

South Lanarkshire Local Development Plan Main Issues Report



2017



Technical Report 3 Transport Appraisal

South Lanarkshire Local Development Plan (LDP 2)

Technical Report 3 - Transport Appraisal for Main Issues Report

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1. Introduction

1.1 South Lanarkshire Council has a statutory requirement to produce and keep up-to-date its Local Development Plan (LDP). The first stage in the process is the production of a Main Issues Report (MIR). The purpose is to consider any changes that the Council is proposing to make to the current local development plan and to address any issues that were highlighted during the consultation and engagement with local communities, consultees and stakeholders. The MIR highlights the Council's preferred development options, and possible alternatives.

1.2 The South Lanarkshire Local Development Plan (LDP1) and its associated Statutory Supplementary Guidance was adopted in 2015. It is up to date and it is not anticipated that many of the policies will require any change. The MIR for LDP2 therefore concentrates on those policy areas which require to be updated or amended, for example as a result of changes to national policy or local circumstances.

2. Policy Background

2.1 Scottish Planning Policy (SPP) states that development plans should take account of the relationship between land use and transport and particularly the capacity of the existing transport network, environmental and operational constraints and proposed or committed transport projects. SPP contains a requirement for Planning Authorities to appraise their development plan strategy in line with Development Planning and Management Transport Appraisal Guidance (DPMTAG). The approach taken should be tailored to the nature of the local transport network, the scale and type of proposed development and should be proportionate and flexible.

2.2 Transportation policy for South Lanarkshire is set out in the Local Transport Strategy (LTS) 2013-2033. This complements and informs the Local Development Plan. The LTS also contains information on existing and proposed transport infrastructure.

2.3 South Lanarkshire also benefits from the Glasgow Region City Deal which will bring over £1 billion investment for the area. This will:

- fund major infrastructure projects
- create new jobs and help unemployed people back to work
- improve public transport and connectivity
- drive business innovation and growth and generate private sector investment

2.4 Four infrastructure projects within South Lanarkshire totalling £168 million investment are part of the City deal initiative. The projects are as follows:

- **Cathkin Relief Road** - new £21m single-carriageway road which will run for a mile between Mill Street and Burnside Road. Several road junctions will also be upgraded.
- **Stewartfield Way** - The entire length of Stewartfield Way will undergo a £62m upgrade, becoming a dual carriageway.
- **Greenhills Road** - The widening of Greenhills Road/A726 is a £23m project which will see two sections of road upgraded to dual carriageways.
- **Community Growth Areas** - Four community growth areas have been identified in Newton, Hamilton, Larkhall and East Kilbride. This £62m scheme will front fund the delivery of a number of individual education, transport and community infrastructure projects which will contribute to unlocking the full development potential of these sites.

3. Scope and content of Technical Report

3.1 This Technical Report provides an analysis of transportation issues in relation to the development opportunities presented in the MIR and summarises the assessment of the sites submitted for the LDP's 'call for sites' exercise in terms of their potential impacts on the transport network, including cumulative impacts. This is based on the comments received from the Council's Roads and Transportation Service and Transport Scotland on the sites submitted through the 'call for sites' process.

3.2 The Technical Report is not a full transport appraisal as set out in DPMTAG but the approach taken and the issues covered is considered proportionate for the MIR stage of the LDP.

3.3 The Technical Report considers the following matters in relation to transportation:

- LDP strategy and policy changes
- Assessment of Call for Sites and potential developments in the main settlements of South Lanarkshire. Profiles for each settlement have been prepared.
- Call for Sites in small settlements and the rural area.

4. LDP Strategy and Policy Changes

4.1 LDP2 will build upon and progress the strategy of LDP1 with a strong focus on providing the right development in the right place at the right time. There is no proposed change in the overall vision and objectives of the LDP. It is proposed that only policies or proposals that require significant amendment will be included within the MIR. Table 4.1 considers the policies in the adopted LDP and indicates those where amendments are being proposed and whether these are considered to have implications with regard to transportation.

4.2 In addition, due to the significant decline in the open cast coal industry it has been decided that instead of producing a separate Minerals Local Development Plan appropriate policies will be included within LDP2 and a separate Statutory Supplementary Guidance document produced dealing with all aspects of mineral development within South Lanarkshire.

Table 4.1 Proposed Policy Changes

Policy No	Description	Transportation issues
Policy 1 Spatial Strategy	Requires to be amended to take account of Minerals and new Development Framework Sites and Residential Masterplan Sites.	Minerals – see policy 20 below Development Framework Sites and Residential Masterplan Sites – these are considered within the Settlement Profiles (see below)
Policy 2 Climate Change	No change proposed	N/A
Policy 3 Green Belt and Rural Area	No policy change proposed – but new settlement boundaries and amendments included.	The new settlements and settlement boundary changes do not involve new development. The changes are to the LDP proposals maps to reflect the existing pattern of development within these settlements. There are not therefore considered to be transportation implications as a result of these changes
Policy 4 Development Management and Placemaking	No major change proposed – add additional criterion to protect mineral resources.	No transportation implications
Policy 5 Community Infrastructure Assessment	No change proposed	N/A
Policy 6 General urban area/ settlements	No change proposed	N/A
Policy 7 Employment	No change proposed – however there are some boundary and designation changes to be considered	The boundary and designation changes are considered within the settlement profiles (see below)
Policy 8	No change proposed	N/A

Strategic and Town Centres		
Policy 9 Neighbourhood Centres	No change proposed - however there are some boundary/designation changes to be considered	The changes are to the LDP proposals maps to reflect the existing pattern of development within these centres. There are not therefore considered to be transportation implications as a result of these changes
Policy 10 New Retail/ Commercial Proposals	No change proposed	N/A
Policy 11 Economic Development and Regeneration	No change proposed	N/A
Policy 12 Housing Land	No change proposed to policy – limited additional housing sites proposed which will be added to the Housing Land Audit when appropriate	The additional housing sites proposed for release are considered within the settlement profiles (see below)
Policy 13 Affordable Housing and Housing Choice	No change proposed	N/A
Policy 14 Green Network and Greenspace	No major change proposed – minor change to clarify requirements with regard to compensatory planting	No transportation implications
Policy 15 Natural and Historic Environment	Policy wording to be revised to make clearer reference to the need to protect local biodiversity and the potential for future identification of Local Nature Conservation Sites. Potential new local nature reserve boundaries are included.	The policy wording changes and identification of Local Nature Reserves is not considered to have implications for transportation
Policy 16 Travel and Transport	No change to policy proposed however there are two sites which are to be reserved for train stations.	The train station proposals come from the current Local Transport Strategy. The Council is currently undertaking Scottish Transport Appraisal Guidance Pre-appraisal process for the Clydesdale area which will include these potential stations. The outcome of the STAG will be reflected in the Proposed Plan.
Policy 17 Water Environment and Flooding	No change proposed	N/A
Policy 18	No change proposed	N/A

Waste		
Policy 19 Renewable Energy	The spatial framework for windfarms which is currently included within the renewable energy Supplementary Guidance (SG) will be included in an amended renewable energy policy.	This policy change moves an element of policy from SG into the LDP to accord with Scottish Government guidance. It is not considered to have transportation implications. The requirements for renewable energy developments with regard to transportation are already set out in SG 10 Renewable Energy (Chapters 6 and 7)
Policy 20 Minerals	New Policy and link to new Supplementary Guidance	The new policy in the LDP will be an overarching policy for minerals development with detailed policies relating to different aspects of minerals development being contained in statutory Supplementary Guidance (SG). This SG will include a policy specifically on Transport (currently policy MIN 12 in the Adopted Minerals LDP)

5. Settlement Profiles

5.1 In order to provide a strategic overview of the transportation issues relating to LDP2, settlement profiles have been prepared. These cover the main urban areas of South Lanarkshire where there is the most pressure for new development. Profiles of the following settlements are presented in Appendix 1:

- East Kilbride
- Thorntonhall
- Strathaven
- Cambuslang/Rutherglen
- Blantyre/Bothwell/Uddingston
- Hamilton/Ferniegair
- Larkhall/Stonehouse
- Lanark
- Carluke/Braidwood
- Lesmahagow

5.2 The profiles seek to summarise the overall position with regard to development activity and transport infrastructure in each settlement. This allows a better understanding of the potential impacts of any new development proposals and where additional investment in transport infrastructure may be required. It also allows a strategic assessment of the call for sites submissions and consideration of cumulative impacts. Maps are included for those settlements where there are potential new development sites identified in the MIR.

5.3 Table 5.1 below summarises the current key transportation issues in each settlement.

Table 5.1 – Settlement Summaries

Settlement	Summary of key transport issues
East Kilbride	<p>Traffic modelling undertaken as part of the City Deal Projects in East Kilbride identifies a number of corridors where road capacity would require junction and corridor improvements. These are identified as being Whirlees / Nerston / Stewartfield Way, A725, A726 as well as Greenhills Road.</p> <p>In addition, interchange between car and rail has resulted in the existing Park and Ride facilities at both East Kilbride and Hairmyres Stations being at capacity. As a consequence expansion of both Park and Rides will be necessary.</p> <p>Modelling undertaken for the East Kilbride Community Growth Area has identified junction improvements at a number of locations. These are as follows.</p> <ul style="list-style-type: none">• A76 / Carmunnock Bypass• A726 Queensway / GSO• A726 / West Mains Road• A726 Queensway / Eaglesham Road• Birniehill Roundabout• Whitemoss Roundabout• GSO / Redwood Drive

	<ul style="list-style-type: none"> • Eaglesham Road / Greenhills Road • Greenhills Road / Strathaven Road <p>There will also be a number of improvements to support sustainable travel as follows.</p> <ul style="list-style-type: none"> • Hairmyres Station Cycle Link • Town Centre Cycle Link • Ped Crossing 1 - Eaglesham Rd (Jackton) • Ped Crossing 2 - Eaglesham Rd (Hairmyres) • Ped Crossing 3 - Eaglesham Rd (Westwood)
Thorntonhall	Potential impacts on A726 / Carmunock Bypass if significant new development proposed
Strathaven	No known issues.
Cambuslang/Rutherglen	<p>Interchange between car and rail is very limited in Cambuslang which results in significant on-street parking. A Park and Ride facility is required to service Cambuslang. Any further development will require consideration to be given to contributions towards the construction of new infrastructure.</p> <p>Analysis of recent TA submissions indicate that certain junctions and corridors are at or over capacity. These include Greenlees Road / Vicarland Road / Brownside Road, Main Street in both towns, Mill Street, and the Shawfield Area.</p> <p>The main street corridors are controlled by a traffic signal management system. Any additional development flows will require alterations to be made.</p>
Blantyre/Bothwell/Uddingston	<p>Uddingston Cross and the corridor immediately fronting the rail station is currently at or over capacity at certain times of the day. Interchange between car and rail is at capacity in Uddingston which results in on-street parking. An extension to the existing Park and Ride facility is required. Any further development will require consideration to be given to contributions towards the construction of new infrastructure.</p>
Hamilton/Ferniegair	The assessment of the Hamilton CGA proposals identifies that various junctions on the A723, Town Centre, Wellhall Road, Peacock Cross, Woodfoot Road, Hillhouse Road are over capacity. Any future development will require improvements on these corridors which includes the upgrading of junctions, alterations to the traffic signal management system etc.
Larkhall/Stonehouse	<p>Stonehouse – no significant issues</p> <p>Larkhall – The main street corridor is controlled by a traffic signal management system. Any additional development flows will require alterations.</p>
Lanark	<p>The High Street corridor is controlled by a traffic signal management system. Any additional development flows will require alterations.</p> <p>Due to congestion in the town centre the Lanark Gyratory proposal has been developed following traffic modelling.</p>

	A73 / A72 Steels Cross junction is at capacity at peak periods. Traffic signals are proposed to assist.
Carlisle/Braidwood	The A73 corridor is controlled by a traffic signal management system. Any additional development flows will require alterations.
Lesmahagow	No issues

Small Settlements and the Rural Area

5.4 There were a number of 'call for sites' submissions for sites in small settlements and the rural area. These are not considered to have strategic implications and are assessed on a site by site basis in Main Issues Report Technical Report 2 Call for Sites assessments.

6. Conclusions

6.1 The consideration of transport issues has been an important factor in setting out the preferred strategy options within the MIR and identifying potential development sites. Transport is a cross cutting theme and has a major influence on the majority of issues identified in the MIR. New development will be located in sustainable locations to reduce the need for residents to travel.

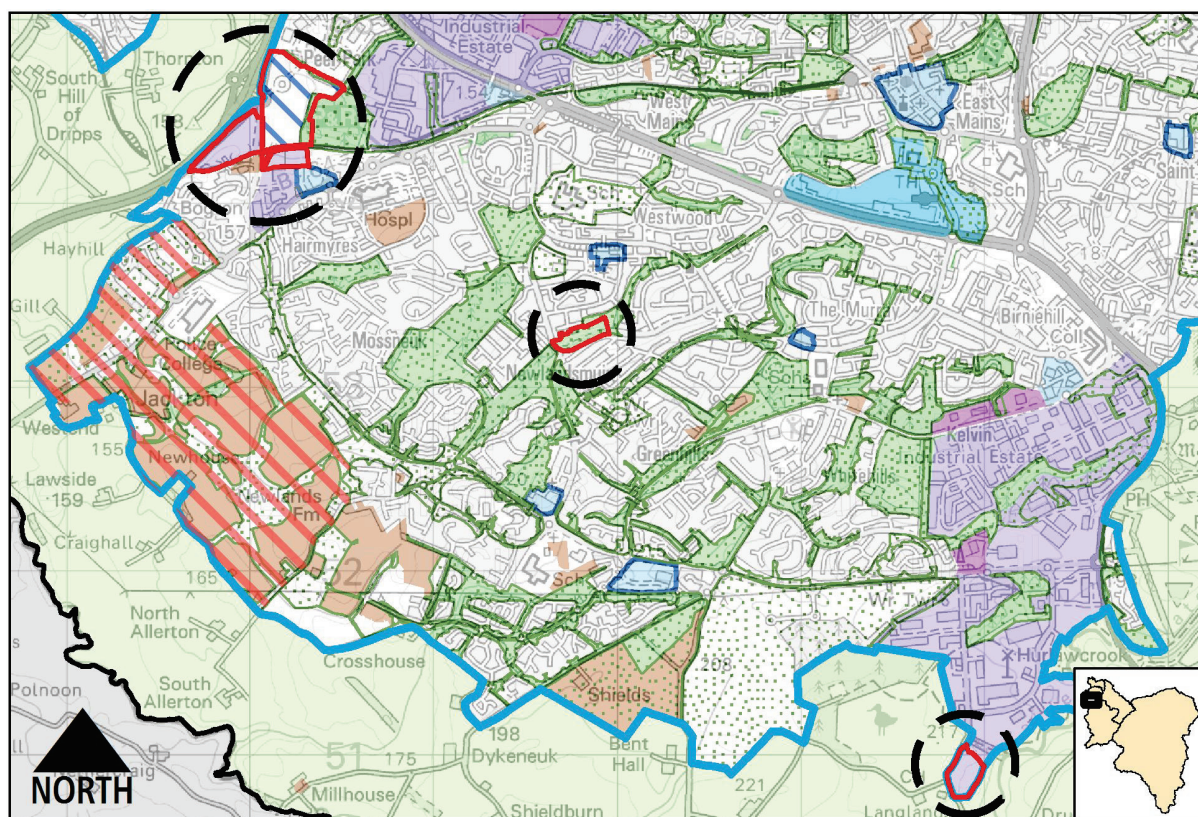
6.2 The assessment of the sites submitted through the 'call for sites' exercise considered site access, potential impacts on the road network, availability of public transport and access to local services. In addition the wider environmental impacts of the sites on air, noise and light, and material assets were considered through the Strategic Environmental Assessment. Both assessments gave consideration to cumulative impacts. The performance of sites against these factors has been a key consideration in identifying the development opportunities in the MIR.

6.3 The suggested development opportunities identified in the MIR will be subject to further technical analysis to assess their effectiveness and deliverability, including their infrastructure requirements. This will require developers to provide a Transport Assessment/Transport Statement, as appropriate to the scale of site and proposed development type. Only those sites that are proved to be effective and deliverable within the timescale of the plan will be included in the proposed plan. Appendix 2 of the MIR summarises the development requirements expected for those sites identified in the MIR.

6.4 This initial transport appraisal has indicated that there are significant network and capacity issues in a number of settlements. As a consequence any further development is likely to require consideration to be given to contributions towards the construction of new infrastructure.

APPENDIX 1 SETTLEMENT PROFILES

a. EAST KILBRIDE AREA



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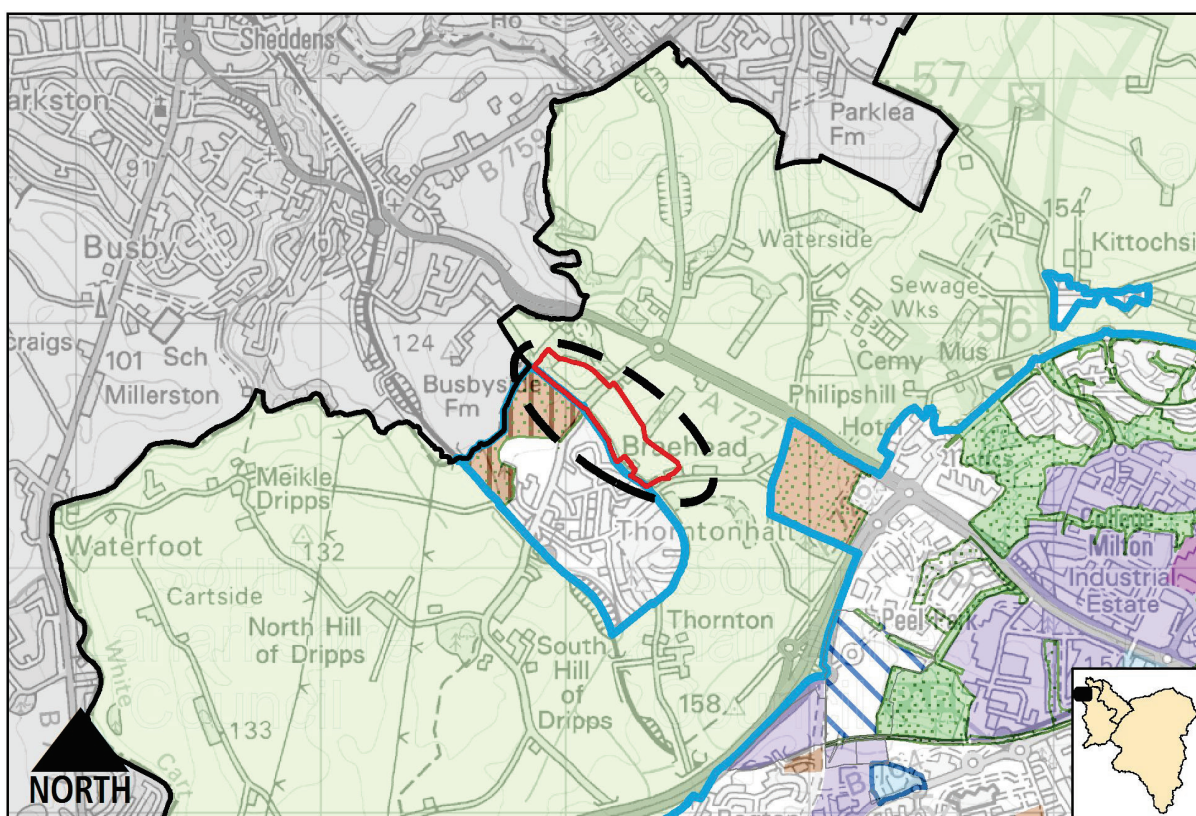
East Kilbride					
Legacy items from LDP1		East Kilbride CGA – not started – approximately 2500 units Development Framework Sites: East Kilbride Town centre – eastward extension of town centre – not started Former Rolls Royce Works – consent 354 housing units Mavor Avenue – u/c – 110 housing units Langlands West – mixed use development - not started			
Significant consents u/c or not started		Housing: Shields Road – 550 units Lindsayfield remaining sites – 162 units Philipshill 'care village' 302 units Other: Out of centre retail at Redwood Crescent – not started			
Call for Sites received			Strathaven Road, East Kilbride		
	EK04/001			47.01	Housing
	EK04/002	Greenhills Road, East Kilbride		4.42	Housing
	EK04/003	West of Redwood Drive,		6.19	Housing

		East Kilbride			
	EK04/004	Jackton Road, East Kilbride	12.26	Housing	
	EK04/005-EK04/007	Land at Crutherland Hotel East Kilbride (DTA)/Turley Site 1	2.72	Housing	
	EK04/006	The Flatts Strathaven Road East Kilbride (DTA)	8.59	Housing	
	EK04/008	Land at Crutherland Hotel East Kilbride (Turley Site 2)	3.10	Housing	
	EK04/009	Former Freescale site, Colvilles Rd, East Kilbride	10.58	Housing (mixed development)	
	EK04/010	O'Cathian Farm East Kilbride	62.05	Housing	
	EK04/011	Westend Farm Jackton	2.02	Housing	
	EK04/014	Westwoodhill Recreation Area	2.62	Housing	
	EK04/015	North of St James Centre	2.28	Retail/mixed use	
	EK01/001	Land at Auldhouse Road/Shields Road	34.97	Housing	
	EK01/002	Midcrosshill Farm Auldhouse	99.58	Housing	
Proposed Road Improvements – including LTS and City deal	Stewartfield Way – upgrading/dualling – City Deal project A726 and Greenhills Road – widening – City Deal project Traffic modelling works associated with the above proposals have identified a significant number of junction and corridor capacity works are needed to resolve various issues as a consequence of future development.				
Public transport proposals	Hairmyres and East Kilbride park and ride facilities are both at capacity. Studies of these facilities have identified possible options to extend.				
Other factors (e.g. AQMA etc)	Air Quality Management Area at Whirlies Roundabout				
Consultation responses/ Appraisal to call for sites	Assessment of the call for sites submissions undertaken. SLC Roads and Transportation: In addition to specific comments on individual sites there is concern over cumulative impacts. Given the potential number of sites, and hence units, on the south side of East Kilbride, and taking into consideration committed				

	<p>development such as the Community Growth Area, and City Deal, there is likely to be a need for a Masterplan / cumulative Transport Assessment. This will need to consider the A725 / A726 Trunk Road network.</p> <p>Transport Scotland:</p> <p>There are significant allocations in and around East Kilbride which, in total, include the potential for in excess of 4,000 units. The cumulative impact of the East Kilbride Community Growth Area (CGA) as included within the adopted Local Plan resulted in the identification of significant mitigation on the A725(T). It is our understanding that to date, none of these measures have been delivered. Upcoming sites could potentially be in addition to the adopted CGA allocations, raising concerns over what, if any, additional mitigation is required to that already identified and how/ when these measures will be delivered. Should any of these sites come forward for inclusion, then a proportionate transport appraisal would be required. This appraisal, proportionate to the nature and scale of the allocations and the trunk road network in the area, would be required to identify appropriate and deliverable mitigation measures on the network including the A725(T), A726(T) and potentially the M74(T).</p> <p>The allocations need to be considered in the context of the City Deal scheme on the Stewartfield Way corridor. This could negate or change the mitigation required through East Kilbride considered for the adopted CGA. The status, phasing and benefits of the city deal scheme and the interaction with existing and proposed allocations will require consideration.</p>
New Proposals included in MIR (see above map)	<p>Additions to Housing Land supply at:</p> <p>Westwoodhill Recreation area (EK04/014) – 65 units Transport Comments: Subject to density of development there may be requirement for a Transport Assessment or Transport Statement. Footway/paths to be integrated into existing network also to include links through existing housing areas to north of site to allow walking routes to Canberra Primary School.</p> <p>West of Redwood Drive (EK04/003) – 150 units Transport Comments: Committed developments will reduce Redwood Drive capacity. Development at this location will increase pedestrian demand and consideration should be given to providing a pedestrian crossing on Redwood Drive Traffic modelling undertaken for the East Kilbride Community Growth identified improvements at the Redwood Drive/Eaglesham Road and Redwood Drive/A726 On-Ramp (west bound); these junctions are in the immediate vicinity of the proposed site. A TA for the site would be required to review these and any other highlighted junctions.</p> <p>Designation changes: - Redwood Crescent, Peel Park – proposed Development Framework Site (mixed uses) This site has consent for out of centre retail which has not been implemented. It is now proposed for mixed use which may include an element of residential development in addition to retail/commercial. A new TA would be required. Hurlawcrook Road Langlands – proposed Development Framework Site (sports and recreation use) This has planning consent in principle (EK/16/0016). The applicants submitted a Transport Assessment (TA) which includes the impact of traffic and the development of walking, cycling and public transport. This</p>

	<p>concluded that the proposals will not have a significant impact on the road network subject to the implementation of an event management strategy. Roads and Transportation are satisfied with the findings of both the Transport Assessment and the Traffic Management Plan and have suggested conditions to ensure the site can be managed safely as and when required.</p> <p>North of St James retail centre – Proposed Development Framework site Mixed use development including retail, commercial, residential and business use. Part of the site already has consent for retail and student flats (EK/16/0063). With regard to the consented site, Roads & Transportation Services (East Kilbride Area) offered no objections to the proposed development subject to conditions relating to the provision of suitable footpaths, drainage systems and parking spaces. A Transport Assessment for any new proposal would be required.</p>
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Thorntonhall

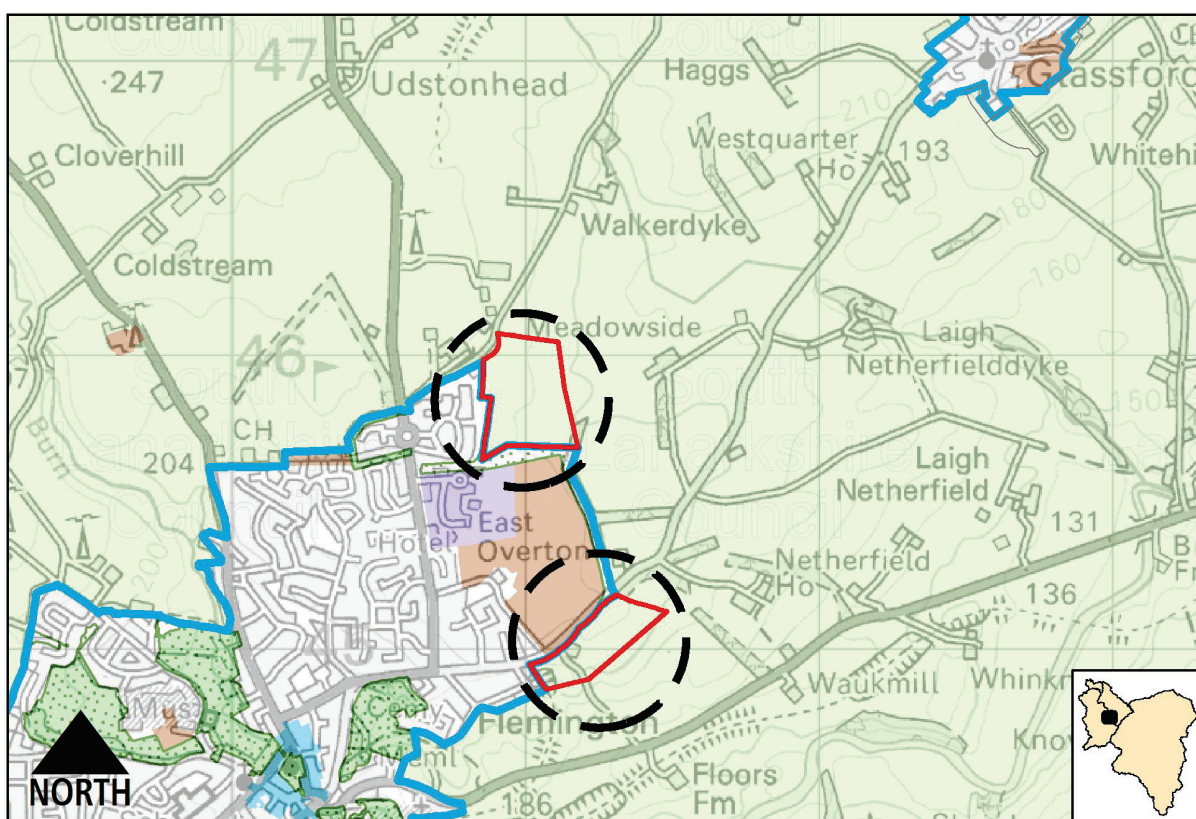


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Thorntonhall	
Legacy items from LDP1	Residential Masterplan Site - Peel Road Thorntonhall – u/c 53 units
Significant consents u/c or not started	None

Call for Sites received	EK11/001	Peel Farm	9.62	Housing
	EK11/002	Peel Farm Site B	5.68	Housing
	EK11/003	Peel Farm Site C	3.25	Housing
	EK11/004	South Hill of Dripps	8.42	Housing
	EK11/005	North Hill of Dripps	7.24	Housing
	EK11/006	Braehead Road Thorntonhall	1.73	Housing
	EK11/007	Adjacent to Ardbeg Lane Thorntonhall	3.93	Housing
	EK11/008	Peel Rd Thorntonhall (Same as EK11/005)	7.23	Housing
Proposed Road Improvements – including LTS and City deal	None			
Public transport proposals	None			
Other factors (eg AQMA etc)	None			
Consultation responses/ Appraisal of call for sites	<p>Appraisal of the Call for Sites proposals carried out.</p> <p>SLC Roads and Transportation: EK11/001, EK11/002 and EK11/003 need to be masterplanned along with EK11/006 and EK11/007 and have a joint Transport Assessment. Given the proposed number of units multiple accesses will be required, which it does not appear can be provided. Given the proposed scale of EK11/004, EK11/005 and EK11/008 these should really be included as well. Again, access to these sites also appears highly problematic. With the current committed development in the village Peel Road is likely to require significant upgrades through the existing village. Its roundabout junction with the A727 will also require upgrading.</p> <p>Transport Scotland comments: EK11/001 – 008. Potential impact upon A726(T) Queensway/ Redwood Drive junction should these sites all go ahead.</p>			
New Proposals included in MIR (see above map)	<p>Potential residential masterplan site north and south of Peel Road to east of existing settlement boundary (call for sites EK11/001). Could accommodate 100 units.</p> <p>Transport comments – A Transport Appraisal would be required for this site.</p>			

Strathaven

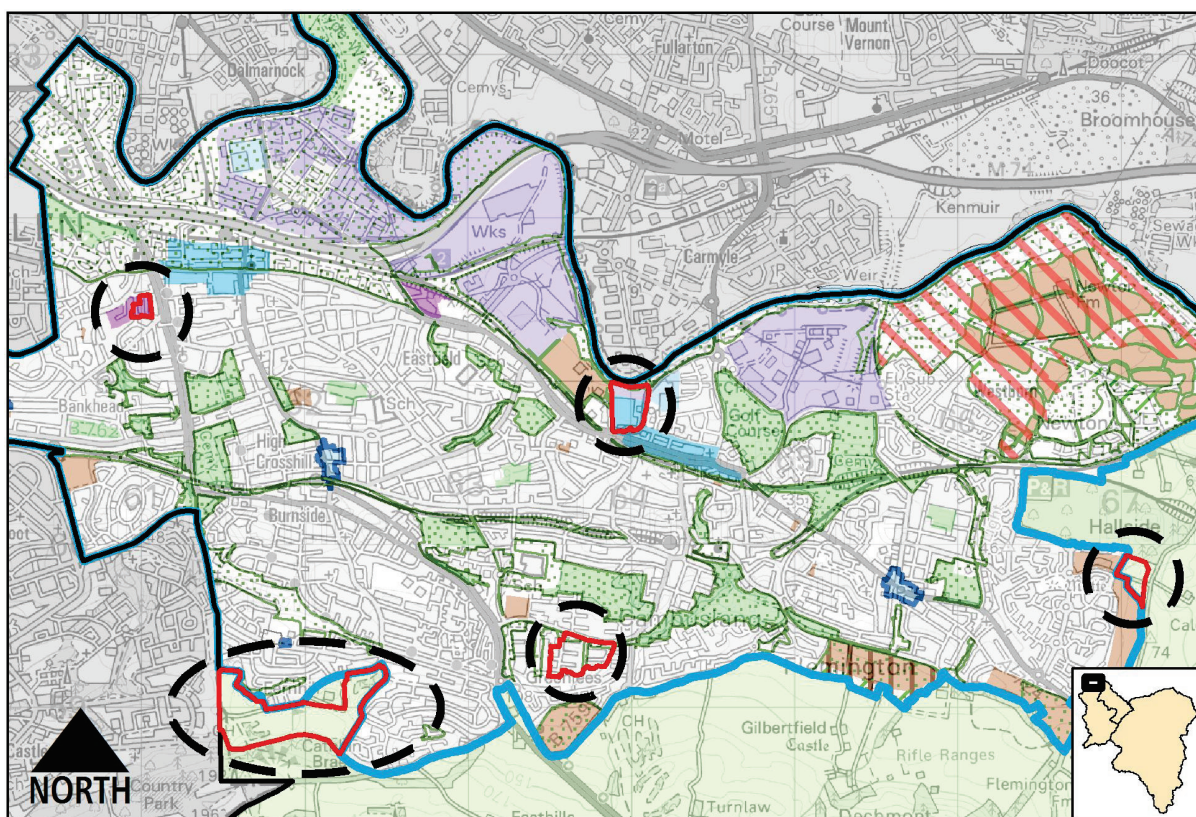


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Strathaven				
Legacy items from LDP1	Strathaven West – residential masterplan site -u/c 228 units Westpark – residential masterplan site - not started 100 units			
Significant consents u/c or not started	East Overton – under construction 481 units			
Call for Sites received	EK10/001	Glassford Road Strathaven	4.27	Housing
	EK10/002	Walkerdyke	12.36	Housing
	EK10/003	West Park Farm	4.93	Housing
	EK10/004	Land North East of B7068 Strathaven	4.83	Housing
	EK10/005	Land adjacent to A71 /Muirkirk Road Strathaven	5.48	Housing
	EK10/006	Westfield Farm	25.19	Housing/Retail/Open Space
Proposed Road Improvements – including LTS and City deal	None			
Public	None			

transport proposals	
Other factors (eg AQMA etc)	The SLC Strathaven Flood Study, carried out in 2016, should be taken cognisance of.
Consultation responses/ appraisal of call for sites	<p>Appraisal of the Call for Sites proposals carried out.</p> <p>SLC Roads & Transportation:</p> <p>Two sites (EK10/002 and EK10/003) currently considered inaccessible as they stand. There are development proposals immediately to the south of EK10/002 which may facilitate access.</p> <p>EK10/004, EK10/005 and EK10/006 would require Transport Assessments to be carried out. EK10/001 poor site access and upgrade to local road required. No cumulative effects referred to, however in combination with existing developments in Strathaven, there could be congestion issues in town centre and local roads should all proposed developments go ahead.</p> <p>Transport Scotland - No comments</p>
New Proposals included in MIR (See above map)	<p>East Overton extension – potential residential masterplan site to extend East Overton housing site to the north (Call for Sites EK10/002).</p> <p>Transport Comments – comments on call for sites submission</p> <p>inaccessible as it stands. There are development proposals immediately to the south of EK10/002 which may facilitate access.</p> <p>Glassford Road Strathaven – potential residential masterplan site (call for sites EK10/001 plus additional land to west of Berebriggs Rd.)</p> <p>Transport Comments – comments on call for sites submission</p> <p>An upgrade to Berebriggs Road would be required. This is to ensure drivers can access the M74 without using the roads within Strathaven. No footway connection. Visibility may be an issue due to topography of land (Glassford Road). Junction spacing should be achievable.</p>

b. CAMBUSLANG/RUTHERGLEN AREA



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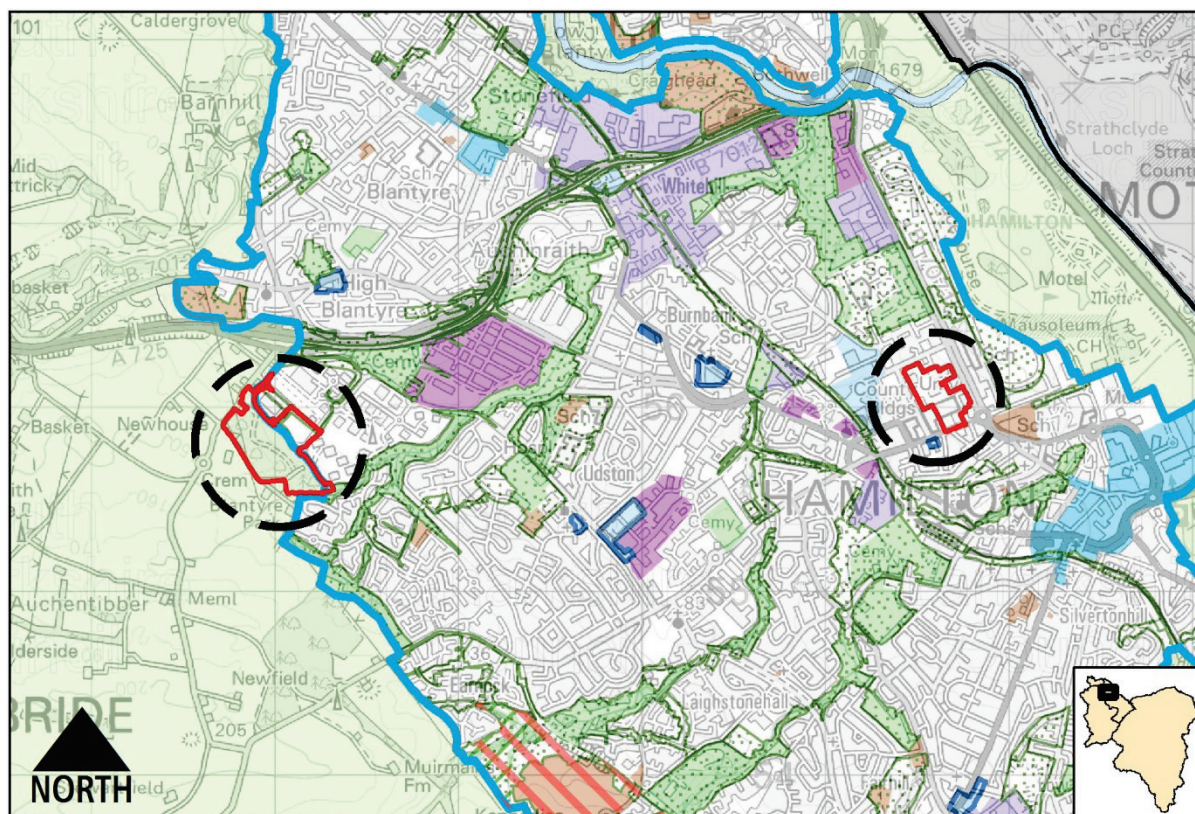
Cambuslang/ Rutherglen	
Legacy items from LDP1	Clyde Gateway Development Framework Site and SEIL (mixed uses) Newton CGA 1749 housing units Gilbertfield Residential Masterplan Site 437 housing units Lightburn Road Residential Masterplan Site 86 units - under construction
Significant consents u/c or not started	Hoover site – 195 housing units Greenlees Farm – 240 housing units (u/c) Kirkconnel drive – 94 housing units Shawfield – class 4 offices up to 1.2 million sq. ft Rutherglen Links – class4/5 3.9ha Sanmex, Downiebrae Rd – mixed use/retail (ppp) Duchess Place – Mixed use/retail (ppp)

Call for Sites received	CR01/001	Dalmarnock Trading Estate, Rutherglen	1.67	mixed use	
	CR02/001	Corner of East Kilbride Rd, Cambuslang, G73 5RB	3.58	Residential and community green space	
	CR02/002	East Greenlees Farm Phase 1 Cambuslang	12.18	Housing	
	CR02/003	East Greenlees Farm Phase 2 Cambuslang	23.99	Housing	
	CR02/004	Kirkhill Golf Club Cambuslang (within EK area)	11.42	Housing	
	CR02/006	Blairbeth Golf Club	29.14	20 hectare urban park rest of site housing	
	CR02/007	Hallside East, Newton	2.61	Housing	
	CR02/008	Bridge Street/Somervell Street Cambuslang	1.20	Housing	
Proposed Road Improvements – including LTS and City deal	Cathkin Relief Road (City Deal project)– Opened to traffic in February 2017. Downiebrae Road – The first two phases of the road are complete. Further phases are proposed and these will link through to Duchess Place / Cambuslang Road.				
Public transport proposals	Extension of Park and Ride at Newton Station Potential for new park and ride facility at Cambuslang				
Other factors (e.g. AQMA etc)	Rutherglen Air Quality Management Area				
Consultation comments/ appraisal of call for sites	<p>Assessment of the call for sites submissions undertaken:</p> <p>SLC Roads and Transportation: All sites submitted would require Transport Assessments to be undertaken, other than Hallside East (CR02/007) where subject to density of development there may be requirement for a Transport Statement. Due to recent improvements associated with the M74 completion, Clyde Gateway and Cathkin relief road, the following sites were considered unlikely to have any wider network or capacity issues CR01/001, CR02/001, CR02/006. In relation to CR02/002, CR02/003 and CR02/004 there are potential capacity issues. A requirement of the developments associated with previous LDP releases at Greenlees Farm and Gilbertfield Farm is that the junction of the A749 and Greenlees Road is signalised and other improvements are undertaken along Greenlees Road. While some mitigation is being provided on the surrounding road network several junctions, in particular East Greenlees Road at Cairns Road, will remain near, or at, capacity. Further development in the area cannot be accommodated within the</p>				

	<p>existing road network and there is no potential for mitigation without third party land. CR02/008 provides an opportunity to include additional roads infrastructure as part of a larger development.</p> <p>Transport Scotland - no specific comments on any of these sites.</p>
New Proposals included in MIR (see above map)	<p>Additions to housing land supply at:</p> <p>Blairbeth Golf Course (CR02/006) - 140 units This will be identified as a Development Framework site. Transport Comments: The scale of the development is unlikely to have a significant impact on the road network (particularly given the improvements currently being undertaken as part of the Cathkin Relief Road project), however, a full Transport Assessment will be required. It is not clear how the site, and in particular the areas of housing, will be accessed although the western areas would appear to be via residential streets. The Transport Assessment should clarify access arrangements.</p> <p>Hallside East (CR02/007) – 80 units Transport Comments: Subject to density of development there may be requirement for a Transport Statement. Hallside Road is below acceptable width to allow two way traffic and separate pedestrian footway. It is anticipated that access will be taken off Hallside Road subject to the applicant being able to provide road upgrades to deliver a minimum 5.5 metre carriageway and 2.0 metre continuous footway on the north side and 2.0 metre wide verge on the south side</p> <p>Designation changes:</p> <p>Bridge Street/Somervell St - Development Framework site at for mixed use/retail. (Includes CR02/008 within larger site). This will contain a requirement to incorporate new transport infrastructure. Transport Comments: The adjacent Hoover site, consented for housing under CR/16/0096, incorporates a spine road which will terminate at its eastern boundary; any development of CR02/008, and adjacent sites, is expected to continue this spine road to provide a connection onto Bridge Street. In addition, the proposal should make provision for additional park and ride facilities for Cambuslang station</p> <p>Bouverie Street Rutherglen – proposed that this site is redesignated from employment land use to general urban. The site is potentially to be developed for social housing (c. 45 units). Transport comments - The site is close to Mill Street and Burnhill Street which both convey significant traffic flows connecting to Rutherglen town centre. Given the scale of development for circa 45 flats it is not anticipated that the proposals would have a significant impact on the existing road network. Given the proximity of the site to the town centre a Transport Statement would require to be provided to comment on the anticipated trip rates compared to existing site activities.</p> <p>East Whitlawburn Cambuslang – proposed residential masterplan site. Existing social rented housing to be demolished and redeveloped for mixed tenure development (c320 units). Transport comments – A Transport Statement should be provided to compare the proposed development trips against existing traffic flows from</p>

this development footprint and to consider how walking/cycling and public transport infrastructure will integrate with adjacent amenities.

3. HAMILTON AREA



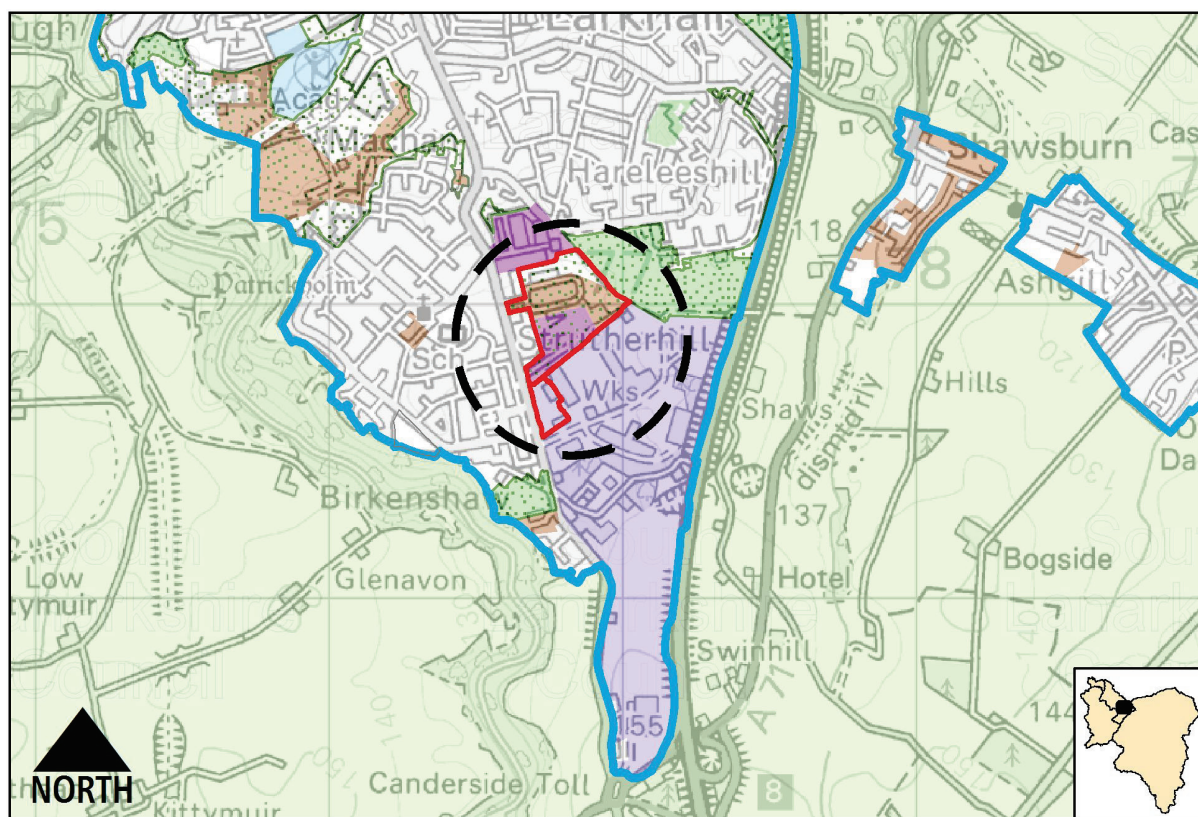
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Blantyre/ Bothwell/ Uddingston				
Legacy items from LDP1	<p>Development Framework Sites: Craighead, Blantyre 188 housing units – not started Bothwell Road Uddingston 95 housing units – u/c</p> <p>Residential Masterplan sites: Bellshill Road South, Uddingston 85 housing units u/c Bothwellbank Farm, Bothwell 60 units – not started Shott Farm, Blantyre 200 units – not started</p>			
Significant consents u/c or not started	None			
Call for Sites received	HM05/001	Shott Farm Blantyre (ext)	5.17ha	Housing
Proposed Road	M74 / Raith Interchange improvements – scheduled for opening Spring 2017.			

Improvements – including LTS and City deal	
Public transport proposals	None
Other factors (e.g. AQMA etc)	To be confirmed
Consultation responses/ appraisal of call for sites	<p>One call for sites submission for this area HM05/001. The site has been assessed.</p> <p>SLC Roads and Transportation: Adjacent to the west of existing Shott Farm housing site consented as HM/14/0491. High speed road so unlikely to achieve junction spacing, therefore, access would be via HM/14/0491. Transport Assessment and consultation with Transport Scotland required. Transport Scotland - did not make comments on this site.</p>
New Proposals included in MIR (see above map)	<p>Development Framework Site – University of West of Scotland site (Almada St/Barrack St Hamilton) mixed use/residential development (capacity to be confirmed) Roads and Transportation comments – A TA would be required as the Muir Street / Bothwell Road / Caird Street / Peacock Cross corridors are at or near capacity.</p> <p>Development Framework site – New campus for University of West of Scotland at Hamilton International Technology Park (planning permission in principle (HM/16/0187) Transport comments - further off-site road works are proposed. These include alterations to the A725 eastbound off-ramp / Douglas Street, Hillhouse Road / Douglas Street and the westbound on-ramp merge. Transport Scotland comments on planning application - generally satisfied that the proposed development will not result in a greater impact on the operation of the trunk road than would have been generated by the original planning application for the three existing buildings on the site. The previously agreed package of mitigation, therefore, remains appropriate.</p>

Hamilton/ Ferniegair				
Legacy items from LDP1	Hamilton CGA 2221 housing units – not started Ferniegair CGA 191 housing units – started			
Significant consents u/c or not started	Hillhouse Road Hamilton 100 housing units			
Call for Sites received	HM03/001	Land at Ferniegair Site 1	1.15	Housing
	HM03/002	Land at Ferniegair Site 2	3.67	Housing
	HM05/002	Strathaven Rd/Muttonhole Rd, Hamilton	71.43	Housing
	HM05/003	Chapel Farm, Hamilton	14.71	Housing
Proposed Road Improvements – including LTS and City deal	None			
Public transport proposals	Proposed extension to Park and Ride at Hamilton West			
Other factors (e.g. AQMA etc)	To be confirmed			
Consultation responses/ appraisal of call for sites	<p>Assessment of the Call for Sites submissions was undertaken.</p> <p>SLC Roads and Transportation: The two sites at Ferniegair HM03/001 and HM03/002 are small extensions to the existing CGA. Unlikely to have significant issues in terms of network capacity. Access would have to be via adjacent consented site, east of Allanton, however, no reserved matters layout has been seen for this site. The two sites on Strathaven Road to the west of the CGA – HM05/002 and HM05/003 would be significant development in vicinity of Hamilton Community Growth Area. Transport Assessment required - will be major impact on Hamilton road network. These sites would need to be master planned together.</p> <p>Transport Scotland did not make comments on these sites.</p>			
New Proposals included in MIR	None.			

Larkhall



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Stonehouse and Larkhall				
Legacy items from LDP1	Larkhall CGA – 1591 housing units - started Former DAKS factory Larkhall – Development Framework Site			
Significant consents u/c or not started	Former Larkhall Academy – 380 housing units not started Stonehouse Hospital – 155 housing units – not started			
Call for Sites received	HM11/001	Former Udston Farm Sites 1 and 2	8.29	Housing
	HM11/002	Former Udston Farm Site 8	4.58	Housing
	HM11/003	Stonehouse North and West (sites A & B)	63.72	Housing/Commercial/Leisure/Education/Country Park/Golf Course/Equestrian Centre
	HM11/004	Lockhart Street, Stonehouse	0.80	Housing
	HM11/005	Kittymuir Farm,	9.94	Housing

		Stonehouse			
Proposed Road Improvements – including LTS and City deal	Stonehouse Bypass – will only be implemented if Developer led				
Public transport proposals	None				
Other factors (e.g. AQMA etc)	None				
Consultation responses/ appraisal of call for sites	<p>Assessment of the Call for Sites submissions was undertaken.</p> <p>There were no call for sites within/adjoining Larkhall The sites submitted for Stonehouse were assessed as follows:</p> <p>SLC Roads and Transportation: HM11/001 and HM11/002 – poor access to both sites. Both Udston Mill Road and Sidehead Road sub standard country lanes with no footways. HM11/04 and HM11/05 have good access to A71 however due to scale of HM11/05 a Transport Assessment would be required and Transport Scotland involvement required as a significant volume of traffic would use Junction 8 of the M74. HM11/003 would require Manse Road to be upgraded and connection to A71 resolved. Transport Assessment required. Transport Scotland involvement required as significant volume of traffic would use Junction 8 of the M74.</p> <p>Transport Scotland: Noted there would be potential impacts from Stonehouse sites HM11/001 – 005 on M74.</p>				
New Proposals included in MIR (see maps)	<p>No new land releases:</p> <p>Designation changes: Former DAKS factory Larkhall – redesignated from Development Framework Site to Residential Masterplan site Site now proposed entirely for residential use. Any proposals for changes to previous land use will require to be supported by a new Transport Assessment.</p> <p>Carlisle Rd / Borland Drive Larkhall - New Development Framework Site – (retail/commercial uses) Site has planning permission in principle for Commercial Development Incorporating supermarket and pub/restaurant with associated access and car parking (HM/15/0422). A TA was submitted with the application. Roads and Transportation had no objections to the application. It was noted that the proposed development will increase the number of trips travelling through a number of junctions within Larkhall, however, the analysis shows that this will not have a significant impact on the operation of the assessed junctions.</p>				

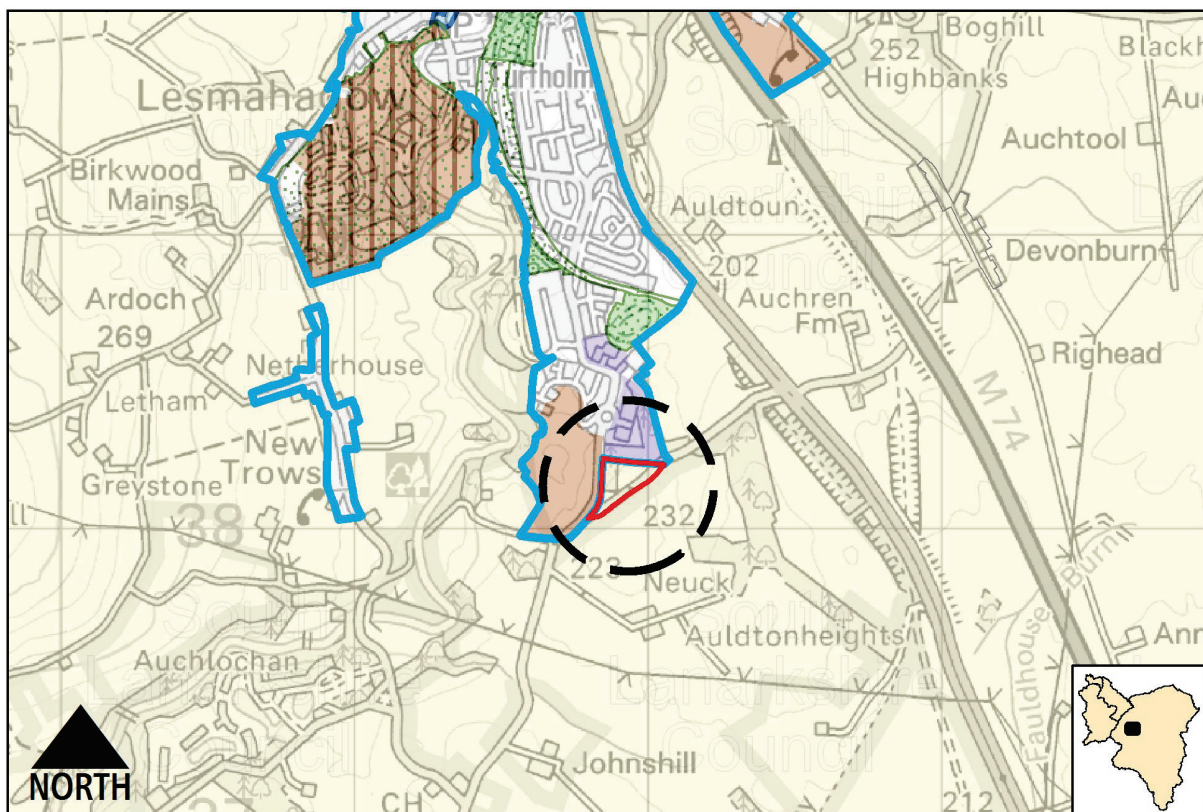
4. CLYDESDALE AREA

Carluke/ Braidwood				
Legacy items from LDP1	Carluke CGA north 370 housing units – not started. Carluke CGA south 239 housing units – started. Upper Braidwood residential masterplan site – not started Braidwood House residential masterplan site (care village) – not started			
Significant consents u/c or not started	Boghall Road – 71 housing units – not started Headspoint Nursery sites – 100 Housing units in total – u/c			
Call for Sites received	CL10/001	Field 1932 Goremire Road Carluke ML8 4PQ	1.36	Housing
	CL10/002 – CL10/004	South Hillhead Farm Carluke Stewart Milne	19.77	Housing
	CL10/003	South Hillhead Farm Carluke	1.83	Housing
	CL10/005	Land at Braidwood	3.02	Housing
	CL10/006	Land at Braidwood 2	2.49	Housing
	CL10/007	Bellstane Town Farm, Carluke	21.03	Housing
	CL10/008	Mauldslie Rd/Luggie Rd Carluke	24.20	Housing
	CL10/009	Land at Crawfordwalls Farmhouse Kilncadzow Road Carluke	1.60	Housing
	CL10/010	Land at Crawfordwalls Kilncadzow Road Carluke	4.61	Housing
Proposed Road Improvements – including LTS and City deal	A71 Horsley Brae/B7011 Brownlee Road			
Public transport proposals	None Scottish Transport Appraisal Guidance Pre-appraisal process includes this area.			
Other factors (e.g. AQMA etc)	None			
Consultation comments/	Assessment of the call for sites submissions was undertaken:			

analysis of call for sites	<p>SLC Roads and Transportation:</p> <p>Sites in South Carluke and Braidwood (CL10/001 –CL10/006, CL67/002, CL67/003) should be master planned with other proposals in the area such as the Community Growth Area and committed development such as the former Mayfield Brickworks site, site off A73 at Headspoint Nursery, etc. The sites on the eastern side of Carluke CL10/009 and CL10/010 would require to access on to the A721 Kilncadzow Road which is a district distributor so junction spacing of 210m required. Difficult to achieve suitable junction spacing or visibility splays for these sites.</p> <p>For CL10/008 to the north west of Carluke satisfactory site access would be difficult to achieve. Despite being unclassified. Mauldslie Road can be considered as a district distributor, given the volume of traffic it carries and its strategic importance, therefore, an access between the existing roundabouts is not possible due to junction spacing. In terms of network capacity Carluke Cross and Garrion Bridge (Brownlee Road/Horsley Brae) junctions currently at, or near, capacity. A TA would be required.</p> <p>For CL10/007 to north east of Carluke a TA would be required and this site should be master planned with the northern Community Growth Area.</p> <p>Transport Scotland - no comments made on these sites.</p>
New Proposals included in MIR	None

Lanark				
Legacy items from LDP1	None			
Significant consents u/c or not started	none			
Call for Sites received	CL38/001	Stanmore Road, Lanark	3.80	Housing
	CL38/002	Castlefield Lanark	2.96	Rationalisation of settlement boundary
	CL38/003	Bellfield Road, Lanark (Site 1)	3.68	Housing
	CL38/004	Bellfield Road, Lanark (Site 2)	2.21	Housing
	CL38/005	Jerviswood Lanark	20.44	Housing
Proposed	Lanark town centre Circulatory System			

Road Improvements – including LTS and City deal	
Public transport proposals	Potential improvements to Lanark bus station and park and ride facility Scottish Transport Appraisal Guidance Pre-appraisal process includes this area.
Other factors (eg AQMA etc)	Lanark Air Quality Management Area.
Consultation comments/ analysis of call for sites	Assessment of the call for sites submissions was undertaken: SLC Roads and Transportation: All sites submitted (except CL38/002) should be masterplanned together due to cumulative effects. In addition a TA is required for CL38/005 due to its scale. Transport Scotland - no comments made on these sites.
New Proposals included in MIR	None



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Lesmahagow				
Legacy items from LDP1	Wellburn Farm – Development Framework Site (193 units) – not started Birkwood Hospital – Residential Masterplan Site (155 units) – not started			
Significant consents u/c or not started	Milton Farm – (100 units) – not started Balgray Road – remaining capacity (180 units)			
Call for Sites received	CL41/001	Clannochdyke, Lesmahagow	6.81	Housing
	CL41/002	Auldtoun farm, Lesmahagow	13.66	Housing
	CL41/004	Balgray Road/Coalburn Road Lesmahagow	2.05	Business/Industrial
Proposed Road Improvements – including LTS and City deal	None			
Public transport proposals	None			
Other factors (eg AQMA etc)	None			
Consultation comments/ analysis of call for sites	<p>Assessment of the call for sites submissions was undertaken:</p> <p>SLC Roads and Transportation: All sites have reasonable/good connectivity with wider road network however CL41/001 would be difficult to achieve satisfactory site access due to lack of frontage to public road. CL41/001 and CL41/002 would require Transport Assessments.</p> <p>Transport Scotland - no comments made on these sites.</p>			
New Proposals included in MIR (see above map)	<p>CL41/004 to be released for industrial and business use as extension to existing Industrial estate.</p> <p>Site is understood not to have any access or road network capacity issues.</p>			

South Lanarkshire
Local Development Plan
Main Issues Report

South Lanarkshire Council
Community and Enterprise Resources
Planning and Economic Development
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