

NORTH LANARKSHIRE COUNCIL

REPORT

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| To: All Area Committees | Subject: | |
| From: Director of Planning and Development | The Replacement Structure Plan for Glasgow and the Clyde Valley | |
| Date: March 1999 | Ref: 32/01 | |

1.0 Purpose

- 1.1 This report updates the Area Committee on the progress made towards preparing a replacement Structure Plan and how communities will be involved in the preparation of this plan. A similar report on this issue was noted by the Planning and Development Committee in January 1999.

2.0 Sustainability Implications

- 2.1 The Abstract of Recommended Structure Plan Policy Framework, attached to this report, is a strategic long term document which sets out the broad approach which, once finalised, should be taken into account by the Council in preparing Local Plans and in determining planning applications. Its four main aims recognise and integrate social, economic and environmental issues. The document also sets out clear principles for sustainable development which incorporate the precautionary approach. It is seen as providing a major opportunity to ensure the implementation of the principles of sustainable development.

3.0 Details

- 3.1 At their December 1998 meeting, the Glasgow and Clyde Valley Joint Committee, chaired by Councillor Coyle, considered the progress made towards the preparation of a replacement Structure Plan. The Joint Committee considered the attached Abstract of Recommended Structure Plan Framework as the basis of the approach to the new plan.
- 3.2 In progressing the preparation of the new plan, the Joint Committee recognised that further liaison and consultation be carried out with key stakeholders, such as Scottish Enterprise and Strathclyde Passenger Transport Executive. It was also agreed that meetings with community interest groups in collaboration with constituent Council Members be held to promote the work of the Joint Committee, enhance understanding of the Structure Plan process, and provide a basis for ensuring the involvement of communities in the development of the new plan.
- 3.3 Since the December Joint Committee meeting, there has been clarification of the timetable and stages in preparing the new Structure Plan. The most up-to-date understanding of the timetable and stages is as follows:

| | |
|--------------------------|--|
| December 1998 | Framework document prepared |
| February to April 1999 | Consultation with stakeholders and communities (currently) |
| May 1999 | Preparation of draft Structure Plan |
| June 1999 | Draft Structure Plan approved by Joint Committee |
| July to August 1999 | Endorsement by Councils as basis for consultation |
| September 1999 | Formal response on draft Structure Plan by Councils |
| October 1999 | Responses to public consultation |
| October or November 1999 | Special Joint Committee to consider finalised Structure Plan |
| December 1999 | Approval by Councils for submission to First Minister |

3.4 This timetable builds in an opportunity for further consultation on a draft version of the Structure Plan in the Autumn of this year. This has been taken into account in considering the nature of any consultation with communities at this stage in the process.

3.5 The Director of Planning and Development has therefore written to all Community Councils and other groups to inform them of progress and to provide them with a copy of the framework document. All Community Councils were asked for comments and invited to attend a public meeting on 6 March where the approach to the new Structure Plan was outlined by the Structure Plan Manager. The meeting was also publicised to encourage members of the public to attend.

4.0 Recommendation

4.1 It is recommended that:

(i) the Area Committee notes the progress made towards the preparation of a replacement Structure Plan for Glasgow and the Clyde Valley, and welcomes the current and future involvement of communities in preparing the plan; and

(ii) this report be remitted to the Community Forums for their information.

Stanley C. Cook

Stanley C. Cook
DIRECTOR OF PLANNING AND DEVELOPMENT

Attached: Abstract of Recommended Structure Plan Policy Framework

For further information please contact Claire Woodward-Nutt on 01236 616244.

Item **The Replacement Structure Plan- Progress Report - Attachment of Abstract of Draft
Policy Framework**

**GLASGOW AND THE CLYDE VALLEY
REPLACEMENT STRUCTURE PLAN 1999**

**A LONG TERM STRATEGY
FOR
THE WEST OF SCOTLAND METROPOLITAN AREA**

**ABSTRACT
OF
RECOMMENDED STRUCTURE PLAN POLICY FRAMEWORK**

CONSULTATIVE DOCUMENT

DECEMBER 1998

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1. AIMS OF THE NEW PLAN

- 1.1 Glasgow and the Clyde Valley is the core of the European Union's Western Scotland Region. The Strategic Issues Report highlighted the need to transform the economic competitiveness and living conditions of the area to enable individuals and communities to thrive. In order to achieve the four main aims of the Plan are :
- *TO INCREASE ECONOMIC COMPETITIVENESS by enhancing the quality of the area as a competitive location;*
 - *TO IMPROVE THE QUALITY OF LIFE AND COMMUNITY IDENTITY in terms of the level of access to jobs and services and environmental conditions;*
 - *TO SUSTAIN AND ENHANCE THE NATURAL AND HISTORIC ENVIRONMENT;*
 - *TO ENSURE BETTER TRAVELLING CONDITIONS to work, home, leisure and shop through better access to public transport and better integration of land use and transportation policies.*
- 1.2 A Strategic Vision is required to fulfil these Aims based upon *Guiding Principles of Sustainable Development* embodied in International Agreements , European Policy and National Planning Policy. Central to this vision is a strategy which will enable the area to '*Compete through Quality*' - quality of its business enterprises, the quality of life of its communities and the quality of its environment and transportation systems. This strategy will require the creation of :-
- a *CORRIDOR OF GROWTH* within the metropolitan core which would link a network of key investment locations to all communities, in particular, areas of need. The promotion of these opportunities and the improvement of public transport access along, across and into this Corridor is central to the well being of all the communities.
 - a *GREEN NETWORK* which would provide a quality environment for urban and rural development and to integrate town and country and take account of the fact that environmental conditions are increasingly important in terms of economic investment and the quality of life in our communities.
- 1.3 The Structure Plan therefore will set out a *METROPOLITAN DEVELOPMENT STRATEGY* for the period to 2020 to assist in achieving this longer term Vision for the area. It will also define the major policy changes that are required to achieve the overall aims and harness all available resources for urban and rural regeneration to implement it.
- 1.4 To succeed, the Vision must therefore be reflected in the policies and programmes of the implementation agencies, in particular the following *Key Partners* - the Scottish Office, Scottish Enterprise and the LEC network, Scottish Homes, Scottish Natural Heritage, SPTA, Strathclyde European Partnership, Scottish Environment Protection Agency, West of Scotland Water and the Forestry Authority. .

2. THE GUIDING PRINCIPLES FOR SUSTAINABLE DEVELOPMENT

2.1 It is important to establish the Guiding Principles for Sustainable Development in the preparation of the Plan. These guiding principles which relate to its key aims (refer paragraph 1.1). These are set out in Table 2 and are based upon ensuring that:-

- there is a demonstrable need for development;
- the most beneficial location has been selected in terms of its economic, social, environmental and transport implications; and
- any costs arising from development proposals are borne by those who benefit from it and not by other communities or future generations.

This hierarchy of principles has been applied most explicitly to the impact on environmental resources but has a more general application. Thus, for example, new economic development should avoid diversionary impacts, and the potential requirement for developer contributions applies where there are social and economic impacts from a development. These Guiding Principles which will guide the preparation the Strategy, should also use the evaluation of alternative proposals which do not accord with the Structure Plan (refer Section 10).

Table 1 PRIORITY AREAS (as set out in Table 5 of the Strategic Issues Report and the responses plus SIPs and rural priority areas)

Table 2 THE GUIDING PRINCIPLES FOR SUSTAINABLE DEVELOPMENT

The Structure Plan shall be guided by the need to ensure that development proposals achieve the following:

(a) **ECONOMIC BENEFIT** including :-

- evidence of the need for development in terms of the supply and demand of available opportunities within the appropriate planning horizon as set out in NPPGs or the Structure Plan;
- the creation of net additional permanent jobs to the Structure Plan area;
- an assessment of the potential diversion of investment from a preferred development area;
- the impact on the vitality and viability of established town centres.

(b) **SOCIAL BENEFIT** in relation to the PRIORITY AREAS (refer Table 1) or, for example, by :-

- assisting the regeneration of Priority Areas or contribute to urban renewal;
- meeting a need for social or rented housing identified in an approved local authority housing plan;
- maintaining the identity of communities;
- presumption in favour of developments which serve the local needs of 'remoter' rural communities.

(c) **ENVIRONMENTAL BENEFIT** through the application of the following hierarchy of GUIDING PRINCIPLES :-

- The PRECAUTIONARY APPROACH requires that there should be a general presumption against the developments which may have an adverse impact upon the environment, in particular the following :-
 - Ecological Resources : SACs, SPAs, SSSIs , managed nature reserves and species and habitats identified as at risk in LBAPs;
 - Landscapes : NSAs, AGLVs and Strategic Resources identified in the Structure Plan;
 - Built Heritage : Scheduled Ancient Monuments, Listed Buildings, Outstanding Conservation Areas, the locations identified in the Inventory of Historic Gardens,;
 - Agricultural Land : Grades 3.2 or higher (10ha+) and 'locally important' land;
 - Mineral Reserves : Specialised mineral resources (e.g. fireclay and barytes);
 - Flood Plain Areas : As advised by SEPA and confirmed by the Local Planning Authority
 - An explicit SEQUENTIAL TEST of all development proposals is required in terms of their potential impact on all environmental resources and the strategy, in particular as follows:-
 - A general presumption in favour of the use of recycled/brownfield urban land rather than zoned valued or functional open space or greenfield land;
 - The preferred sequence for determining the locations for developments which serve the public (including retail, cultural and recreational facilities) should be as follows in town centre, adjoining centre and or on public transport nodes/the arterial public transport network;
 - The waste treatment hierarchy (refer NPPG10)
 - The need for DEVELOPER CONTRIBUTIONS through the use of planning agreements, for example:-
 - additional infrastructure costs and related facilities;
 - remedial or compensatory environmental action and an ongoing duty of care
- (d) **TRANSPORTATION BENEFITS** in terms of the integration of Land Use and Transportation Infrastructure, for example by :-
- developments with high person trip generation should be located in town centre or on public transport nodes/the arterial public transport network;
 - have regard to the hierarchy of movement (refer NPPG 7 para. 17), especially needs of cyclists and pedestrians;
 - 'green transport plans' to minimise the levels of traffic generated
 - application where appropriate of the proximity principle

3. THE SHARED TARGETS OF THE PLAN

- 3.1 In order to achieve the aims of the Plan with the context of the Guiding Principles, it is necessary to establish the scale and direction of change that are required in terms of *Shared Targets* upon which the Plan will be based. These need to be accepted by all Key Partners.

SHARED TARGETS FOR ACHIEVING ECONOMIC GROWTH

- 3.2 The future of the Metropolitan area depends in part upon economic growth. The following indicators are therefore suggested: -
- Up to 2005, that the current trends in economic change, if continued, would result in a level of employment of about 806,000 in 2005 from the estimated level of employment in 1998 of 769,000.
 - In the period beyond 2005, it is assumed that by 2020 current relative economic performance will be improved and net out migration will no longer persist. The associated job creation target is to be confirmed in consultation with the Strategic Futures Group.

SHARED TARGETS FOR ACHIEVING SOCIAL INCLUSION

- 3.3 By steering development into established urban areas a greater proportion of the population will have more ready access to jobs, shops and facilities thereby reducing disadvantage generally. The following indicators are therefore suggested: -
- Up to 2010 there will be an increase in the annual level of investment by all agencies and private sector in the priority areas.
 - In the longer term there will be an increase in the proportion of jobs that are in more accessible locations by doubling the scale of marketable quality brownfield development land by 2005 from the current levels;
 - Improving the proportion of employment opportunities with good access to the public transport network .

SHARED POLICY TARGETS FOR RENEWING THE ENVIRONMENT - SCALE OF ACTION REQUIRED

- 3.4 An increase in the level of 'brownfield development is pivotal to urban regeneration and a sustainable settlement strategy.
- A 30% increase in the rate of treatment especially of the core longer term larger urban vacant and derelict sites over the whole plan period
 - A target to restore at least 25% of poorly managed urban fringe land (3000 ha) over the plan period to assist the creation of the Green Network.

SHARED POLICY TARGETS FOR TRANSPORTATION

- 3.7 Future demands for travel will be affected inter alia by the location of new developments, e.g. major new retail developments and the relationship between job opportunities and housing. The following indicators are therefore suggested: -
- The maintenance and improvement the level of public transport patronage.
 - testing the feasibility of higher targets of public transport patronage
 - an early review of transport policies to reduce the scale of car parking required in new commercial and business developments and improving public transport provision on the existing network.

4. THE METROPOLITAN DEVELOPMENT STRATEGY

- 4.1 The Metropolitan Development Strategy will assist in achieving the Aims and Targets of the Plan in accord with the Guiding Principles by giving priority to the renewal of urban areas and the support of rural communities. It therefore will identify:-
- Key Locations for future development and investment
 - Flagship Projects which are central to the achievement of the Strategy
 - The Glasgow and Clyde Valley Green Belt
- 4.2 The Key Locations for urban and rural development will support the overall strategy by :-
- (i) Optimising the potential capacity for urban development by identifying *Urban Renewal Areas* ;
 - (ii) Sustaining *Town Centres* in order to strengthen community identity and well being, and support measures to substitute use of the private car by public transport;
 - (iii) By safeguarding *established urban expansion areas* and seeking to ensure that they are better linked into the public transport network; new areas, when required, will be brought forward through Strategic Policy 2;
 - (iv) Integrating town and country through a *Green Network*;
 - (v) Recognising *rural investment areas* which are preferred for sustainable use of natural resources;
 - (vi) Identifying *priority access corridors* to provide greater levels of access to all communities and to unlock the potential of the preferred areas of development
- 4.3 *Strategic Policy 1* sets out the framework for these priorities for action. The Plan will need to identify the locations. A Schedule of the specific location will defined through consultation.

STRATEGIC POLICY 1 METROPOLITAN DEVELOPMENT STRATEGY (MDS)

(A) KEY LOCATIONS

The MDS shall give priority for investment in the following Key Locations (identified on the Key Diagram and Schedule) in order to maximise the scale of urban renewal and to sustain rural communities in accordance with the Guiding Principles for Sustainable Development:-

- (a) Urban Renewal Areas*
- (b) Key Town Centres*
- (c) Established Urban Expansion Areas*
- (d) Green Network Priorities*
- (e) Rural Investment Areas*
- (f) Priority Access Corridors*

(B) FLAGSHIP PROJECTS

The MDS requires priority to be given to the (following) Urban Regeneration Areas and to the support of Loch Lomond and Trossachs National Park and the Millennium Link as established national priorities.

(C) THE GLASGOW AND CLYDE VALLEY GREEN BELT

The MDS is complemented by the designation and the safeguarding (as indicated on the Key Diagram) of the Glasgow and Clyde Valley Green Belt . The spread of built up areas and the encroachment of development into the countryside within the Green Belt shall not accord with the MDS.

STRATEGIC POLICY 2

LONG TERM POTENTIAL FOR DEVELOPMENT

The MDS requires that the identification of any areas for further longer term development areas will be based upon the Guiding Principles for Sustainable Development set out in Table 2 and brought forward through an Alteration to the Structure Plan

5. LAND-USE TRANSPORTATION REQUIREMENTS

- 5.1 The Metropolitan Development Strategy requires an Integrated Transportation Framework to deliver a high level and quality of accessibility for the movement of people and goods in accord with the National Planning Guideline and giving priority to public transport by:-
- relating new land-uses closely to appropriate locations on the transportation networks;
 - applying the principles set out in paragraph 17 of NPPG 6;
 - reducing congestion, delays, and the total number and length of trips undertaken;
 - increasing the proportion of trips not using the car, and which move freight moved by rail;
 - providing new road or public transport links to allow for more effective management of the demand for movement in accord with the above principles.
- 5.2 This approach is in line with Central Government Policy for the promotion of a more sustainable transport policy across a broad front of action, including :-
- road and car park pricing and enforcement;
 - collaboration between users and providers;
 - improved public perception of and access to public transport;
 - other initiatives (e.g. car clubs, car-free housing, green commuting plans).
- 5.3 Existing transport trends are in conflict with these objectives. These trends need to be reversed if the West of Scotland is to continue to thrive by improvements in public transport. In the context of limited investment resources being available to support the Strategy, improved accessibility needs to be framed in terms of a sequential approach to :-
- the management of travel demand to maximise the efficiency and effectiveness of the current networks;
 - the priorities for new network investments to support better management of travel needs.

STRATEGIC POLICY 3

THE STRATEGIC MANAGEMENT OF TRAVEL DEMANDS

The sustainable development of the Glasgow and Clyde Valley Metropolitan Area requires the following range of measures as identified on the Key Diagram and Schedule to allow the strategic management of travel demands, for incorporation into Local Transport Strategies :-

- (a) Parking Policies on supply, charging regimes, standards of provision and Park & Ride;*
- (b) The location of development to reflect its function and relative transport accessibility;*
- (c) Priority Town Centre Action Plans;*
- (d) Priority Route Corridor Management Plans.*

STRATEGIC POLICY 4

THE STRATEGIC TRANSPORTATION NETWORK

The Regeneration of the Glasgow and Clyde Valley Metropolitan Area will be supported through the development of the following additions to the Strategic Transportation Network, in the locations identified on the Key Diagram and Schedule:-

- (a) Priority Public Transport Schemes*
- (b) Priority for Road Network Development*
- (c) Related Transport Investment Priorities (e.g. Park and Ride and Cycleways.)*

6. OTHER INFRASTRUCTURE REQUIREMENTS

- 6.1 The focus on renewal allows advantage to be taken of the existing infrastructure capacity of the area, particularly public transport. The particular issues relating to transport or freight issues are currently referred to in Sections 5 and 7. It is proposed that the finalised Structure Plan will, however, identify additional infrastructure requirements, including water services and telecommunications, for the implementation of the Metropolitan Development Strategy. Consultations are ongoing to identify complementary programmes of action.

7. ECONOMIC COMPETITIVENESS

- 7.1 The Metropolitan Development Strategy will assist in the economic regeneration of the West of Scotland by creating a competitive framework of development opportunities to help existing firms to thrive, indigenous enterprise and to attract new investment. The area has a range of competitive advantages and a well developed infrastructure upon which new economic growth can be promoted, as identified in the Strategic Issues Report.
- 7.2 There are a range of Strategic Industrial locations and key transport facilities identified to service the needs of business developments. These include in particular, Glasgow Airport, the Lanarkshire Eurofreight Terminal, Gartsherrie, Deanside Terminal and the Greenock Container Terminal. The Metropolitan areas internationally renowned cultural and educational facilities include Glasgow City Centre and the Universities. Similarly there are highly valued environments, cultural facilities and rich heritage facilities for tourism, for example, Loch Lomond, New Lanark, the Forth and Clyde Canal the Clyde Valley, Glasgow City Centre.
- 7.3 If the area is to realise the full benefit of its competitive advantages the Strategy requires a Competitive Economic Framework which promotes :-
- *New and Expanding Business Development* in locations which are more closely integrated into the public transport system and network of town centres, and is better related to the areas of employment need. It therefore proposes new Core Economic Development Areas, enhanced business centres, and renewal locations safeguarded for Inward Investment in addition to the established Strategic Industrial Locations, upon core.
 - *The Creation of a Competitive Place* in terms of its accessibility to wider markets and the perception of the area as a place to visit and enjoy by the development of external transport links by restructuring the urban and rural environment of the metropolitan area.
- 7.4 The Metropolitan Development Strategy therefore requires the development of a Competitive Economic Framework to capitalise on the current strengths and potential opportunities outlined above as specified in *Strategic Policy 5*.

STRATEGIC POLICY 5 ECONOMIC COMPETITIVENESS

The Economic Regeneration of the Glasgow and the Clyde Valley Metropolitan Area will be supported through the development and safeguarding of the following Strategic Industrial and Business Locations identified on the Key Diagram and Schedule:-

- (a) Core Economic Development Areas*
- (b) Established Strategic Industrial and Business Locations*
- (c) Strategic Business Centres*
- (d) Nationally Safeguarded Inward Investment Locations*
- (e) Tourism Development Areas*
- (f) International Transport Facilities*

The potential scope of this framework will be the subject of further consultation to ensure that it complements the wider initiatives being implemented by Scottish Enterprise and the Local Enterprise Company Network. A Schedule of the specific location will be defined through consultation.

8. QUALITY OF LIFE FOR LOCAL COMMUNITIES

- 8.1 The communities in the Glasgow and the Clyde Valley have a strong sense of identity whilst forming a closely integrated metropolitan area. This structure is based upon the framework of commercial and administrative centres, for example Glasgow, Paisley, Hamilton, Dumbarton, Greenock and Kirkintilloch. There is a wide range of living conditions and variation in the level of access to employment and social opportunities and living conditions between communities. There is a need to improve the quality of life particularly in the most disadvantaged communities.
- 8.2 The Metropolitan Development Strategy requires the development of a more integrated approach to the enhancement of the identity and quality of life of communities. The action identified in Strategic Policy 3 in particular will assist this by the provision of good public transport access. The Structure Plan policies through *Strategic Policy 6* extends this by the creation of better quality of life conditions in communities in terms of :-
- The Distribution of Local Employment Opportunities;
 - Housing Requirements;
 - Access to Retail and Associated Facilities;
 - Opportunities to Enhance the Environment and Health of Communities.

STRATEGIC POLICY 6

QUALITY OF LIFE FOR LOCAL COMMUNITIES

The communities of the Glasgow and the Clyde Valley area will be supported through the following actions, in the locations identified on the Key Diagram and Schedule:-

- (a) Provision of local employment opportunities*
- (b) The provision of residential development opportunities*
- (c) The protection, management and enhancement of Town Centres as the preferred locations for retailing*
- (d) Enhance the identity and health of communities through, inter alia, through improvement of housing conditions, environmental quality, and sports and recreational facilities.*

A Schedule of the specific location will defined through consultation

9. WIDER ENVIRONMENTAL FRAMEWORK

9.1 In addition to the *Green Network* for renewing the environment the Metropolitan Development Strategy therefore requires a wider Strategic Environmental Framework. In order therefore to secure the quality of the environment for future generations to the Strategy has defined :-

- a wider *Framework of Strategic Environmental Resources* central to maintaining the natural and cultural heritage of the area;
- an *Indicative Countryside/Rural Strategy* to assist in allowing the sustainable development of these natural resources

FRAMEWORK OF STRATEGIC RESOURCES

9.2 The protection of natural and man-made heritage resources will be an explicit assumption of the New Structure Plan and embodied into the framework of Local Plans. There are however, key strategic resources which are important in terms of economic competitiveness, quality of life, general image and major cross-boundary significance,

STRATEGIC POLICY 7 STRATEGIC ENVIRONMENTAL FRAMEWORK

The Regeneration of the Glasgow and the Clyde Valley Metropolitan Area requires the framework of Strategic Environmental Resources and Green Network identified on the Key Diagram and Table to be safeguarded and enhanced.

A FRAMEWORK FOR THE USE OF NATURAL RESOURCES

9.3 It is recognised that rural development policies must take account of the social and economic needs and potential of rural areas as well as the Environmental Sensitivities. Although these resources are currently protected through designations and statutory instruments, there is a need for a more integrated approach. It is therefore appropriate for the Structure plan set out a single policy framework - an Indicative Countryside Strategy for the Use of Natural Resources.

STRATEGIC POLICY 8 DEVELOPMENT OF NATURAL RESOURCES

The Metropolitan Development Strategy would support the sustainable development of natural resources through an Indicative Countryside Strategy drawn up in accord with the issues identified (at seminar) in locations identified on the Key Diagram

9.4 The issues identified will be the subject of further consultation and definition to allow the preparation of an Indicative Framework for the Use of Natural Resources for inclusion in the finalised Plan. This will include the clarification of preferred, potential and sensitive areas for rural development.

10. IMPLEMENTATION OF THE PLAN AND MONITORING IMPLICATIONS

- 10.1 There is a need for linkage to other implementation programmes of the key agencies. It is important to establish the level and form of commitment and the scope for Joint Initiatives. It is however intended to build into the final plan recognition of the outcome to the ongoing liaison with the key partners in the preparation of the plan. In particular it will be important that the extent to which the policies can be aligned to deliver the scale of action required.

STRATEGIC POLICY 9 THE IMPLEMENTATION OF THE PLAN

The Structure Plan Authorities of Glasgow and the Clyde Valley will seek jointly to establish strategic agreements with the key agencies to confirm implementation targets for the MDS that will be reflected in the programmes and priorities of these agencies for the appropriate development of the Glasgow and Clyde Valley Structure Plan area.

11. LOCAL PLANNING IMPLICATIONS

- 11.1 This Structure Plan will replace the 1995 Strathclyde Structure Plan for the areas that relate to the constituent authorities of the Joint Committee. The interpretation of its policies must be read in association with following technical support documents which will be listed in the Finalised structure plan.
- 11.2 The Structure Plan has been drawn up in accord with the established requirements in National Planning Guidance which therefore apply to the interpretation of the Structure Plan although they are not repeated in full within it. The priorities for local plan review will be identified in the finalised Structure Plan.
- 11.3 A consistent approach to the handling of Structure Plan departures and to the evaluation of the impacts of proposals that may arise directly or by the setting of a precedent in the interpretation of Structure Plan policies. Such developments will need to be evaluated against guiding principles of the Plan (refer Table 2) as well as local planning considerations and current advice (including drafts) contained in the NPPGs and PANs and related planning circulars.

STRATEGIC POLICY 10 DEVELOPMENT NOT IN ACCORD WITH THE STRATEGY

The implementation of the MDS for the Glasgow and Clyde Valley Metropolitan Area requires that developments specified in Appendix X should be considered to be contrary to the Structure Plan even where they may be regarded as satisfying the Guiding Principles set out in Table 2.