

4. Policy Context

4.1. Introduction

This chapter summarises the national planning policy guidance and development plan policies (including adopted and emerging development plan policies) that are relevant to the proposed scheme. This chapter should be read in conjunction with Figures 4.1 – 4.5 which identify the boundaries of designated areas.

Note that the function of this chapter is merely to identify relevant policies; there is no requirement under the Environmental Impact Assessment (Scotland) Regulations 1999 to review the proposed scheme against planning policies. However, in some sections of the ES planning policies have, where relevant, been used as one of the criteria to determine the sensitivity of potential receptors for the scheme.

4.2. Background

At a national level, policies relating to the scheme are set out by Scottish Planning Policy (SPP) and the National Planning Policy Guidance (NPPG). The local development plan, comprising Structure Plans and Local Plans, set out policies for the greater Glasgow area. The development plan consists of the following documents:

- Glasgow and the Clyde Valley Joint Structure Plan 2000 (GCVJSP)
- Renfrew District Council Local Plan 1996 (RDCLP)
- Renfrewshire Local Plan (finalised version) (RLP)
- Glasgow City Council City Plan 2003 (GCCCP)

The finalised Renfrewshire Local Plan is currently under review and will replace the Renfrew District Council Local Plan 1996.

In addition, Local Transport Strategy documents that are relevant to the GARL scheme are:

- A Local Transport Strategy for Renfrewshire (LTSR)
- A Local Transport Strategy 2001-2004 "Keep Glasgow Moving" (LTSG)

4.3. National Planning Guidance

Relevant national and regional environmental and planning policy and guidance is set out in Table 4.1.

Table 4.1 National Policies

Policy Document and Issue	General Summary
SPP 1 The Planning System	Identifies the planning system's key priorities and how it can contribute to the wider objectives of the Scottish Executive in terms of sustainable development, economic competitiveness, social justice, environmental quality and integrated transport.
NPPG 5 Archaeology and Planning	Sets out, "how archaeological remains and discoveries should be handled under the development plan and development control systems, including the weight to be given to them in planning decisions and the use of planning conditions".
SPP 7 Planning and Flooding	Ensures that at the planning stage, the location and design of new developments reduces the flood risk to property and life.
NPPG 11 Sport, Physical Recreation and Open Space	Land use implications are addressed, i.e. providing and enhancing sport and physical recreation areas, urban open spaces and significant areas of the countryside. Open space that is valuable, and valued, is to be protected and provision of appropriate quality open space in, or within easy reach of, new developments is to be ensured.
NPPG 14 Natural Heritage	Natural heritage includes plants, animals, landforms, geology and natural beauty and amenity. The aim is to ensure that society's land requirements are developed so as to safeguard natural heritage features.

Policy Document and Issue	General Summary
NPPG 17 Transport and Planning	This policy is aimed at “reducing the need to travel by regulating the pattern of land uses in relation to each other and to transport facilities” and “enabling people to access local facilities over local networks by short walking or cycling trips, in turn contributing to social inclusion”. In addition, there is the requirement to “Councils ... to promote change by seeking, in conjunction with public transport operators, to improve public transport access to existing developments which attract a high level of private car trips.” Thus the overall aims of integrated transport, a reduction in car use and sustainable development can be promoted.
NPPG 18 Planning and the Historic Environment	This guideline aims to set national policy, promote sustainable development and define objectives designed to protect and conserve our historic environment. As such, the planning policy framework seeks to ensure that transport proposals do not undermine the quality of the historic environment.

4.4. Local Authority Planning Policy

Table 4.2 summarises selected policies from the local policy documents. Only policy issues relevant to the proposed development have been noted. For brevity, key policy issues have been synthesised. Figures 4.1 – 4.5 identify the location of designated areas and other features of environmental importance.

Table 14.2 Local Policies

Topic	Summary of Key Policy Issues
General	<p><i>GCVJSP Strategic Policy 9/10</i> Proposals that fail to meet the criteria in Strategic Policy 9 will be considered a departure from the Development Plan, and justification against the criteria set in Strategic Policy 10 will be required.</p> <p><i>GCCCP Policy CC/DEV 1</i> Broad guidance applicable to the established use character areas within Glasgow city centre is described under this policy.</p> <p><i>GCCCP Policy DES 9</i> Guidelines under this policy “should be observed in all developments where members of the public, including people with disabilities and other mobility difficulties, have access.”</p>
Residential Areas	<p><i>RDCLP/RLP Policy H1/L1</i> Development that is detrimental to the amenity of residential areas will be resisted.</p> <p><i>RLP Policy H1</i> Proposals that have an unacceptable adverse affect on the amenity of the area with respect to visual quality, noise, smell, traffic, hours of operation, vibration, dust, overlooking and meeting statutory air quality objectives will not be permitted.</p>
Industrial Areas	<p><i>RLP Policy IB9a</i> Locally Important Business/Industrial Areas identified on the Proposal Map are safeguarded for the development of business, general industry and storage and distribution.</p> <p><i>RLP Policy IB9b</i> Development that doesn’t conform to the uses stated in <i>RLP Policy IB9a</i> within Locally Important Business/Industrial Areas must fulfil criteria listed under this policy.</p>
Airport Land	<p><i>RLP Policy Airport 1</i> Land identified on the Proposals Map is safeguarded for development required in connection with the operational use of Glasgow International Airport. Non-operational uses on this land are allowed where it assists in the continued growth of the airport.</p>

Topic	Summary of Key Policy Issues
Recreation & Open Space	<p><i>GCVJSP Strategic Policy 6</i> The quality of life and health of communities will be supported through Environmental Improvement and the provision of open space and facilities for Sport and Recreation.</p> <p><i>RDCLP Policy L1</i> Only proposals compatible with the existing use of an area for active recreation will be acceptable within these areas.</p> <p><i>RLP Policy L1</i> The Council seeks to protect areas of active recreational open space as identified on the Proposals Map e.g. St. James' Park. Development proposals for these areas contrary to this land use are required to meet criteria listed under this policy.</p>
Green Belt	<p><i>RDCLP Policy E1</i> New development is not permitted in the Greenbelt other than exceptions listed under this policy.</p> <p><i>RLP Policy GB1</i> Applications for Green Belt development will be tested against criteria set out under this policy. Criteria include traffic and access requirements, pollution risk and maintenance and enhancement of local diversity.</p>
Landscape & Nature Conservation	<p><i>RDCPL Policy E14</i> There will be a presumption against development having an adverse effect upon Designated Local Nature Reserves and other non-statutory sites of local importance for landscape or nature conservation.</p> <p><i>RLP Policy ENV2</i> The nature conservation value of Sites of Special Scientific Interest (SSSI) is safeguarded. Development proposals that affect these sites will be determined in accordance with national planning guidance given in NPPG 14, Natural Heritage.</p> <p><i>RLP Policy ENV2</i> Sites of Importance for Nature Conservation (SINCs) are protected as wildlife corridors. However some coincide with sites that are regarded as being suitable for development through Local Plan policies. Development proposals for these sites will be assessed against criteria set under this policy.</p> <p><i>RLP Policy ENV4</i> Local Nature Reserves (LNRs) identified on the Proposals Map will be protected to ensure "that their nature conservation interest is maintained and that they continue to provide a unique educational and recreational resource."</p> <p><i>RLP Policy ENV7</i> Hedgerows, street trees and any other trees considered to contribute to the amenity of the area will be protected.</p> <p><i>GCCCP Policy HER1</i> Significant views into and out of conservation areas should be safeguarded.</p> <p><i>GCCCP Policy ENV7</i> "There will be a presumption against any development likely to have an adverse effect on the integrity or character of a Corridor of Wildlife and/or Landscape Importance." However proposals will be considered favourably if certain criteria, as set under this policy, are met. For example, "applications for development must be shown in the context of the Corridor of Wildlife and/or Landscape character and visual amenity."</p> <p><i>GCCCP Policy ENV13</i> Where there are significant trees on the site a detailed tree survey will be required. Protection and management of trees during construction will also be required. These will be done in accordance with the criteria set under this policy.</p>

Topic	Summary of Key Policy Issues
Built Heritage & Archaeology	<p><i>RDCPL Policy E16</i> Locally important archaeological sites identified in the Sites and Monuments Records should be preserved. Where preservation is unfeasible prior archaeological excavation and recording is required. This is to be funded by the developer.</p> <p><i>RLP Policy ENV 20</i> Unscheduled sites of archaeological significance and their settings, including sites of importance for industrial archaeology should be protected and enhanced. When considering development proposals affecting a location that is known to, or considered likely to contain an archaeological interest certain criteria as set under this policy are to be satisfied.</p> <p><i>GCCCP Policy HER2</i> Buildings listed as being of special architectural or historic interest repairs, alterations and extensions will be carried out in accordance with the design standards in policy HER3.</p>
Water, Flooding and Drainage	<p><i>GCCCP Policy ENV3</i> Appropriate surface water drainage must be provided in new developments including sustainable drainage and permeable surfacing wherever practicable. Developments must comply with guidance contained in the Sustainable Urban Drainage System (SUDS) Design Manual for Scotland and Northern Ireland.</p>
Contaminated Land	<p><i>RLP Policy C1</i> The necessary information, from a professionally qualified source, is required to establish whether contamination is present. If present and consent is given, remediation action is necessary before the development proceeds.</p>
Traffic, Transport & Parking	<p><i>GCVJSP Strategic Policy 4</i> Sustainable development will be supported through the development of the Strategic Transportation Network i.e. Public Transport Schemes that are to be investigated and confirmed through Local Plans, for example, links to Glasgow International Airport.</p> <p><i>RDCLP/RLP Policy TP8/T3a</i> New developments that coincide with identified cycle routes must ensure that links are maintained and meet criteria as set out in <i>RLP Policy T3a</i>.</p> <p><i>GCCCP Policy DEV 13</i> Proposals that support a sustainable transport network and improve the quality of the transport corridors' environment will be encouraged.</p> <p><i>GCCCP Policy TRANS 1</i> Development that encroaches onto transport route reservations and "impinge directly on the ability to facilitate the development and construction of the following transport infrastructure schemes" identified on the Proposals Map will be refused planning permission.</p> <p><i>GCCCP Policy TRANS 4</i> Car park design should accord with the guidelines in the Council's 'Roads Development Guide' and assessments should include likely demand for parking of powered two wheeler vehicles.</p> <p><i>GCCCP Policy TRANS 6</i> Developers must adhere to the cycle parking standards as described under this policy.</p> <p><i>LTSR Policy Demand Management</i> Strategies will be adopted that "manage the growth of trips by private car and aim to achieve modal shift towards more sustainable modes of transport, such as walking, cycling and public transport."</p> <p><i>LTSR Policy Public Transport</i> The attractiveness of public transport will be sought by "supporting measures which improve its quality, comfort, route penetration, and degree of integration."</p>

Topic	Summary of Key Policy Issues
	<p><i>LTSR Policy Parking</i> Demand for parking will be managed “by adopting strategies which are appropriate to the location and favour the needs of business and commerce.”</p> <p><i>LTSG Policy</i> The aim is to increase the proportion of trips made by public transport and to “secure new developments with a view to reducing proportion of trips by private car.”</p>
Noise	<p><i>RLP Policy N1</i> Noise sensitive developments (including housing, hospitals, educational establishments and offices) will be protected from transport related noise (The standards contained in Annex 1 of Planning Advice Note 56 or any other standards subsequently approved by the Council, will be applied).</p>
Air Quality	<p><i>RLP Policy T1 (viii)</i> The individual and cumulative impact of the traffic generated by the development on air quality must be acceptable to the Council.</p>

4.5. Summary

In addition to general policies aimed at protecting the environment there are a number of designations that apply to the scheme. The key associated environmental policy issues relate to the protection of public open space and recreational facilities, natural and built heritage, ecology, the water environment, air quality and noise, and transport. The remaining chapters of this ES examine the impacts that the scheme will have on these environmental issues.