

NORTH LANARKSHIRE COUNCIL

REPORT

To: PLANNING AND TRANSPORTATION COMMITTEE		Subject: Gartcosh:Glenboig Community Growth Area (CGA):Strategic Transport Assessment
From: HEAD OF PLANNING AND REGENERATION		
Date: 21 January 2015	Ref: STRAT/02/03/02/11/ 04/21.01.15MF	

1. Purpose of Report

1.1 The purpose of this report is to advise members of strategic transport issues relating to delivery of the Gartcosh:Glenboig Community Growth Area (CGA) and to seek approval for a series of transportation requirements to progress the future development of the Community Growth Area.

2. Background

2.1 The Glasgow and Clyde Valley Joint Structure Plan 2006, (GCVJSP), contained a strategy for sustained 20 year population growth for the Clyde Valley conurbation. Since residential development demands would not be met by brownfield land alone new *Community Growth Areas* for urban expansion were identified for approximately 19,000 additional houses.

2.2 The North Lanarkshire Local Plan, (September 2012), confirmed the boundaries of North Lanarkshire's Community Growth Areas to meet a significant proportion of this housing demand and associated community facilities for a period until well beyond 2025. The three CGA locations are at:

- South Cumbernauld. (2000 dwellings)
- Gartcosh/Glenboig. (3000 dwellings)
- South Wishaw. (900 dwellings)

2.3 The significant scale of proposed development requires coordinated strategic planning to ensure delivery of successful new communities and not only a collection of housing sites without supporting facilities. In particular, the scale and timescale of the development requires that significant transportation infrastructure improvements and additional sustainable transportation measures are delivered.

3.1 The main development pressure is currently focussed within the Gartcosh/Glenboig CGA with a number of developers having already submitted residential planning applications within the area. A Strategic Development Framework document, (SDF), was previously prepared for the CGA to provide developers with necessary planning guidance on the types of development and land uses expected and to guide developers preparing CGA masterplans. The SDF was approved by Committee on 16 April 2014.

3.2 The approved SDF required that developers provide a Strategic Transport Assessment (STA) for the CGA as part of a development masterplan submission. The SDF advised developers to submit a single STA to accompany a single masterplan planning application for the whole CGA. Extensive discussions were held with developers regarding this issue however agreement was not reached and three planning applications and STAs, each assessing the transport impacts and implication of the CGA, have been submitted by various developer interests for assessment.

3.3 To address this matter, the Planning & Regeneration Service, with technical input from Roads and Transportation, concluded that an internal assessment of all three submitted STA documents was required and approval would subsequently be sought from Committee for a single set of infrastructure and sustainable transportation recommendations for the CGA. Developers submitting planning applications within the CGA would then be required to contribute to delivery of these measures by appropriate and proportionate developer contributions. Until the issue of the transportation measures required is resolved, the current planning applications cannot be fully assessed.

4. Summary of Internal STA Assessment Report

4.1 The STA assessment report is intended therefore as the basis for strategic requirements and is supported by information assessed from the STAs submitted for the CGA by each developer. All three STAs agree on most of the infrastructure interventions proposed and acknowledge a requirement for a variety of sustainable infrastructure measures. Two STAs indicate that a new link road is necessary between Glenboig and Gartcosh to achieve the required number of dwellings whilst a third states that it is not required but does provide a more direct link to Gartcosh business park, railway station and M73 motorway. However the third STA is considered by the roads authority as less robust in its assessment of traffic impacts. The mitigation measures required may be delivered directly by developers or by financial contributions to North Lanarkshire Council who would implement the measures as required at an agreed time by monitoring of development. In addition, the link road costs may in part be met through the Glasgow and Clyde Valley City Deal as the link road is an identified City Deal project. Developers are being asked to provide costings.

4.2 Key information not included in currently submitted STAs relates to the area of the CGA west of Lochend Road, Gartcosh and around Johnston Loch. None of the STAs provides a strategic internal roads layout for that area or detailed confirmation of required access provision.

4.3 The mitigation recommendations proposed for approval in the Appendix to this Committee report are considered satisfactory to address the CGA's transport impact on the local and national road network, therefore issues of internal roads layouts and access west of Lochend Road still require to be demonstrated by transport assessment information from the developers, landowners or other parties wishing to develop that area. Measures listed in the Appendix include both infrastructure and sustainable transportation measures.

5. Glenboig Link Road Proposal

5.1 The Glenboig link road route proposed crosses Gartcosh Local Nature Reserve (LNR) for a distance of approximately 80m. The LNR contains Great Crested Newts, a European protected species, protected under the Conservation (Natural Habitats &c) Regulations 1994 (as amended). The LNR is within the ownership and management of North Lanarkshire Council.

5.2 The protected status of Great Crested Newts requires an application for a licence from Scottish Natural Heritage (SNH) to permit actions that might otherwise constitute an offence. The developer proposing the link road has been in discussions with SNH regarding potential mitigation measures however SNH have indicated they are cannot make a decision regarding licensing until the Council has indicated through assessment of submitted STAs whether it considers the Link Road necessary to deliver the CGA. As indicated at paragraph 5.1 the assessment of the STA's have led to the conclusion that the link road is required. The road would be subject to full consideration through the planning application process, however at this stage it is worth noting that there are some concerns about the impact of the road on the character and biodiversity of the LNR.

5.3 The link road proposal therefore requires specific mitigation measures and management including amphibian underpasses based on the advice of Scottish Natural Heritage as licensing authority. In addition appropriate landscaping is required to minimise visual and noise impacts of the road proposal, and compensatory buffering should be provided between the LNR and housing development. These measures should be included in the planning application.

6. Glasgow and Clyde Valley City Deal Infrastructure Fund

6.1 As indicated to previous Policy and Resources Committees, Glasgow and Clyde Valley Local Authority Leaders formally accepted a £1.3bn City Deal Offer from the UK and Scottish Governments through signing the GCV City Deal Framework. The City Deal Infrastructure Fund application by North Lanarkshire Council includes proposals to assist in infrastructure delivery of the Gartcosh/Glenboig CGA, however prior to confirmation of which infrastructure will be progressed the Council requires to prepare outline and then detailed business cases to the GCV Cabinet for approval.

6.2 Should the recommendations of this Committee report be approved, Developers who submitted each STA will be requested to attend meetings with the Planning and Regeneration and Roads and Transportation services to discuss this report's recommendations and related issues such as developer contribution mechanisms and the potential of the City Deal to support delivery of Gartcosh/Glenboig CGA infrastructure.

7. Financial Implications

7.1 The Planning and Regeneration Service revenue budget covered costs associated with the Strategic Development Framework. The projected scale of development within the Community Growth Area will result in a need for additional Council services over the lifetime of the development. These needs are being assessed on an ongoing basis.

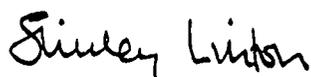
8. Corporate / Considerations

8.1 The Council's Regeneration and Infrastructure Service (Development and Disposals) forms part of a Glenboig developers consortium and Council owned land comprises an element of a major Planning Permission in Principle application for residential and supporting development within the Glenboig CGA area including the proposal to build the Glenboig Link Road. The Council is landowner and has a nature conservation management responsibility for Gartcosh Local Nature Reserve.

9. Recommendations

9.1 It is recommended that Committee:

- i) Note the content of this Committee report.
- ii) Approve the transportation infrastructure and sustainable transport recommendations contained within the Appendix to this report as those considered necessary by the Council to deliver the Gartcosh:Glenboig Community Growth Area.
- iii) Note that additional transport assessment information regarding access and strategic internal layouts is required from developers, landowners or other stakeholders for the area of the CGA west of Lochend Road, Gartcosh.



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Local Government Access to Information Act: For further information please contact Mark Forrest, Senior Planning Officer, Development Plans Team on 01236 632624.

Appendix. Transportation Infrastructure and Sustainable Transportation Mitigation Measures Required.

Background Papers: Gartcosh Glenboig Community Growth Area: Internal Strategic Transport Assessment Report, (January 2015).

APPENDIX: GARTCOSH:GLENBOIG COMMUNITY GROWTH AREA
STRATEGIC TRANSPORT ASSESSMENT.

**Transportation Infrastructure Mitigation Measures Assessed as Required for
Gartcosh:Glenboig Community Growth Area.**

Junction/Road Mitigation Measure	Description
Glenboig Link Road (M1)	Link Road B804 Main St – Gartcosh Business Park 5 route options tested by one STA. Option D favoured. Crosses Local Nature Reserve for 60m.
M73 southbound off-slip and junction roundabout (M2)	Junction Improvement & Signals M73 Junction 2A
Johnston Road/A752 (M3)	Junction Widening to two lanes at approach to A752 Lochend Rd/B804 Johnston Rd.
A752 Lochend Road/M73 to Mowbray Avenue (Left turn lane at Mowbray Avenue). (M4)	Left Turn Lane A752 Lochend Rd/M73 Link/Mowbray Ave. Widening of M73 exit road approach to the Mowbray Avenue roundabout and provide a free-flow left turn lane.
A752: Carriageway Widening M73 link eastbound to M73. (M5)	Widening of Carriageway. A752/M73 link eastbound from A752 roundabout to M73
(A752) Station Rd/ Cumbernauld Road, Junction, Muirhead. (M6)	Installation of MOVA traffic control system at signals.
M73 Northbound off-slip and junction. New Mitigation (M7)	Investigate requirement for signalisation and left turn lane provision on northbound M73 slip.

Sustainable Transportation Mitigation Measures.

Mitigation Measure	Description
B804 Johnston Rd New Footway (S1)	Continuous footway along with scope for a cycleway to be provided on at least one side of B804 between Gartcosh and Glenboig. 600m approx.
B804 Johnston Rd 3 No. Non- Controlled Pedestrian Crossings. (S2)	Locations to be confirmed.
A752 Lochend Road New Footway. (S3)	Footway along west side between Old Gartloch Rd and existing footway on Lochend Rd. Pedestrian crossings. May be an on-site cost rather than communal
Marnoch Development Site New Footway. (S4)	Footway to link development site to existing network.
Gartcosh Railway Station (S5)	Future Park and Ride Expansion at Gartcosh Railway Station. Cycle Parking. Improved bus links to station.
Cycling and Walking Routes and Linkages (S6)	Links between development sites and existing network
Travel Plans/Public Transport (Bus)	Travel Plan information for new residents/subsidy to bus operators