660846
Eurocentral	Brittain Way	7.99	275441	661239
Eurocentral	Townhead Avenue	7.77	276352	661286
Eurocentral - East Future Development Site	McNeil Drive	21.3	276826	661160
Eurocentral Freight Village	McNeil Drive	4.06	275021	661325
Eurocentral	Condor Glen	3.84	275636	661399

Site Name	Address	Area	Easting	Northing
Netherton Industrial Estate	Netherhall Road	1.03	277956	654933
Netherton Industrial Estate	Netherhall Road	0.68	278096	654878
Eurocentral	Brittain Way	3.43	275867	660698
Land adjacent to Bank of Scotland Call Centre	Airbles Road	0.52	274526	656283
Former Clyde Boiler Works	Park Street	0.83	275521	656895
NIL	Main Street	0.13	274165	660346
Eurocentral	Brittain Way	8.12	276399	660965
Bings North of Shotts Prison	Newmill and Canthill Road	2.03	285638	661176
Former HD Howden Ltd Factory	Coronation Road	0.22	275809	659716
Ravenscraig West	Ravenscraig West	71	276392	657402
Former Council Depot	Quarry Street	0.13	279233	655216
Former Travelling People's Site	Kirklees Road	0.63	274935	659480
Eurocentral	Brittain Way	9.08	275790	660917
Land to the Rear of	Babylon Road	0.21	273406	658969
Land to the rear of	Culloden Avenue	1.02	275072	659767
Former Gas Holder	Mill Road	1.12	275496	657510
Former works	Foundry Road	0.49	287351	659781
Former GF Sharp Workshop/office	Marshall Street	0.34	279014	655158
Vacant Land to Rear of the Neuk	Bridge Street	0.3	278557	655378
Costain Works	Main Street	3.73	282272	655482
Former Sewage Treatment Works - West	Loanhead Road	2.05	276792	659251
Former Orchard Farm (derelict)	Carnbroe Road	0.5	274663	662318
West of Church Hall	Glasgow Road	0.15	277452	655802
Land to rear of Former National Tyres Garage	Craigneuk Street	0.39	277802	655384
Former Dunlop and Rankin Steel Services	Main Street	0.18	274430	660374
Former works	Main Street	1.73	274548	660443
Eurocentral	Coddington Crescent	1.16	275913	661277
Strathclyde Business Park	Pheonix Crescent	0.75	272500	661605
Strathclyde Business Park	Pheonix Crescent	0.84	272571	662046
Strathclyde Business Park	Pheonix Crescent	0.25	272665	662080
Strathclyde Business Park	Pheonix Crescent	0.94	272763	662057
Former Hartwood Hospital	Hartwood Road	10.2	284358	659053
Vacant Factory Units	Clamp Road	0.21	277098	655937
Land west of 241	Kirk Road	0.12	280399	655465
Former Recreation Ground	Woodrow Avenue	5.85	277074	658926
Former informal car park south of West Main St	West Main Street	0.18	290219	664320
Unmaintained area next to football park	Holytown Road	0.68	275722	660493
Vacant Ind Unit	Brittain Way	1.52	275895	661165
Interlink Industrial Estate	Edinburgh Road	24.9	278880	661531
New Industrial Site	Glasgow and Edinburgh Road	2.27	278273	661527
Carfin Industrial Estate	Park Road	0.47	276573	658990
Carfin Industrial Estate	Park Road	0.71	276655	658816
Former Silverburn Hotel	Loanhead Road	0.36	278084	659544
Derelict building to rear of undertakers	Park Street	0.15	275427	656985
Former offices Scott Street	Scott Street	0.27	275461	657198
Former Petrol Filling Station	Glasgow Road	0.16	278222	655278
Vacant Land	Glasgow Road	0.14	278144	655292
Derelict land and buildings adjacent to Victoria Park	Woodhall Road	0.55	281680	655509
Site of Former Kilt Bar	Main Street	0.91	282405	655969
Remains of the former Smiths clockworks site	Smith Avenue	2.21	279525	653706
Industrial Buildings Excelsior Industrial Estate	Canyon Road	0.79	278058	654718
Former Bus Garage/window manufacturer site	Greenhead Road	0.39	280177	654550
Former Fullwood Foundry	Hall Street	7.89	275835	660012
Derelict Land west of Westfield Road	Westfield Road	3.04	277224	661172
Former Petrol Filling Station	Old Edinburgh Road	0.14	271577	660883
Derelict Factory	Goil Avenue	1.2	271814	661092
Vacant Site east of Goil Avenue	Goil Avenue	0.8	271835	660851
Vacant Land off Melford Road	Melford Road	1.02	272128	661317
Vacant Site north of Bellshill Ind Estate	Belgowan Street	1.53	273030	661693
Strathclyde Business Park East	Pheonix Crescent	4.93	272904	661856
<b>Site Name</b>	<b>Address</b>	<b>Area</b>	<b>Easting</b>	<b>Northing</b>

Derelict Shops	Unitas Road	0.32	274157	660211
Site of former Motherwell Bridge Factory	Logans Road	5.88	274665	657706
Former Pubs at Main Street	Main Street	0.19	276256	660477
Land east of 1 Buchan Road	Buchan Road	0.72	276586	658803
Site of Former Public House	Omoa Road	0.15	279848	658081
Former Scrap Yard North of Meadow Road	Meadow Road	0.81	275927	656488

#### **Vacant Land & Buildings**

Derelict Site off Meadow Road	Meadow Road	0.13	275913	656432
Site east of Fire Station	Orbiston Street	0.46	276109	656115
Land east of Belhaven Road	Belhaven Road	0.38	279194	655194
Vacant site west of Rose Street	Rose Street	0.13	276033	656328
Vacant Industrial Unit	Meadow Road	0.13	276091	656355
Land between Hill Street - Russell St	Hill Street	0.35	279490	655007
Site north of Netherdale Road	Netherdale Road	0.16	278287	654724
Derelict Buildings - Former Faces Nightclub	Dalziel Street	0.14	275537	657280
Land South of Lochend Street	Lochend Street	0.25	275775	656466
<b>Total</b>		<b>400.7</b>		

#### **Schedule ENV 14 Land with Unclassified Development Potential**

<b>Site Ref</b>	<b>Site Name</b>	<b>Planning Consent</b>
ENV 3. 1 a	Clydesdale Steel Works, Mossend	2005, Residential
ENV 3. 1 b	Clydesdale Road, Mossend	
ENV 3. 2a	Carfin Street Carfin	
ENV 3. 2b	New Stevenston Road, Carfin	
ENV 3.3	Mill Road/Merry Street, Motherwell	
ENV 3.4a	Overtown Road, Overtown	
ENV 3.4b	Overtown Road, Overtown	
ENV 3.5	Torbothie Road, Shotts	2007, Residential
ENV 3.6	Meadowhead Road, Wishaw	
ENV 3.7	Bo'ness Road/Edinburgh Road, Newhouse	2007, Residential

#### **Schedule ENV 15 Urban Fringe Improvement Opportunities**

<b>Site Ref</b>	<b>Site Name</b>	<b>Planning Consent</b>
ENV 7.1	Legbrannock, New Stevenston	2006, Residential & Leisure
ENV 7.2	Clyde Walkway, Motherwell	
ENV 7.3	Dalziell Estate, Motherwell	
ENV 7.4	Stewarton Street, Wishaw	
ENV 7.5	Collyshot Woods, Coltness, Wishaw	
ENV 7.6	Auchinlea/Bellside, Cleland	
ENV 7.7	Torbothie, Shotts	
ENV 7.8	Wester Calderhead, Shotts	
ENV 7.9	Benhar Farm, Harthill	
ENV 7.10	Muirhead, Eastfield, Harthill	
ENV 7.11	Kingshill, Allanton	
ENV 7.12	Waterloo Corridor, Newmains	

#### **Schedule ENV 16 Potential Local Nature Reserves**

<b>Site Ref</b>	<b>Site Name</b>
ENV 14.1	Cambusnethan Woodlands
ENV 14.2	Cathburn Moss
ENV 14.3	Branchal Moss
ENV 14.4	Ravenscraig and Coltness Woodlands

#### **Schedule ENV 17 Town Centre Improvement Opportunities**

Site Ref	Site Name	Works
ENV 16.1	Main Street/Kirk Road, Wishaw	Back Court Improvement
ENV 16.2	Stewarton Street/Kirk Road, Wishaw	Back Court Improvement
ENV 16.3	Stewarton Street/Caledonian Road, Wishaw	Back Court Improvement
ENV 16.4	Main Street/Caledonian Road, Wishaw	Back Court Improvement
ENV 16.5	Glebe Street, Bellshill	Car Park Improvements
ENV 16.6	Emma Jay Road, Bellshill	Car Park Improvements

## HOUSING SCHEDULES

### Schedule HSG 2 Private Housing Development Opportunities Effective Housing Land Supply (2006 Base)

Site Ref	Address	Settlement	Area(Ha)	Capacity(Units)
<b>Sites Under Construction 2006</b>				
HSG2.0625	Bellshill Maternity Hospital (PH 1)	Bellshill	4.26	136/11
HSG2.0625A	Bellshill Maternity Hospital (PH 1)	Bellshill	1.92	47/34
HSG2.0693	Scott Place	Bellshill	0.39	39/27
HSG2.0501A	Carfin Grotto Phase A	Carfin	5.21	167/4
HSG2.0501B	Carfin Grotto Phase B	Carfin	2.64	71/55
HSG2.0685	Carfin Bond Phase H	Carfin	2.82	43/8
HSG2.0504	Biggar Road/Windyedge	Cleland	2.19	35/35
HSG2.0682	Carlisle Road	Cleland	1.58	32/29
HSG2.0555	6-8 West Benhar Road	Eastfield	0.18	5/3
HSG2.0372	East Main Street/ Westcraigs Road	Harthill	0.97	20/9
HSG2.0576	Benhar PS	Harthill	0.63	18/12
HSG2.0706	126-128 Clydesdale Road	Mossend	0.33	20/20
HSG2.0417A	Range Road Phase A	Motherwell	6.2	130/96
HSG2.0417B	Range Road Phase B	Motherwell	7.98	138/131
HSG2.0417C	Range Road Phase C	Motherwell	2.36	45/45
HSG2.0436	Camp Road/Lawson Avenue	Motherwell	2.35	27/6
HSG2.0459D	Cleland estate Phase 4	Motherwell	1.23	18/1
HSG2.0613	44 Bruce Avenue (land South of)	Motherwell	0.59	27/19
HSG2.0616	Former Maxwell garage	Motherwell	0.14	19/2
HSG2.0656	Logans Road and Watling Street	Motherwell	1.56	47/7
HSG2.0670	Motherwell Bridge Phase 1A	Motherwell	3.49	59/30
HSG2.0691	42-54 The Loaning	Motherwell	0.11	4/2
HSG2.0709	33-37 Ailsa Crescent	Motherwell	0.06	4/4
HSG2.0705	216-220 Clydesdale Street	New Stevenston	0.22	15/15
HSG2.0393	417 High Street	Newarthill	1.04	31/16
HSG2.0333	89 Bonkle Road	Newmains	0.94	17/17
HSG2.0467C	South East of Woodlands Estate	Newmains	2.83	73/29
HSG2.0627	East of 15 Manse Road	Newmains	0.1	8/8
HSG2.0686	3 Manse Road (Police Station)	Newmains	0.07	5/5
HSG2.0389	Springhill Road	Shotts	0.29	5/1
HSG2.0605	Quarry Road	Shotts	0.08	6/6
HSG2.0663	Station Road	Shotts	0.12	8/8
HSG2.0143B	Old Manse Road Phase B	Wishaw	4.53	113/30
HSG2.0585	Wishaw Golf Club	Wishaw	1.68	40/33
HSG2.0593	65 Coltness Road	Wishaw	0.13	5/5
HSG2.0652	North of Gas Holder Station Ph 1	Wishaw	4.48	138/9
HSG2.0652A	North of Gas Holder Station Ph 2	Wishaw	2.17	48/9
HSG2.0669	Mossneuk Cottage	Wishaw	1.25	14/10
HSG2.0674	440 Caledonian Road	Wishaw	0.11	4/2
		<b>Sub Total</b>	<b>69.23</b>	<b>1681*/793</b>
<b>Sites with Planning Consent 2006</b>				
HSG2.0684	West Of Hamilton Road	Bellshill	0.44	17
HSG2.0690	Bellshill Miners Welfare Thorn Road	Bellshill	0.18	14



Site Ref	Address	Settlement	Area(Ha)	Capacity(Units)
HSG2.0704	560 Main Street	Bellshill	0.2	18
HSG2.0708	129 Holytown Road	Bellshill	0.64	32
HSG2.0721	Holm Gardens	Bellshill	1.21	34
HSG2.0736	350 New Edinburgh Road	Bellshill	0.36	10
HSG2.0607	1-11 Wishaw High Road (Rear of)	Cleland	3.33	57
HSG2.0697	9-11 Omoa Road	Cleland	0.13	10
HSG2.0732	Cleland Arts Schoolhouse	Cleland	0.08	5
HSG2.0597	Clydesdale Works. Clydesdale Rd	Mossend	12.12	200
HSG2.0731	14A Stevenston Street	Holytown	0.12	9
HSG2.0739	33-35 Main Street	Holytown	0.19	10
HSG2.0363	Morningside Road (West) North	Newmains	7.15	125
HSG2.0363A	Morningside Road (West) South	Newmains	7.15	145
HSG2.0417	Range Road (Remainder)	Motherwell	10.88	184
HSG2.0573A	Ravenscraig Area 1 Cleakhimin	Motherwell	11.16	250
HSG2.0573B	Ravenscraig Area 2 Carfin	Motherwell	33.3	600
HSG2.0573C	Ravenscraig Area 3 Netherjohnston	Motherwell	18.48	300
HSG2.0573D	Ravenscraig Area 4 Roman Road	Motherwell	23.24	500
HSG2.0573E	Ravenscraig Area 5 Meadowhead	Motherwell	62.04	1270
HSG2.0573F	Ravenscraig Area 6 Town Centre	Motherwell	15.82	500
HSG2.0573G	Ravenscraig Area 7 Cragneuk	Motherwell	8.66	80
HSG2.0670A	Motherwell Bridge Phase 1B	Motherwell	0.56	22
HSG2.0698	Modyrvale Medical Centre	Motherwell	0.06	5
HSG2.0699	1-3 Edward Street	Motherwell	0.05	4
HSG2.0701	North Orchard Street/James Street	Motherwell	0.11	10
HSG2.0743	5 Dalziel Street	Motherwell	0.06	6
HSG2.0199A	Treatment Works East	New Stevenston	5.79	70
HSG2.0199B	Treatment Works West	New Stevenston	2.06	31
HSG2.0653	7 Jerviston Street (Land South of)	New Stevenston	0.31	6
HSG2.0676	Land South Of 5 School Road	Newmains	0.8	43
HSG2.0677	North Of 201 Morningside Road	Newmains	0.26	44
HSG2.0688	North Of 21-27 Bonkle Road	Newmains	0.29	20
HSG2.0733	111 Westwood Road	Newmains	0.13	10
HSG2.0734	109 Westwood Road (South of)	Newmains	0.08	6
HSG2.0738	52 Abernethyn Road	Newmains	0.24	18
HSG2.0517	Shottskirk Road	Shotts	0.89	10
HSG2.0735	10 Main Street	Shotts	0.09	4
HSG2.0740	117 Station Road	Shotts	0.89	20
HSG2.0580	267 Stewarton Street	Wishaw	0.39	29
HSG2.0680	Marshall Street	Wishaw	0.31	12
HSG2.0689	Cambuslang College	Wishaw	0.4	18
HSG2.0707	Bell Street/Marshall Street	Wishaw	0.8	52
HSG2.0711	Etna Industrial Estate	Wishaw	4.83	163
HSG2.0715	14 Hill Street	Wishaw	0.2	11
HSG2.0716	43-51 Millbank Road	Wishaw	0.2	16
<b>Sub Total</b>			<b>236.68</b>	<b>5,000</b>

#### Sites with Potential 2006

HSG2.	758-768 Old Edinburgh Road	Bellshill	0.11	7
HSG2.0737	Bellshill Golf Club	Bellshill	0.35	8
HSG2.0477	Branchall Cottage	Cambusnethan	1.59	12
HSG2.0490	East Gate	Cambusnethan	0.07	4
HSG2.0723	Cambusnethan PS	Cambusnethan	0.62	15
HSG2.0724	Cambusnethan Nursery Centre	Cambusnethan	0.09	4
HSG2.0703	North of New Stevenston Road	Carfin	7.22	91
HSG2.0710	Carfin Street	Carfin	3.84	126
HSG2.0712	Craigneuk Street / Wellington Street	Craigneuk	0.55	51
HSG2.0577	Harthill PS	Harthill	0.59	12
HSG2.0163	Main Street North	Holytown	0.32	22
HSG2.0702	Torrance Park	Holytown	153.72	180
HSG2.0742	29 Stevenston Strett (Rear of)	Holytown	0.16	6
HSG2.0744	East of Bo'ness Road	Holytown	4.03	80
HSG2.0608	Muir Street/Merry Street	Motherwell	0.11	5

Site Ref	Address	Settlement	Area(Ha)	Capacity(Units)
HSG2.0621	Calder Road	Motherwell	0.78	25
HSG2.0713	Elison Court Shields Road	Motherwell	0.39	10
HSG2.0719	Motherwell Bridge Phase 2	Motherwell	4.08	141
HSG2.0725	New Stevenston PS	New Stevenston	0.44	15
HSG2.0718	Gospel Hall,High Street	Newarthill	0.11	9
HSG2.0717	Costains, Main Street	Newmains	147.04	300
HSG2.0383	Wemysshill Farm Phase 2	Overtown	4.63	50
HSG2.0589	89-125 Main Street	Overtown	0.25	8
HSG2.0741	Torbothie Road North	Shotts	6.38	124
HSG2.0181	428-436 Old Edinburgh Road	Uddingston	0.2	5
HSG2.0722	Burnhead PS	Viewpark	4.27	100
HSG2.0143A	Old Manse Road Phase A	Wishaw	4.72	65
HSG2.0209	Pather Farm	Wishaw	9.12	100
HSG2.0222	57 Cambusnethan Street	Wishaw	0.1	8
HSG2.0356	Green Farm	Wishaw	9.39	100
HSG2.0380	155 Netherton Road	Wishaw	0.18	17
HSG2.0559	137-139 Craigneuk Street	Wishaw	0.94	33
HSG2.0583	Netherton Road	Wishaw	0.29	8
HSG2.0628	South of Dimsdale Road	Wishaw	0.36	7
HSG2.0655	Cambusnethan Priory	Wishaw	0.02	9
HSG2.0700	25 Hill Street	Wishaw	0.02	4
HSG2.0728	St Ignatius PS	Wishaw	0.25	6
HSG2.0730	Wishaw Academy PS	Wishaw	0.28	7
		<b>Sub Total</b>	<b>367.61</b>	<b>1,774</b>
		<b>Total*</b>	<b>673.52</b>	<b>8,455</b>

Source: NLC Housing Land Survey 2006

Note \* Includes total capacity of Sites Under Construction

#### Schedule HSG 5 Housing for Rent, Shared Ownership and Special Needs

Site Ref	Address	Settlement	Area(Ha)	Capacity(Units)
<b>Sites With Planning Consent 2006</b>				
HSG5.0720	9 Christie Street	Mossend	0.05	7
HSG5.0649	73 Coronation Road	New Stevenston	0.64	26
HSG5.0512	Hill Street/West Thornlie Street	Wishaw	0.24	12
HSG5.0696	Russel Street/Hill Street	Wishaw	0.35	16
HSG5.0650	Land West Of 84 Craigneuk Street	Wishaw	0.40	25
HSG5.0694	Bonkle Rd - Woodside Crescent	Bonkle	2.65	59
HSG5.0629	Easter Road (Dykhead PS)	Shotts	0.75	22
		<b>Sub Total</b>	<b>5.08</b>	<b>167</b>
<b>Sites with Potential 2006</b>				
HSG5.0726	St Columbas PS	Uddingston	1.62	43
HSG5.0727	St Gabriels PS	Viewpark	0.33	16
HSG5.0729	Hozier Nursery School	Viewpark	0.37	16
HSG5.0140	Vickers Street/Fort Street	Motherwell	1.44	36
HSG5.0235	Craigneuk/Ritchie Street	Motherwell	0.62	30
HSG5.0476	Grange Street (Site 2)	Motherwell	0.29	12
HSG5.0540	Shieldmuir Street	Motherwell	0.19	20
HSG5.0622	Main Street/Greenmoss Place	Motherwell	0.28	10
HSG5.0361B	Smith Avenue	Gowkthrapple	4.17	30
HSG5.0714	Cala Sona Court	Wishaw	1.17	52
HSG5.0371	West Benhar Road	Eastfield	0.65	12
		<b>Sub Total</b>	<b>11.13</b>	<b>277</b>
		<b>Total</b>	<b>16.21</b>	<b>444</b>

Source: NLC Housing Land Survey 2006

## ECONOMIC DEVELOPMENT SCHEDULES

### Schedule IND 1 Industrial and Business Land Development Sites & Opportunities

Site Ref	Address	Settlement	Area (Ha)	Easting	Northing
IND1.57.014	Starling Way	Bellshill	2.99	272002	661860
IND1.57.022	Starling Way	Bellshill	2.89	272993	661693
IND1.41.033	Belgowan Street	Bellshill	2.19	272489	661621
IND1.57.005	Dove Wynd	Bellshill	0.81	272899	661862
IND1.81.010	Hattonrigg A	Bellshill	1.18	273726	660635
IND1.81.020	Hattonrigg B	Bellshill	1.44	273974	660814
IND1.81.030	Hattonrigg C	Bellshill	16.34	274322	660965
IND1.41.026	Mossbell Road	Bellshill	0.67	272516	660876
IND1.57.060	Phoenix Crescent	Bellshill	5.94	272899	661891
IND1.57.063	Phoenix Crescent	Bellshill	0.94	272665	662080
IND1.57.062	Phoenix Crescent	Bellshill	0.25	272105	661310
IND1.56.042	Melford Road	Bellshill	1.29	275358	661615
IND1.56.046	Righead Industrial Estate	Bellshill	3.16	271763	661054
IND1.56.047	Righead Industrial Estate	Bellshill	0.82	271836	660851
IND1.54.020	EuroCentral	Motherwell	3.94	275383	661386
IND1.54.041	EuroCentral	Motherwell	3.06	275450	661155
IND1.54.042	EuroCentral	Motherwell	4.32	275579	661025
IND1.54.043	EuroCentral	Motherwell	3.84	275783	660940
IND1.54.071	EuroCentral	Motherwell	5.77	275262	660871
IND1.54.035	EuroCentral	Motherwell	8.72	275354	660768
IND1.54.036	EuroCentral	Motherwell	7.79	276423	660770
IND1.54.072	EuroCentral	Motherwell	4.45	275849	660695
IND1.54.038	EuroCentral	Motherwell	3.50	276105	659879
IND1.54.031	EuroCentral	Motherwell	3.55	275022	661325
IND1.54.022	EuroCentral	Motherwell	4.03	277060	661529
IND1.54.091	EuroCentral	Motherwell	4.40	274527	656284
IND1.54.081	EuroCentral	Motherwell	5.75	276982	661230
IND1.54.082	EuroCentral	Motherwell	6.49	276393	661307
IND1.54.061	EuroCentral	Motherwell	4.53	275180	661847
IND1.54.013	EuroCentral	Motherwell	16.71	275060	661842
IND1.54.094	EuroCentral	Motherwell	2.34	275667	661937
IND1.85.010	Ravenscraig / Lanarkshire Works	Motherwell	77.00	276558	656457
IND1.53.050	Mossend EZ	Motherwell	7.67	276364	660962
IND1.53.012	Mossend EZ	Motherwell	2.04	275203	661314
IND1.53.023	Mossend EZ	Motherwell	1.12	278700	661363
IND1.40.001	Airbles Road	Motherwell	0.47	276657	658907
IND1.52.030	Glasgow & Edinburgh Road	Motherwell	2.57	278601	661443
IND1.52.033	Glasgow & Edinburgh Road	Motherwell	5.58	278985	661650
IND1.52.032	Edinburgh Road	Motherwell	7.57	275916	661277
IND1.52.035	Edinburgh Road	Motherwell	2.24	278852	661419
IND1.52.034	Edinburgh Road	Motherwell	2.03	279159	661655
IND1.52.036	Edinburgh Road	Motherwell	4.40	278814	661582
IND1.52.037	Edinburgh Road	Motherwell	4.34	276043	660843
IND1.52.021	Sandyford Road	Motherwell	1.36	279040	661487
IND1.54.092	Orchard Farm	Motherwell	14.15	271420	661045
IND1.88.002	Fullwood Foundry	Motherwell	3.16	276105	659879
IND1.60.001	Orbiston Industrial Estate	Motherwell	0.79	275927	656489
IND1.60.002	Orbiston Industrial Estate	Motherwell	0.11	275915	656433
IND1.60.003	Orbiston Industrial Estate	Motherwell	0.13	276033	656328
IND1.51.031	Netherton Industrial estate	Wishaw	0.16	278288	654724
IND1.51.026	Netherhall Road	Wishaw	1.03	277955	654933
IND1.51.003	Netherdale Road	Wishaw	0.84	277084	655768
IND1.51.013	Canyon Road	Wishaw	0.24	278291	654556
IND1.46.024	Canyon Road	Wishaw	1.23	277764	654830
IND1.45.009	Glen Yard	Wishaw	4.53	277084	655768
IND1.92.013	Morningside Road	Wishaw	1.23	283084	655445
	<b>Total</b>		<b>280.09</b>		

Source: NLS Industrial and Business Land Survey 2007.

## RETAIL SCHEDULES

### Schedule RTL 1 Retail Development Opportunities

Site Ref	Address	Type of Development	Floorspace (sqm.)
RTL 1.1	Birkenshaw Trading Estate	Non Food Retail Warehouse Unit, Texstyle World	500
RTL 1.2	Birkenshaw Trading Estate	Non Food Retail Warehouse Unit	NA
RTL 1.3	648-650 Old Edinburgh Road, Uddingston	Small Retail Development	NA
RTL 1.4	Loanhead Road, Newarthill	Small Food Store	NA
RTL 1.5	Main Street, Mossend	Small Retail Development	NA
RTL 1.6	Calder Road, Mossend	Small Retail Development (8 shops)	NA
RTL 1.7	Motherwell Town Centre	Class 1 Retail Units Refurbishment of and Extension to Motherwell Town Centre	21,550*
RTL 1.8	Ravenscraig Town Centre	Class 1 Retail Units Creation of a new Town Centre	57,000
RTL 1.9	Unit 2 Wishaw Retail & Leisure Park, Wishaw John Street, Bellshill	Class 1 Retail Units Class 1 Retail, Extension to exiting Morrisons store	3,252
RTL 1.10	12 North Road, Bellshill	Class 1 Retail, TESCO	7,420
RTL 1.11	New Stevenston Road, Carfin	"District" Centre	2,000
RTL 1.12	The Kilt Bar, Main Street, Newmains	Class 1 Retail, ASDA	3,827
RTL 1.13	Belhaven Road, Wishaw	Class 1 Retail, TESCO	8,175
RTL 1.14	Geest Factory, Horsley Brae	Garden Centre Restaurant and ancillary Retail Areas	3,827

*Note \* Includes a significant amount of replacement floorspace.*

### Schedule RTL 2 Retail Hierarchy

#### Town Centres

Bellshill

Motherwell

Ravenscraig

Wishaw

#### Commercial Centres

Birkenshaw Trading Estate, Tannochside

B&Q, Bellshill Road, Motherwell

Caledonian Retail Park, Wishaw

#### Neighbourhood and Local Centres

Bellshill - Hamilton Road

Bellshill - Orbiston

Cleland

Harthill

Holytown

Mossend

Motherwell - Craigneuk Street

Motherwell - Forgewood

Motherwell - Hamilton Road

Motherwell - Manse Road

Motherwell - Muirhouse

Newarthill - High Street

Newarthill - Loanhead Road

Newmains

New Stevenston

Shotts - Dykehead

Shotts - Stane

Tannochside

Viewpark - Market Place

Viewpark - Old Edinburgh Road

Wishaw - Cambusnethan

Wishaw - Nethererton

Wishaw - South of Glasgow Road

**Schedule RTL 7 Office Development Opportunities (Class 2)**

Site Ref	Address	Type of Development	Floorspace (sqm.)
RTL 7.1	Barrie Street, Motherwell	Commercial Offices	726
RTL 7.2	Dalziel Building, Dalziel Street/ Scott Street, Motherwell	Commercial Offices and Local Authority Offices	7200
RTL 7.3	Scommag House, Park Street, Motherwell	Commercial Offices	2050
RTL 7.4	Maxim, Eurocentral	Commercial Offices	70236
<b>Total</b>			<b>80212</b>

**Transportation Schedules**

**Schedule TR 3 Rail Services and Public Transport Infrastructure**

Site Ref	Project Name	Comments
<b>Joint Transport Strategy Named Schemes:</b>		
TR 3.1	Caledonian Express (Glasgow to Edinburgh via Shotts) rail line improvements	Transport Scotland led study to study potential to provide express services along this line.
TR 3.2	EuroCentral bus based Park & Ride	Potential bus-interchange for A/M8 long distance and local services. SPT
TR 3.3	Ravenscraig Rail Station study	NLC/SEL study into potential rail station within Ravenscraig.
TR 3.4	Flemington Rail Station study	Consideration of potential for relocating Shieldmuir Station to tie in with Ravenscraig
TR 3.5	Mossend Rail Freight study	Transport Scotland study
TR 3.6	Motherwell to Stirling via Cumbernauld	Train Service Improvements sought by NLC
TR 3.7	Wishaw Hospital Station	Transport Scotland study
<b>Additional Schemes:</b>		
TR 3.8	Holytown Station R&R scheme	Holytown rail service improvements funded by SPT (DDA access and car park extension)
TR 3.9	M8 Bus Park & Ride at Newhouse	Potential bus-interchange for A/M8 long distance and local services to EuroCentral and Ravenscraig

Source: NLC Local Transport Strategy 2007

## Schedule TR 8 Development of Local Roads

Site Ref	Project Name	Comments
<b>Joint Transport Strategy Named Schemes:</b>		
TR 8.1	Motherwell Station transport Interchange	NLC/SPT led study, including completion of Motherwell ring road.
TR 8.2	A8 – A725 – M74 – Raith Interchange	Transport Scotland project. No start date
TR 8.3	A8 / M8 Upgrade	Transport Scotland project to upgrade A8 to Motorway standard. No start date
TR 8.4	A723 Carfin to Holytown dualling	STAG ongoing
TR 8.5	A71/B7011 Horsley Brae	Junction Development improvements
TR 8.6	Motherwell Town Centre	Link Road
TR 8.7	Main Street, Wishaw	Bus Only
TR 8.8	Main St/Kenilworth Avenue , Wishaw	One Way Bus Only Section
TR 8.9	Russel Street, Wishaw	Pedestrianised Area
TR 8.10	Swift Close, Wishaw	New Link Road
TR 8.11	Kenilworth Avenue, Wishaw	New Roundabout
TR 8.12	Waverly Drive, Wishaw	Traffic Calming
TR 8.13	Glenpark Street, Wishaw	Traffic Calming
TR 8.14	Steel Street, Wishaw	Traffic Calming
TR 8.15	East Thornlie Street, Wishaw	Traffic Calming
<b>Additional Schemes:</b>		
TR 8.16	M74 to A723, Airbles Road	Hamilton road to Ravenscraig Spine Road upgrade
TR 8.17	Ravenscraig Spine Road	A723 (Part B799) to A8 upgrade
TR 8.18	Windmillhill Street, Motherwell, Widening	Between Airbles Road and Orbiston Street
<b>Current Studies:</b>		
TR 8.19	Motherwell-Ravenscraig-Wishaw Paramics Model	Development of a traffic model for the area.

Source: NLC Local Transport Strategy 2007

## Leisure and Tourism Schedules

### Schedule L 2 Leisure Development Opportunities

Ref	Site Name	Description
L 2.1	Ravenscraig	Mixed Leisure Use
L 2.2	Legbrannock	Golf Course
L 2.3	Murdstoun	Golf Course
L 2.4	Greenhead Moss	Community Nature Park
L 2.5	Clyde Walkway	Long Distance Walkway
L 2.6	Glasgow Road, Wishaw	Indoor Bowling Alley
L 2.7	Newmains Bing	Indoor Bowling Alley

## Community Services and Utilities Schedules

### Schedule CS 1 Opportunities for Community Facilities

Ref	Site Name	Proposed Community Use
CS 1.1	Clydesdale Street, Mossend	Mosque
CS 1.2	Edinburgh Road, Holytown	Crematorium
CS 1.3	Ravenscraig, Motherwell	Motherwell College Campus, Regional Sports Academy
CS 1.4	Shottskirk Road Shotts	Nursery School
CS 1.5	Main Street, Mossend	Medical Centre
CS 1.6	Airbles Cemetery	New Lair Provision
CS 1.7	Benhar Cemetery	New Lair Provision
CS 1.8	Bothwellpark Cemetery	New Lair Provision
CS 1.9	Cambusnethan Cemetery	New Lair Provision
CS 1.10	New Stevenson ND and St Patrick RC Primary School, New Stevenston	New joint campus school with public library and early learning /nursery provision.
CS 1.11	Viewpark ND Primary School, Viewpark	New School with early learning /nursery provision.
CS 1.12	XXXXX RC Primary School, Viewpark	New School with early learning /nursery provision.
CS 1.13	Wishaw Academy ND and St Ignatius RC Primary School, Wishaw	New joint campus school with early learning /nursery provision.
CS 1.14	Cambusnethan ND Primary School, Cambusnethan	New School with early learning /nursery provision.

## CONTACT

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**Notes**