



Planning and Building Standards Services

# South Lanarkshire Local development plan 2

Proposed plan  
**Transport appraisal**

July 2018



Community and Enterprise Resources





## **South Lanarkshire Local Development Plan (LDP 2)**

### **Technical Report – Proposed Plan Transport Appraisal**

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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 Main Issues Report (MIR) was published in May 2016 and contained details of the Council's preferred development options for LDP2, and possible alternatives. The previous LDP was adopted in 2015 and is still up to date. 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.

1.2 The Proposed Plan represents the Council's settled view of its policies and proposals for the development and use of land over the plan period. The development opportunities identified in the MIR were required to provide additional technical material to demonstrate that they were deliverable in the timeframe of the LDP. This is reflected in the list of proposals now identified in the Proposed Plan. In addition, account has been taken of the representations received to the MIR. Various alternative development sites were put forward in response to the MIR and these were assessed by the Council for suitability for inclusion in the proposed plan. One additional site was added to the plan at this stage.

1.3 A Transport Appraisal was prepared alongside the MIR which considered the impacts on the transport network from the potential developments and alternative options outlined in the MIR. Both documents were subject to public consultation. The Transport Appraisal has been updated to provide detailed consideration of the development proposals contained in the Proposed Plan.

## **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. This is discussed in more detail in section 6 of this report.

2.5 A Strategic Roads Assessment and Strategy (SRS) for the Clyde Gateway area has been prepared by Clyde Gateway Urban Regeneration Company (CGURC). The purpose of the SRAS was to assess the residual traffic impacts of developments that are current, in planning and programmed by CGURC over a 20 year period.

2.6 The SRAS included analysis of the problems and assessed opportunities as well as details of the extensive traffic modelling undertaken which was developed for various options. A phased construction programme was also developed for the identified mitigation.

2.7 Mitigation measures includes the construction of a new distributor road network through the Shawfield development area which links to improved capacity works on the East End Regeneration Route, Dalmarnock Road / Cambuslang Road and Mill Street corridors onto the surrounding local and trunk road networks. This also includes major alterations to the M74 Junction 1a Polmadie motorway junction.

### **3. Scope and content of Technical Report**

3.1 This Technical Report provides an analysis of local transportation issues in relation to the policies and development opportunities presented in the proposed plan. It also considers the City Deal projects in South Lanarkshire and how these relate to the proposed development sites in the LDP. The implications of the current STAG study being undertaken for the Clydesdale area are considered, in particular the aspiration for future station provision at Law and Symington. Settlement profiles set out the key transport issues in those settlements where there are new development proposals.

3.2 The approach taken and the issues covered is considered proportionate for the scale and nature of the proposed developments identified in the LDP.

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

- LDP strategy and policy changes.
- Assessment of proposed development sites.
- City Deal projects.
- STAG study and future station provision.
- Profiles for each settlement.

#### 4. LDP2 Strategy and Policy Changes

4.1 LDP2 builds upon and progresses 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. Table 4.1 considers the policies in the proposed plan and indicates those where amendments are being proposed and whether these are considered to have implications with regard to transportation.

4.2 For LDP2 the Council is moving away from producing Statutory SG and instead is preparing a two volume LDP with the overarching subject policies in Volume 1 and additional policies, which provide further detailed guidance and requirements for developers, in Volume 2. For the purposes of the Transport Appraisal, the Volume 1 policies are assessed in table 4.1. The Volume 2 policies do not contain any additional development proposals and therefore do not need to be assessed.

4.3 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 further policy guidance will be contained in Volume 2 of the LDP.

Table 4.1 Proposed Policy Changes

<b>Policy No</b>	<b>Description</b>	<b>Transportation issues</b>
Policy 1 Spatial Strategy	Policy has been amended to take account of Minerals and new Development Framework Sites and Residential Masterplan Sites.	Minerals – see policy 19 Development Framework Sites and Residential Masterplan Sites – these are assessed separately in section 5.
Policy 2 Climate Change	Minor wording changes	No issues. Policy seeks to reduce the need to travel.
Policy 3 General Urban Areas and Settlements	Minor wording changes	No issues.
Policy 4 Green Belt and Rural Area	Wording changes to clarify the policy. New settlements and settlement boundary changes are included in the LDP.	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 5 Development Management and Placemaking	Minor wording changes. Additional criterion to protect mineral resources.	No transportation implications
Policy 6 Visitor Economy and Tourism	Policy moved from former Policy on Economic Regeneration	Policy seeks to have provision of suitable access and parking to be incorporated into proposals.
Policy 7 Community	No change proposed	N/A

Infrastructure Assessment		
Policy 8 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.
Policy 9 Network of Centres and Retailing	Previous Policies merged	No issues
Policy 10 New Retail/Commercial Proposals	No change proposed	N/A
Policy 11 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 in section 5.
Policy 12 Affordable Housing	No change proposed	N/A
Policy 13 Green Network and Greenspace	No major change proposed – minor change to clarify requirements with regard to compensatory planting	No transportation implications
Policy 14 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 15 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. See section 7.
Policy 16 Water Environment and Flooding	No change proposed	N/A
Policy 17 Waste	No change proposed	N/A
Policy 18 Renewable Energy	The spatial framework for windfarms which is currently included within the renewable energy Supplementary	This policy change moves an element of policy from SG into the LDP2 to accord with Scottish Government guidance. It is not



	Guidance (SG) will be included in an amended renewable energy policy.	considered to have transportation implications. A detailed policy for the assessment of renewable energy developments, including their transportation impacts will be contained in LDP2 Volume 2.
Policy 19 Minerals	New Policy (previously a separate Minerals LDP)	The new policy in the LDP2 will be an overarching policy for minerals development with detailed policies relating to different aspects of minerals development being contained in LDP2 Volume 2.

## 5. Proposed new residential development sites

5.1 The residential development opportunities identified in the Proposed Plan were subject to technical analysis to assess their effectiveness and deliverability, including their infrastructure requirements. This required 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 are included in the proposed plan.

- West of Redwood Drive – A Transport Statement has been undertaken for an indicative capacity of 150 units. The proposals demonstrate the access would be in the form of a priority junction with a ghost island and this is acceptable as the sight lines of 4.5 x 120m can be achieved. The site would require a footway fronting the site with a controlled pedestrian crossing point to ensure there are good footway links.

The proposals will generate 120 two trips during the peak periods. Of these two way trips it is estimated that 87 vehicles during the morning peak hour will travel northbound on Redwood Drive. There are committed infrastructure works at the Redwood Drive/ Redwood Crescent roundabout and there may be a requirement to introduce measures to mitigate the impact of this development. A Transport Assessment will be required.

- Peel Road Thorntonhall – A Transport Statement has been undertaken for 50 units which are proposed to take access via Ardbeg Lane which is a shared surface street. This would require the shared surface street to be converted to a footway/ carriageway arrangement due to the additional volume of traffic and would not likely be favourable to the existing residents.

The proposed site, however, is for a greater number (approx 160 housing units) and the site should be considered as one; with access being taken from Peel Road. There is no assessment of the traffic impact on any of the junctions that may be affected. It is estimated that around 128 vehicle trips would be generated with the vast majority travelling northbound towards A727. We are aware that the East Kilbride Community Growth Area is required to improve the Peel Road/ Carmunnock Bypass roundabout and we would anticipate that additional improvements may be required on the Peel Road arm. Suitable footways and crossing points on Peel Road would be required to ensure a link to the bus stops on A727 and train station to the south. This has not been assessed to date other than via Ardbeg Lane, which does not provide a direct link.

- East Overton Extension Strathaven – This site is an extension to the previously consented site for 480 units. It is proposed that no additional housing units will be constructed and as a result there should be no additional impact on the road network. It is proposed the existing roundabout would be the only vehicular access.

The site extends to the north near to Whiteshawgate Road which is not suitable for additional traffic due to its width.

The existing consent for 480 requires the developer to upgrade Berebriggs Road to a width that allows for two way flow.

- Glassford Road, Strathaven – A Transport Statement has been provided for a capacity of 50 housing units which is proposed to take access via a fifth arm on the

roundabout that was constructed for the 480 housing units on the opposite side of Glassford Road. This would generate 40 vehicle trips during peak periods. A footway link would be required to connect to the existing footway network, which has been constructed as part of the development on the north side of Glassford Road.

There is a condition on the East Overton site to widen the road ensure two way flow can be maintained. It is essential that Berebriggs Road is widened before any further development commences.

- Duchess Road Rutherglen – A Transport Statement(TS) has been undertaken for 120 residential units with an additional retail unit adjacent to the existing trade units and would potentially be accessed from Duchess Road and Mathieson Road. The TS suggests there would be a reduction in the overall trips, determined by a review of potential trip generations. A Transport Assessment which would involve surveys to be undertaken to establish the levels of trips from the existing usage should be undertaken.

Notwithstanding the above, there are potentially two accesses onto Cambuslang Road; via Duchess Road and Duchess Road. The latter is currently signalised. To connect to Duchess Road, Downiebrae Road would require to be extended which would involve land within the applicants control and should be protected. The indicative plan shows this extension of Downiebrae Road to Duchess Road. Subject to the outcome of a Transport Assessment the development appears acceptable from a traffic impact view.

## **Development Framework sites**

5.2 Development framework sites are areas with potential for a range of different but complementary uses, often requiring new infrastructure provision and require a co-ordinated approach to masterplanning to secure their delivery. A number of additional development framework sites have been identified in the Proposed Plan. Many of these already benefit from planning permission in principle and transport impacts have already been considered through the planning process. Others are longer term development opportunities, and the exact mix of development types and numbers of residential units are not yet established. Transport Assessments will be required as part of the planning application submission for all development framework sites.

5.3 Further detail on the development framework sites is contained in the relevant Settlement Profiles in appendix 1.

5.4 Development Framework sites in the LDP are listed below:

### **Hamilton Area:**

University of West of Scotland (new campus) Hamilton International  
Technology Park.  
Almada Street, University of West of Scotland

### **East Kilbride Area:**

East Kilbride Town Centre;  
Langlands West;  
Hurlawcrook Road;  
Redwood Crescent;  
St. James Centre (north).

**Cambuslang/Rutherglen Area:**

Clyde Gateway;  
Bridge Street/Somervell Street.  
Duchess Road

**Clydesdale Area:**

Market Road, Biggar;  
Bellfield, Coalburn;  
Law Hospital, Law;  
Birkwood Hospital, Lesmahagow.

**Residential Masterplan sites**

5.5 The Residential Masterplan sites listed below are proposed for housing and require a co-ordinated approach to address matters such as infrastructure provision, access and flood risk. Several of these sites already benefit from planning permission. Transport Assessments or Statements will be required as part of the planning application submission for all residential masterplan sites.

5.6 Further detail on the residential masterplan sites is contained in the relevant Settlement Profiles in appendix 1.

**Hamilton Area:**

Bothwellbank Farm, Bothwell;

**East Kilbride Area:**

Peel Road East, Thorntonhall;  
East Overton Extension, Strathaven;  
Glassford Road, Strathaven.

**Cambuslang/Rutherglen Area:**

East Whitlawburn, Cambuslang.

**Clydesdale Area:**

Braidwood House, Braidwood;  
Upper Braidwood;  
Manse Road, Forth;  
Angus Terrace, Douglas.

## 6. City Deal projects

6.1 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** – A new £21m single-carriageway road which runs for a mile between Mill Street and Burnside Road as well as alterations to several adjacent road junctions have already been completed. Further complementary works are programmed which include the introduction of mandatory 20mph speed limits and the upgrading of street lighting on various adjacent residential streets and also the provision of high access kerbs at certain bus stops on corridors leading to the new road.
- **Stewartfield Way** - Stewartfield Way as well as the interchanges at Nertson and Philipshill will undergo a £62m upgrade with options such as a full dual carriageway over its entire length being considered.
- **Greenhills Road** - The widening of Greenhills Road/A726 is a £23m project which will see two sections of road upgraded to dual carriageways as well as enhanced public transport, footway and cycleway facilities.
- **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. Planning consent has been granted for all four areas and off-site mitigation road works have been identified on both the local and trunk road network.

## **7. STAG and stations**

7.1 Within the LTS, Policy 42 refers to lobbying Transport Scotland for investment in new infrastructure for long term projects (15 years plus) and improved rail services. In response the Council has appointed consultants to undertake an appropriate appraisal in accordance with Scottish Transport Appraisal Guidance (STAG) for transport issues in the Clydesdale Area of South Lanarkshire. This assessment will include objective setting, option generation, sifting and development and will propose potential solutions. The Pre-appraisal stage has concluded and the next stages are currently being taken forward.

7.2 Of particular importance in this process is the assessment and appraisal of not only rail infrastructure but also a range of other modal options. At this time potential new rail stations at Symington and Law are included in a list of options. The local development plan proposals map indicates the areas of land at Symington and Law that may be required for future potential rail related development. This will be reviewed based on the outcomes of the appraisal, further work on viability and feasibility and discussions with Transport Scotland and other partners.

## **8. Settlement profiles**

8.1 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 and where new development proposals are identified in the LDP. Profiles of the following settlements are presented in Appendix 1:

- East Kilbride
- Thorntonhall
- Strathaven
- Cambuslang/Rutherglen
- Hamilton/Blantyre
- Larkhall/Stonehouse
- Lesmahagow

8.2 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 existing undeveloped LDP legacy sites and the new development proposals and consideration of cumulative impacts. Maps are included indicating the potential new development sites identified in the Proposed Plan.

## **9. Conclusion**

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

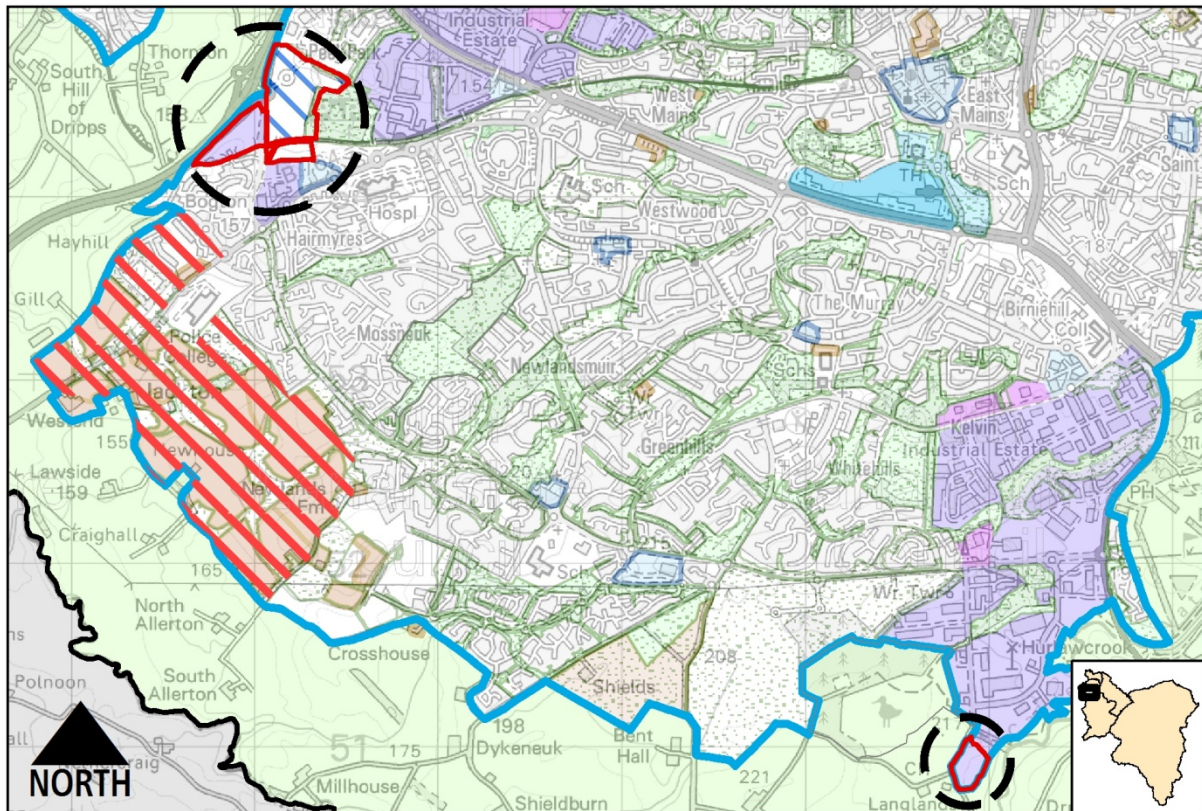
9.2 The development opportunities identified in Proposed Plan were subject to technical analysis to assess their effectiveness and deliverability, including their infrastructure requirements. This required developers to provide a Transport Statement, as appropriate to the scale of site and proposed development type. Only those sites that are proved to be effective and deliverable within the timescale of the plan are included in the proposed plan. It should be noted that some sites will/ may require land in order to construct junction improvements. Appendix 3 of the LDP summarises the development requirements expected for those sites identified in the Plan.

9.3 This 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

### EAST KILBRIDE AREA



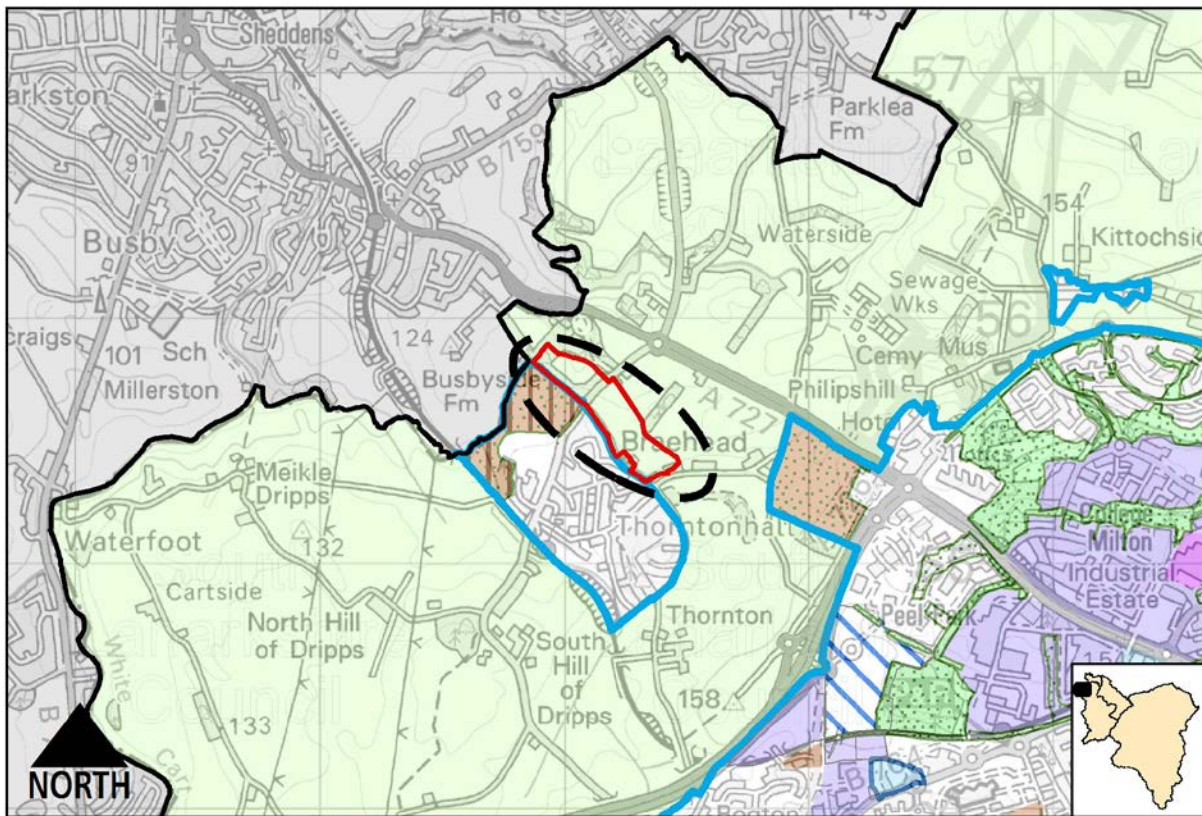
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<b>East Kilbride</b>	
Legacy items from LDP1	<p>East Kilbride CGA – not started – approximately 2350 units</p> <p>Development Framework Sites:</p> <p>East Kilbride Town centre – eastward extension of town centre – not started</p> <p>Former Rolls Royce Works – consent 316 housing units – under construction.</p> <p>Langlands West – mixed use development - not started (Greenhills Road dualling would be required to ensure development can be accommodated on the network - City Deal used to boost attractiveness of site)</p>
Significant consents u/c or not started	<p>Housing:</p> <p>Shields Road – 484 units</p> <p>Lindsayfield remaining – 48 units</p> <p>Philipshill 225 units</p> <p>Other:</p> <p>Redwood Crescent – not started</p>
Proposed Road Improvements – including LTS and City deal	<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>Modelling undertaken for the East Kilbride Community Growth Area has</p>

	<p>identified junction improvements at a number of locations. These are as follows.</p> <ul style="list-style-type: none"> <li>• A76 / Carmunnock Bypass</li> <li>• A726 Queensway / GSO</li> <li>• A726 / West Mains Road</li> <li>• A726 Queensway / Eaglesham Road</li> <li>• Birniehill Roundabout</li> <li>• Whitemoss Roundabout</li> <li>• GSO / Redwood Drive</li> <li>• Eaglesham Road / Greenhills Road</li> <li>• Greenhills Road / Strathaven Road</li> </ul> <p>There will also be a number of improvements to support sustainable travel as follows.</p> <ul style="list-style-type: none"> <li>• Hairmyres Station Cycle Link</li> <li>• Town Centre Cycle Link</li> <li>• Ped Crossing 1 - Eaglesham Rd (Jackton)</li> <li>• Ped Crossing 2 - Eaglesham Rd (Hairmyres)</li> <li>• Ped Crossing 3 - Eaglesham Rd (Westwood).</li> </ul>
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
New Proposals included in Proposed Plan (see above map)	<p><b>Additions to Housing Land supply at:</b></p> <p><b>West of Redwood Drive</b> – 120 units  <b>Transport Comments:</b> 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/Eglesham 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.  LDP ‘Stage 2’ Transport Assessment provided by developer.</p> <p><b>Designation changes: -</b>  <b>Redwood Crescent, Peel Park</b> – 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. Two separate applications have been received (EK/17/0197 for 80 houses and EK/17/0291 for mixed retail/commercial uses). These have not yet been determined. Transport Assessments have been submitted by the applicants for both developments.</p> <p><b>Hurlawcrook Road Langlands</b> – proposed Development Framework Site (sports and recreation use)  This has detailed planning consent (EK/17/0192) for a community stadium. The site will accommodate 411 car parking spaces and 19 bus spaces.</p>

	<p>The applicants submitted a Transport Assessment (TA) which includes the impact of traffic and the development of walking, cycling and public transport. This concluded that the proposals will not have a significant impact on the road network subject to the implementation of an event management strategy. Specifically on match days, the agreed traffic management procedures will be applied to ensure all traffic using the site is directed back towards the main arterial roads and also to ensure that traffic flow is maintained at all times. Roads and Transportation are satisfied with the findings of both the Transport Assessment and the Traffic Management Plan.</p> <p><b>North of St James retail centre</b> – 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 &amp; 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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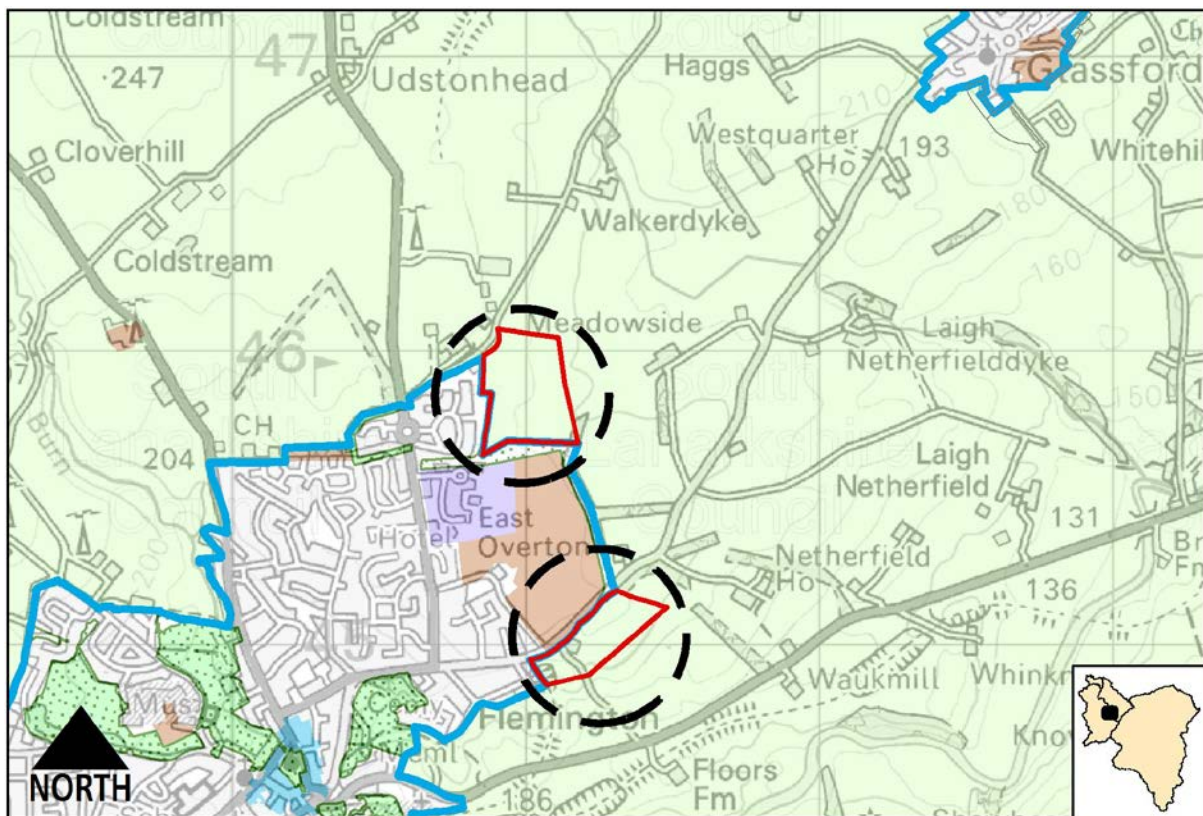
## Thorntonhall



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<b>Thorntonhall</b>	
Legacy items from LDP1	Residential Masterplan Site - Peel Road Thorntonhall – u/c 53 units
Significant consents u/c or not started	None
Proposed Road Improvements – including LTS and City deal	None
Public transport proposals	None
Other factors (eg AQMA etc)	None
New Proposals included in Proposed Plan (see above map)	Potential residential masterplan site north and south of Peel Road to east of existing settlement boundary. Could accommodate 100 units. <b>Transport comments</b> – A Transport Appraisal would be required for this site. LDP ‘Stage 2’ Transport Assessment provided by developer

## Strathaven

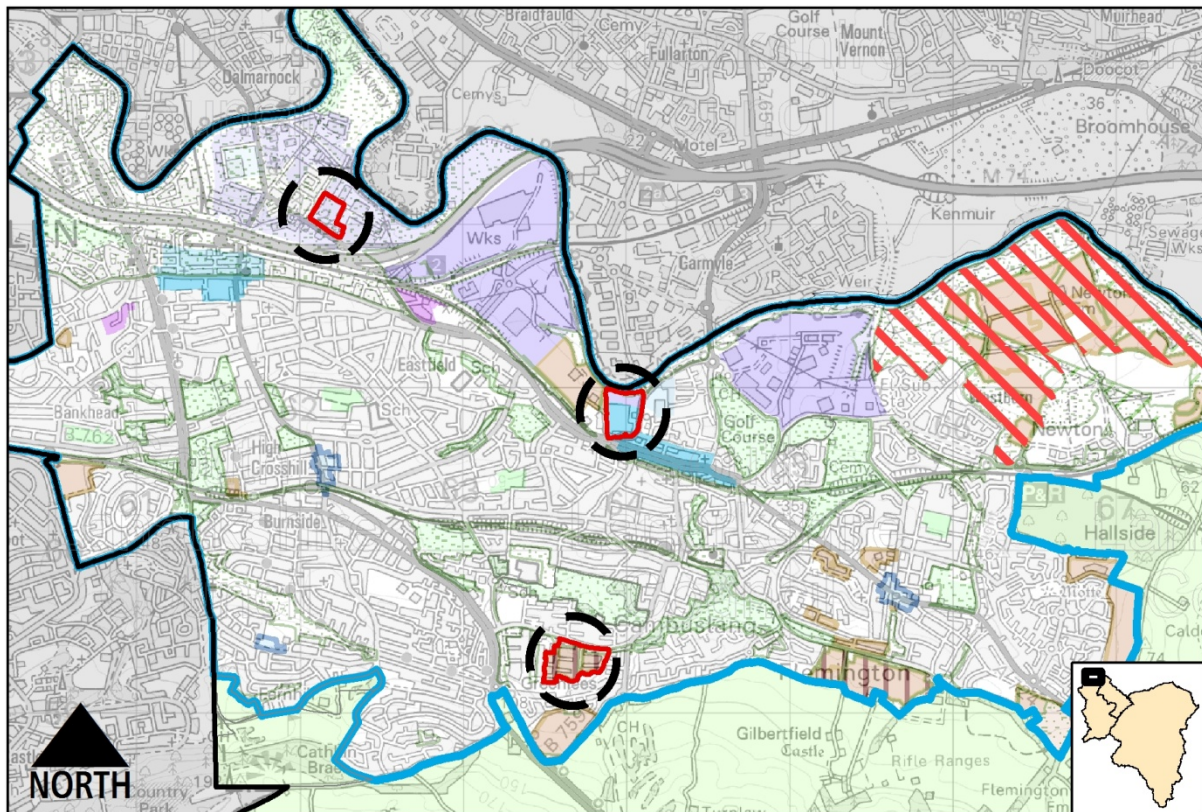


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<b>Strathaven</b>	
Legacy items from LDP1	Strathaven West – residential masterplan site -u/c 208 units Westpark – residential masterplan site - not started capacity to be confirmed.
Significant consents u/c or not started	East Overton – under construction 481 units
Proposed Road Improvements – including LTS and City deal	None
Public transport proposals	None
Other factors (eg AQMA etc)	The SLC Strathaven Flood Study, carried out in 2016, should be taken cognisance of.
New Proposals included in Proposed Plan (See above	<b>East Overton extension</b> – potential residential masterplan site to extend East Overton housing site to the north. <b>Transport Comments – comments on call for sites submission</b> inaccessible as it stands. There are development proposals immediately to

map)	<p>the south of EK10/002 which may facilitate access. LDP 'Stage 2' Transport Assessment provided by developer – see Para xx above</p> <p><b>Glassford Road Strathaven</b> – potential residential masterplan site (call for sites EK10/001 plus additional land to west of Berebriggs Rd.)</p> <p><b>Transport Comments – comments on call for sites submission</b> 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. LDP 'Stage 2' Transport Assessment provided by developer</p>
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## CAMBUSLANG/RUTHERGLEN AREA



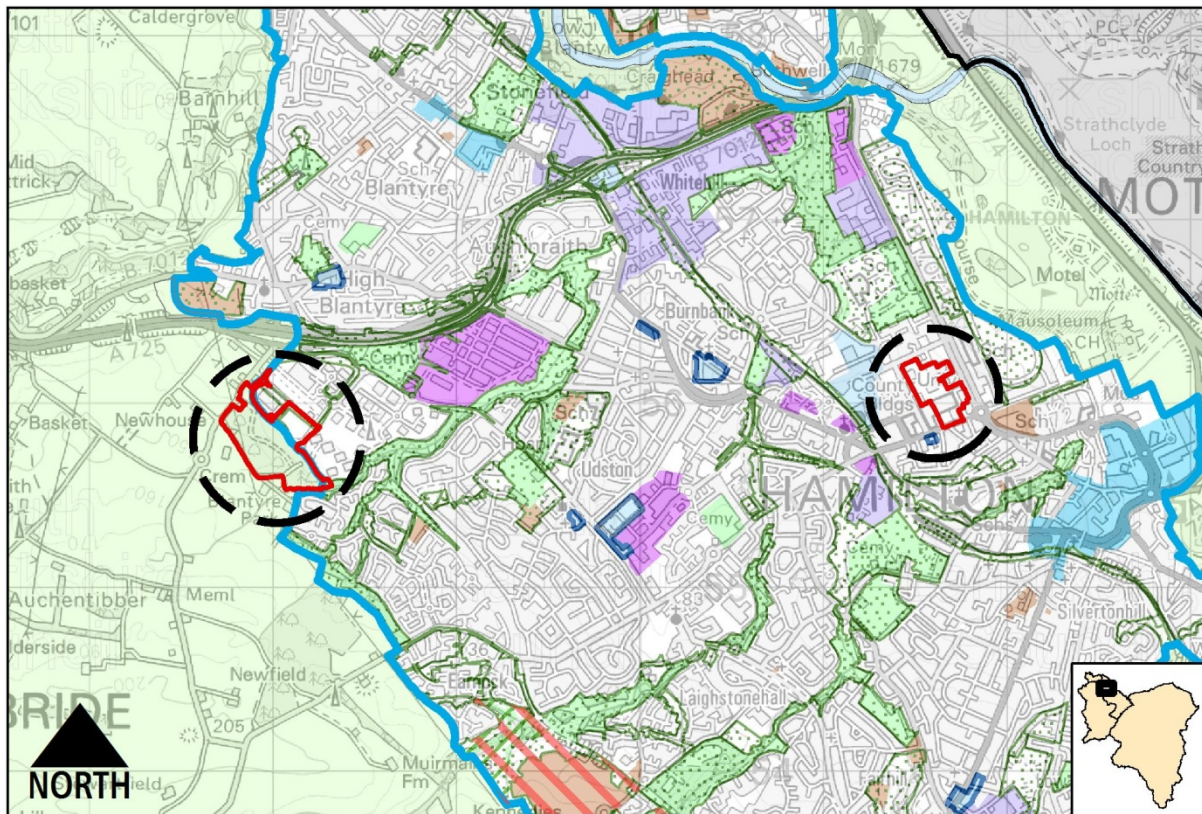
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<b>Cambuslang/ Rutherglen</b>	
Legacy items from LDP1	Clyde Gateway Development Framework Site and SEIL (mixed uses) Newton CGA remaining capacity 898 housing units Gilbertfield Residential Masterplan Site 442 housing units Lightburn Road Residential Masterplan Site 128 units - under construction
Significant consents u/c or not started	Hoover site – 208 housing units (u/c) Greenlees Farm – 244 housing units (u/c) Kirkconnel Drive – 94 housing units (u/c) Shawfield – class 4 offices up to 1.2 million sq. ft Rutherglen Links – class4/5 3.9ha (u/c) Sanmex, Downiebrae Rd – mixed use/retail (ppp) Duchess Road – Mixed use/retail 120 units(ppp)
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 Road / Cambuslang Road. Several junctions improvements are proposed as a result of the above developments
Other transportation issues	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. Analysis of recent TA submissions indicates that certain junctions and

	<p>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>
Public transport proposals	<p>Extension of Park and Ride at Newton Station</p> <p>Potential for new park and ride facility at Cambuslang</p>
Other factors (e.g. AQMA etc)	<p>Rutherglen Air Quality Management Area</p> <p>Strategic roads assessment and strategy for the Clyde Gateway area should be taken cognisance of.</p>
New Proposals included in Proposed Plan (see above map)	<p>Proposed new housing sites:</p> <p><b>Duchess Road, Rutherglen</b> – proposed housing site. Change of use from industrial to development framework site (120 units). LDP 'Stage 2' Transport Assessment provided by developer</p> <p><b>Designation changes:</b></p> <p><b>Bridge Street/Somervell St</b> - Development Framework site at for mixed use/retail. This will contain a requirement to incorporate new transport infrastructure.</p> <p><b>Transport Comments:</b> 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 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><b>East Whitlawburn Cambuslang</b> – proposed residential masterplan site. Existing social rented housing to be demolished and redeveloped for mixed tenure development (c320 units).</p> <p><b>Transport comments</b> – A Transport Statement should be provided to compare the proposed development trips against existing traffic flows from this development footprint and to consider how walking/cycling and public transport infrastructure will integrate with adjacent amenities.</p>



## HAMILTON AREA

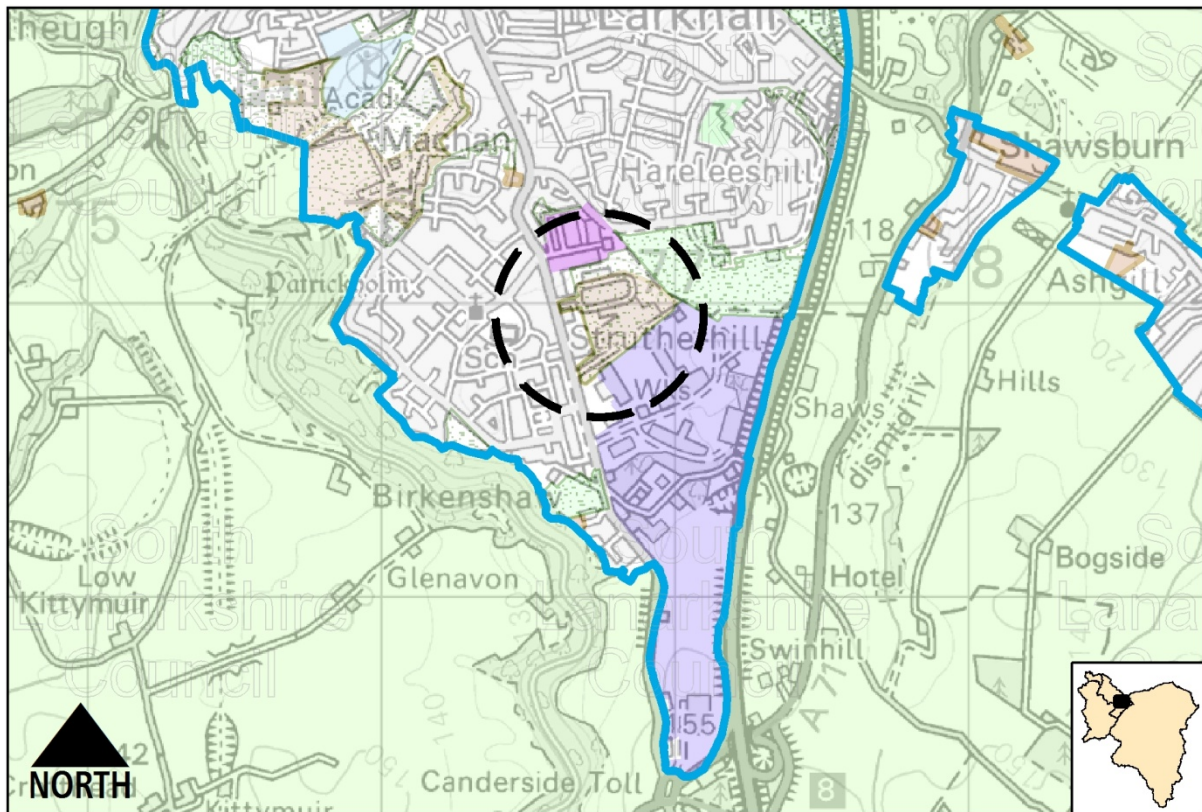


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<b>Blantyre/ Hamilton</b>	
Legacy items from LDP1	<p>Development Framework Sites:                  Craighead, Blantyre 188 housing units – not started                  Bothwell Road Uddingston 103 housing units – u/c</p> <p>Residential Masterplan sites:                  Bellshill Road South, Uddingston 85 housing units u/c                  Bothwellbank Farm, Bothwell 105 units – not started                  Shott Farm, Blantyre 200 units – u/c</p> <p>Hamilton CGA 2117 housing units – not started                  Ferniegair CGA 217 housing units – started</p>
Significant consents u/c or not started	Hillhouse Road Hamilton 100 housing units
Proposed Road Improvements – including LTS and City deal	M74 / Raith Interchange improvements – completed
Public transport proposals	Proposed extension to Park and Ride at Hamilton West Uddingston Cross and the corridor immediately fronting the rail station are 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
Other transportation issues	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.
Other factors (e.g. AQMA etc)	None identified
New Proposals included in MIR (see above map)	<p><b>Development Framework Site</b> – University of West of Scotland site (Almada St/Barrack St Hamilton) mixed use/residential development incorporating residential dwellings (345-365 units), hotel, office, care home, retail, restaurant/cafe, open space and associated works. An application for planning permission in principle has been submitted. A Transport Assessment was submitted alongside the planning application.</p> <p><b>Roads and Transportation comments on planning application</b> - no objections to the application. A junction analysis would have to be submitted as part of any future matters specified in conditions application(s) to ensure that the proposed access points on Beckford Street, Caird Street, Bothwell Road and Almada Street operate within capacity. A review of the traffic signal junctions that were assessed in the submitted Transport Assessment would also have to be undertaken to ensure that existing traffic signals are working efficiently with the inclusion of the traffic generated for each completed phase of the development. The scope and extent of this review and subsequent works require to be agreed with Roads and Transportation Services and any works required need to be undertaken within 6 months of the review. A SCOOT traffic light system requires to be introduced at Douglas Park Lane/Caird Street/Douglas Street and Caird Street/ Bothwell Road junctions prior to commencement of the first phase of the development.</p> <p><b>Development Framework site</b> – New campus for University of West of Scotland at Hamilton International Technology Park (planning permission in principle (HM/16/0187)</p> <p><b>Transport comments</b> - 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.</p> <p><b>Transport Scotland</b> 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>

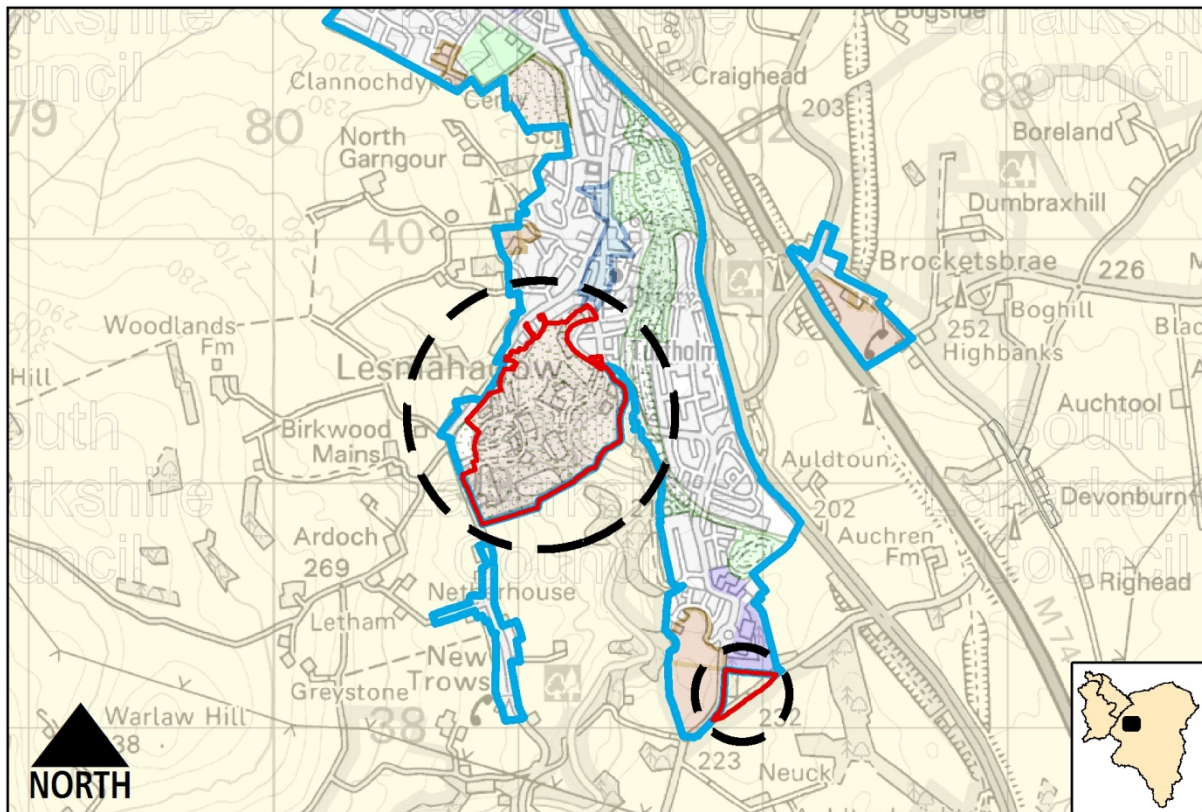
## Larkhall



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<b>Stonehouse and Larkhall</b>	
Legacy items from LDP1	Larkhall CGA – 1591 housing units - started Former DAKS factory Larkhall – Development Framework Site (now started)
Significant consents u/c or not started	Former Larkhall Academy – 384 housing units not started Stonehouse Hospital – 155 housing units – not started
Proposed Road Improvements – including LTS and City deal	Stonehouse Bypass – Not included in LTS. Will only be implemented if Developer led.
Public transport proposals	None
Other transportation issues	Stonehouse – no significant issues Larkhall – The main street corridor is controlled by a traffic signal management system. Any additional development flows will require alterations
Other factors (e.g. AQMA etc)	None

## CLYDESDALE AREA



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<b>Lesmahagow</b>	
Legacy items from LDP1	Wellburn Farm – Development Framework Site (193 units) – not started – (reverting to residential land site in Proposed Plan)
Significant consents u/c or not started	Milton Farm – (100 units) – not started Balgray Road – remaining capacity (180 units)
Proposed Road Improvements – including LTS and City deal	None
Public transport proposals	None
Other factors (eg AQMA etc)	None
New Proposals included in MIR (see above map)	Site at Balgray road to be released for industrial and business use as extension to existing Industrial estate. Site is understood not to have any access or road network capacity issues.  Designation Change

	<p>Birkwood Hospital – Changed from Residential Masterplan Site (155 units) to Development Framework Site incorporating residential and employment generating uses, including the conversion of B listed Birkwood House to an hotel. Development (CL/14/0413) received planning permission in principle in 2015. In 2016 a further application was granted to vary the planning application conditions, including provision of enabling development for the early release of 50 dwellings to finance the required refurbishment of Birkwood House.</p> <p>Roads and Transportation Services raised no objection to the proposal subject to a number of conditions relating to the formation of new access points and the provision of visibility splays. The use of the existing access at Turfholm for entry only traffic is acceptable for the hotel and holiday accommodation and this road will remain as a private road. It is advised that the bridge associated with the entrance at Turfholm is the subject of a 7.5 tonne weight limit. To assist with pedestrian connections to and from the proposed development a range of measures will be sought at the developer’s expense and these will include road markings and coloured surfacing to delineate a pedestrian route across Turfholm Bridge at Abbeygreen; and the construction of sections of footway where appropriate and vehicle activated signs on New Trows Road.</p>
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Other Clydesdale settlements and the rural area.

There are no new development proposals identified in the proposed plan for these areas/settlements. The potential future creation of rail halts at Law and Symington is considered in section 7.

Should additional development proposals come forward in the settlements noted below during the plan period, there are local transport issues that would require to be addressed.

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. A73 / A72 Steels Cross junction is at capacity at peak periods. Traffic signals are proposed to assist.</p>
Carluke/Braidwood	<p>The A73 corridor is controlled by a traffic signal management system. Any additional development flows will require alterations.</p>



South Lanarkshire  
Local Development Plan 2

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