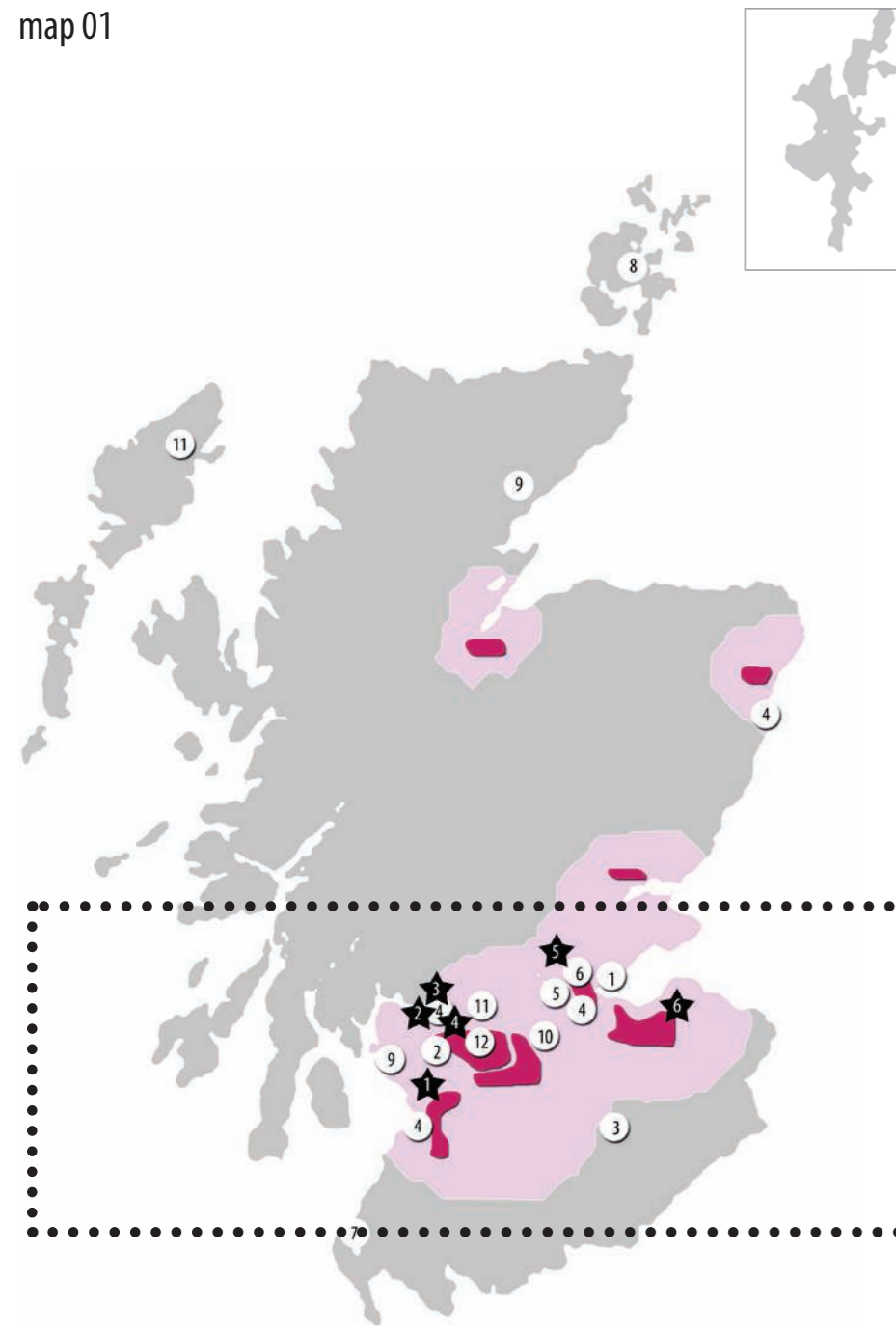


THE WIDER CONTEXT // KEY FUNCTION IN THE NATIONAL FRAMEWORK

ANALYSIS OF SCOTLAND DEVELOPMENT STRATEGY

modified from National Planning Framework 2 (NPF2), MAP 3 p.19 and MAP 10 p.95

map 01

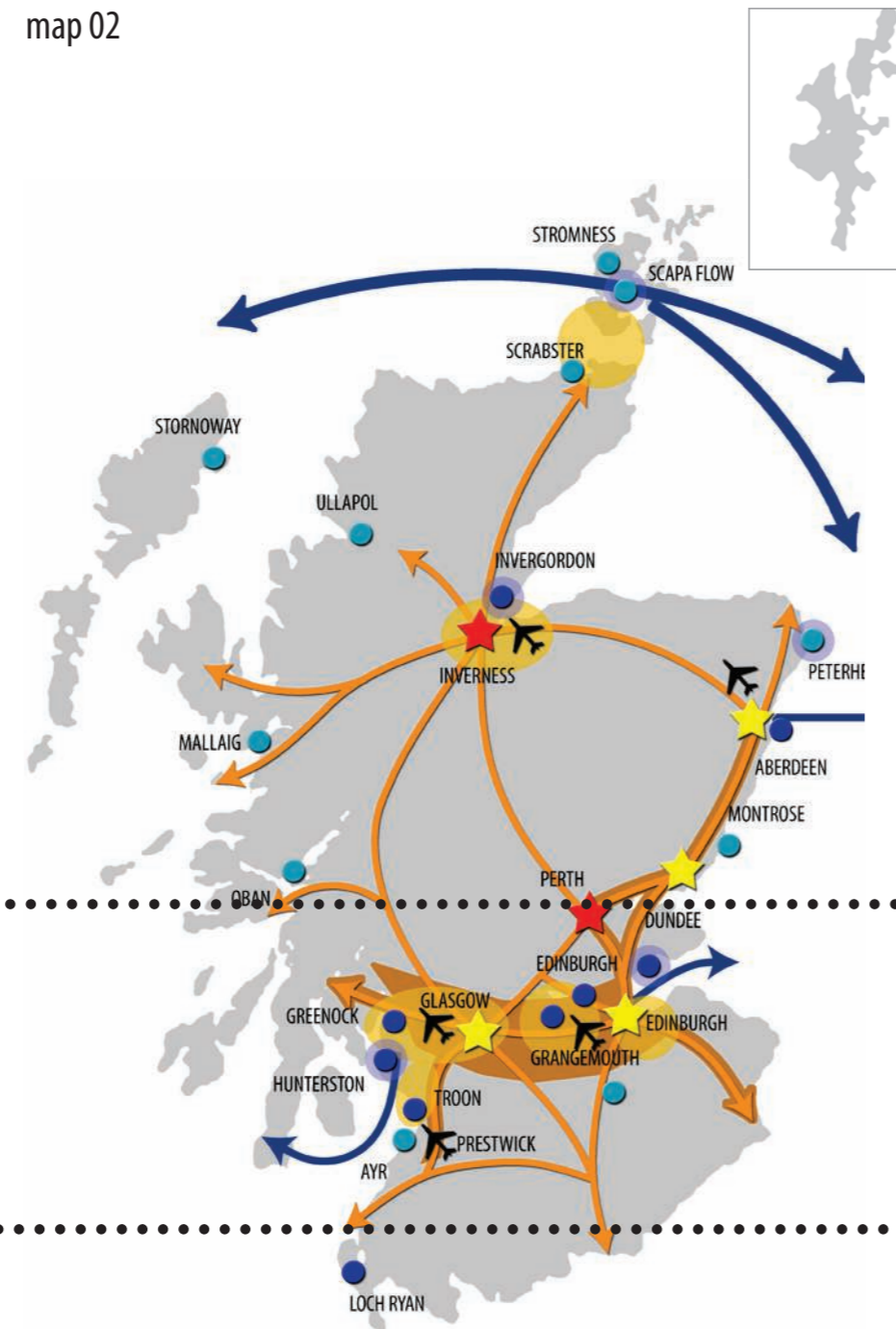


- Associated areas
- Strategic concentration of Economic Activities
- Main Urban Regeneration Companies
 - 1 Irvine Bay
 - 2 Riverside Inverclyde
 - 3 Clydebank Rebuilt
 - 4 Clyde Gateway
 - 5 Reploch (Stirling)
 - 6 Craighmillar (Edinburgh)
- National Developments
 - 1 Replacement Forth Crossing
 - 2 West Scotland strategic rail enhancements

ANALYSIS OF SCOTLAND TRANSPORT STRATEGY

modified from National Planning Framework 2 (NPF2), MAP 6 p.45 and MAP 9 p.94

map 02

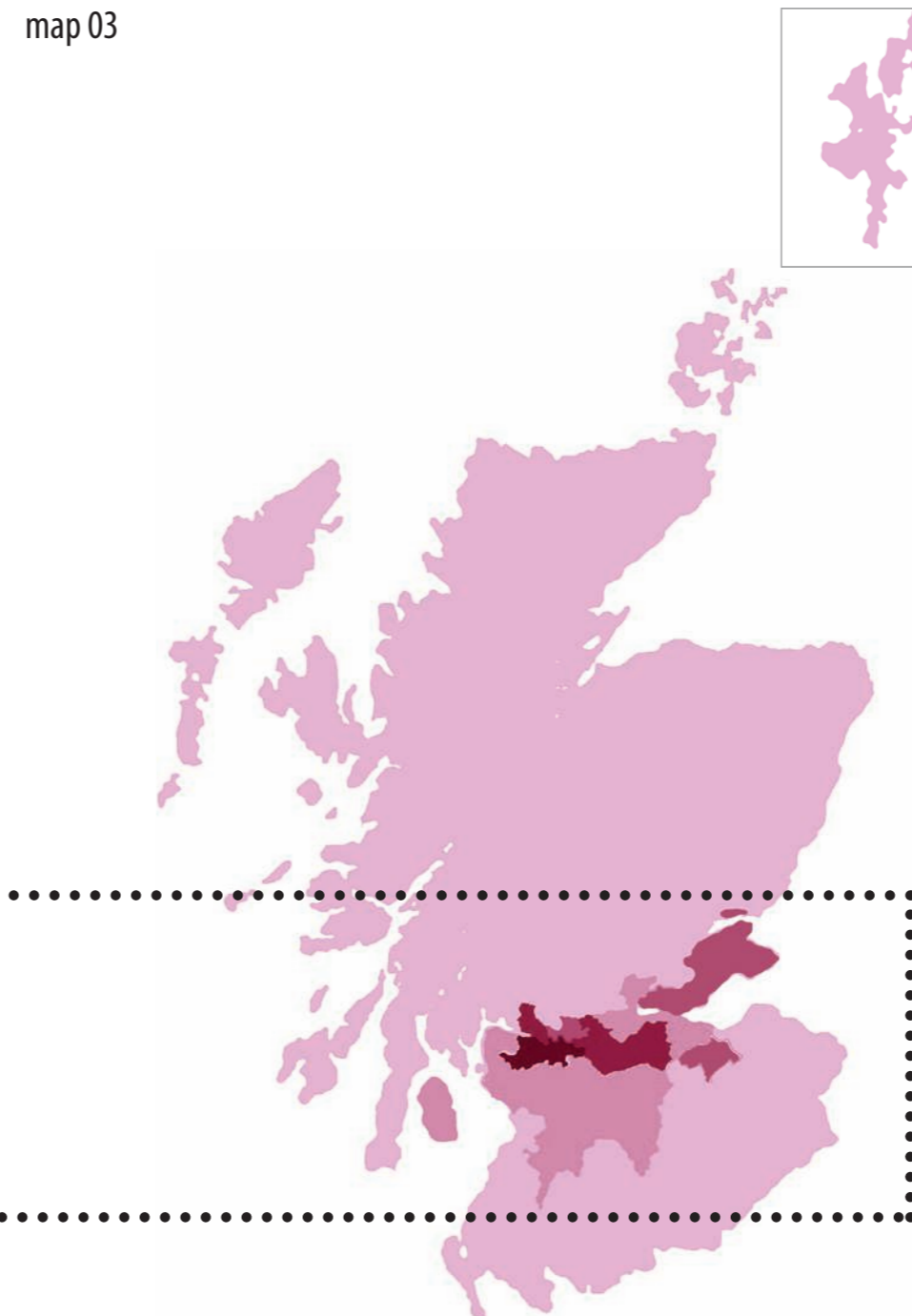


- Area for co-ordinated actions
- key Economic Corridors
- Airport/International Airport
- Strategic Transport Nodes
- Urban Transport Nodes
- National Strategic Transport Corridor
- Global Shipping Routes
- Ports
- Gateway Ports
- Deep Water Opportunity

ANALYSIS OF SCOTLAND DERELICT AND VACANT AREAS

data from the Scottish Government, on Scottish Vacant and Derelict Land Survey 2009

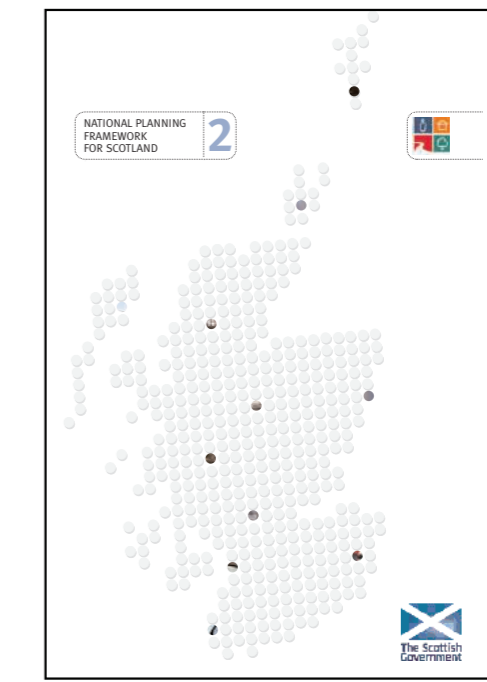
map 03



- 0,00 - 0,10 %
- 0,10 - 0,40%
- 0,40 - 0,80%
- 0,80 - 2,00%
- 2,00 - 4,00%

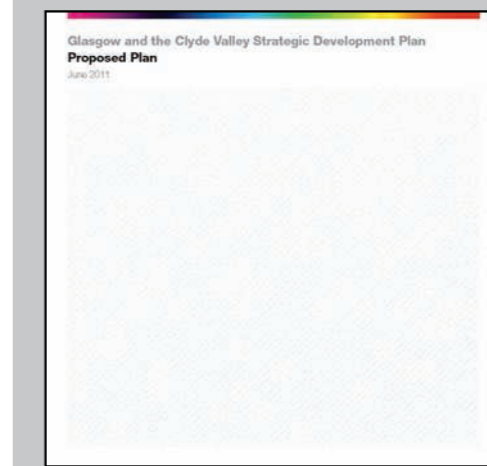
MAIN SOURCES

National Planning Framework 2 2009-2030



The National Planning Framework (NPF) is a strategy for the long-term development of Scotland's towns, cities and countryside. The NPF is about shaping Scotland's future and is concerned with how Scotland develops over the next 20 years and how to make that possible. The NPF identifies key strategic infrastructure needs to ensure that each part of the country can develop to its full potential. National Planning Framework 2 was published on June 25 2009. It sets the spatial strategy for Scotland's development to 2030, and designates 14 national developments of strategic importance to Scotland. The Planning etc. (Scotland) Act 2006 requires Scottish Ministers to prepare a national planning framework. It also requires planning authorities to take NPF2 into account in development plans and development management decisions.

Glasgow and The Clyde Valley Strategic Development Plan June 2011 to 2030 (Submission by June 2013)



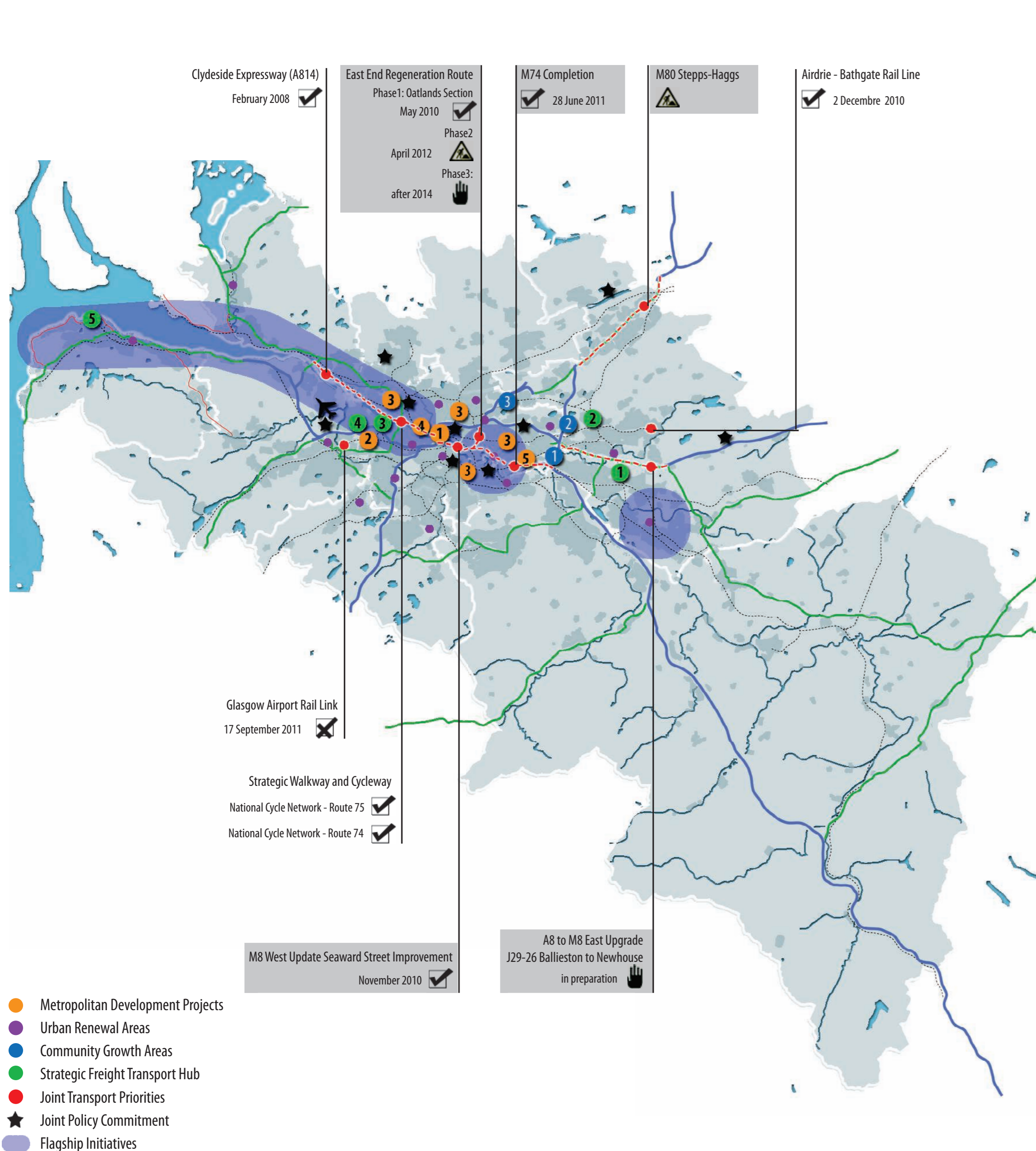
those plans, a far-reaching sustainable planning strategy, looking twenty years ahead and more. The Structure Plan's strategy was reviewed in 2006 and continues to have real resonance with the needs of the city-region and of Scotland as a whole as its key planning concepts and proposals have been adopted by the Scottish Government within Scotland's National Planning Framework 2 (NPF2). As a statutory document, the SDP aims to be bold and long-term, to provide clear direction about the future of the city-region. It does this by setting a strategic direction of travel as to the future development shape of the city-region. It seeks to provide a guide to the constituent local planning authorities in their more detailed local planning of areas and to the investment and development sectors about where investment is best placed. Above all, it seeks to reflect the needs and wishes of the population about the place where they live, work and play. The SDP is the joint response of the eight constituent councils through the GCVSDPA to their strategic planning task and it seeks the reader's representations on its content and overall strategic direction.

The Strategic Development Plan (SDP), is the first of a new generation of strategic plans developed in line with Scotland's modernised Planning legislation. It builds upon a legacy of internationally recognised strategic plans that have been instrumental in transforming the city-region since 1949. The Authority's predecessor body, the Structure Plan Joint Committee, oversaw the publication in 2000 of one of

THE WIDER CONTEXT // GREATER GLASGOW AND THE CLYDE VALLEY DEVELOPMENT STRATEGIES

modified from Glasgow and the Clyde Valley Joint Structure Plan 2008, Glasgow and The Clyde Valley Strategic Development Plan 2011

map 04



Community Growth Areas:

- 1 - Broomhouse/Balliston/Carmyle
- 2 - Easterhouse
- 3 - Robroyston

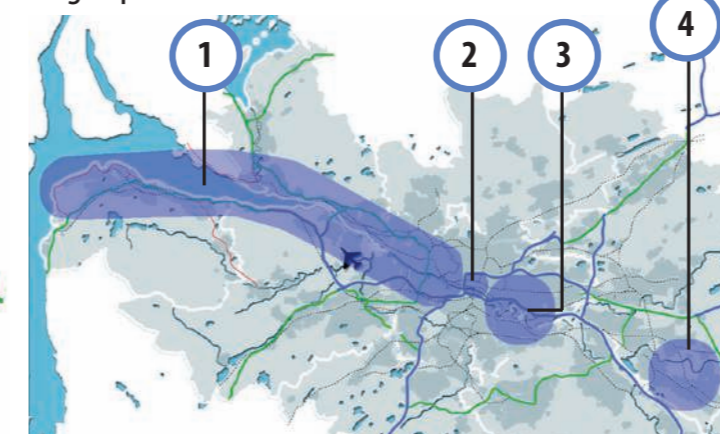
Strategic Freight Transport Hubs:

- 1 - Eurocentral / Mossend
- 2 - Gartsherrie
- 3 - Deanside
- 4 - Glasgow International Airport
- 5 - Ocean Terminal

Metropolitan Development Projects:

- 1 - Glasgow City Centre, Including the University Campus
- 2 - Glasgow International Airport
- 3 - Glasgow New Neighbourhood Initiatives
- 4 - Glasgow West Educational and Cultural Quarter
- 5 - Green Network (particularly the Clyde Gateway)

Flagship Initiatives



- 1 - **Clyde Waterfront** including Clydebank Rebuilt Urban Regeneration Company, Clyde Waterfront Partnership, Riverside Inverclyde Urban Regeneration Company
- 2 - **City Centre**
- 3 - **Clyde Gateway** Including Clyde Gateway Urban Regeneration Company
- 4 - **Ravenscraig / Motherwell / Wishaw** including Ravenscraig Ltd

- PLANNING / WAITING FOR FUNDING / APPROVED
- UNDER CONSTRUCTION
- COMPLETED
- ABORTED

Glasgow and the Clyde Valley Joint Structure Plan

April 2008 - 2012/2013

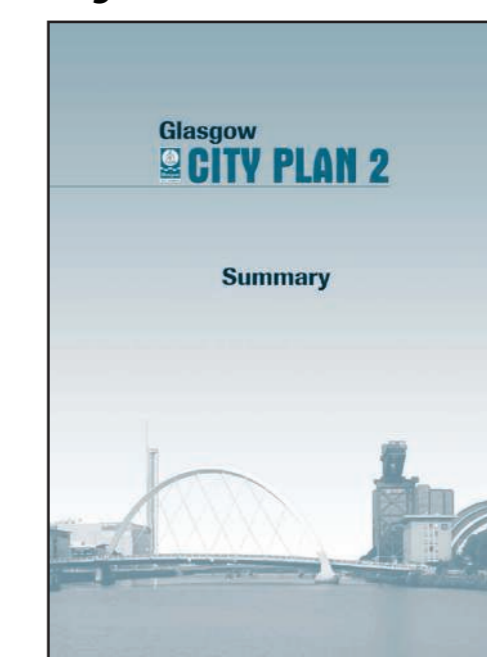


The key themes of the Plan emphasise developing a 'Corridor of Growth', with Glasgow at its core, for further economic development in locations linked to areas of social need and better related to the transport network. Its aim is strengthening communities by improving the quality of settlements, maximising the use of existing services and infrastructure and reducing pressure for urban expansion; enhancing amenity and increasing the attractiveness of the area for economic investment through the development of a Green Network. The Plan also includes provision for the development of a number of Community Growth Areas utilising sustainable development principles along transport corridors.

The Plan sets out a strategic vision for the structure plan area and a metropolitan development strategy for the period to 2025 taking account of the National Planning Framework for Scotland.

GLASGOW CITY PLAN 2

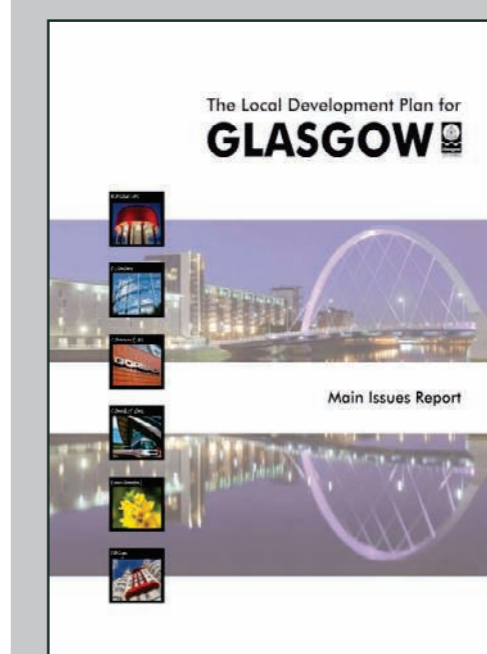
August 2009 - 2014



The City Plan forms part of the city's development plan. It is used to guide the location, scale and quality of developments and, also, to inform decisions on planning applications. The Plan's 20 year vision lays the foundation for development across the City and includes development proposals up to 2014. It takes account of other national and local strategies and plans, including the City's community plan and a wide range of subject plans ranging from biodiversity and housing to transport and waste management. Many policies are included in the Plan to help address these issues and tackle the City's carbon footprint. The ultimate aim of the Plan is to improve the quality of the physical environment and the quality of life for people living and working in the City and provide the conditions to promote sustainable development and tackle the City's carbon footprint.

THE LOCAL DEVELOPMENT PLAN FOR GLASGOW

2011 - 2014



The City Council has a duty to prepare, and keep up-to-date, a Local Development Plan (LDP) for Glasgow. As well as setting out the Council's land use strategy for the coming years, the LDP will provide a basis for assessing planning applications. To ensure that the City's coverage remains up-to-date and relevant, the City Council is preparing a new LDP for Glasgow which, on completion (scheduled to be 2014), will replace City Plan 2. In doing so, it is important to take on board the views of the public and other interested parties. The proposed new approach looks to build on Glasgow's current strengths, as a place, so that the City is well positioned to meet the challenges of both the post-recession period and a low carbon future. It has a greater focus on improving health and making Glasgow one of Europe's most sustainable Cities.

OTHER SOURCES

City Council for Statistics, information about projects, analysis of future plans

Future Glasgow - <http://www.futureglasgow.co.uk/>

First: Bus Operating Company - <http://www.firstgroup.com/ukbus/glasgow/>

Strathclyde Partnership for Transport - <http://www.spt.co.uk/subway/>

Transport Scotland for road maintenance and strategic transport projects - <http://www.transportscotland.gov.uk/road/maintenance>

<http://www.transportscotland.gov.uk/road/projects>

<http://www.transportscotland.gov.uk/strategy/strategic-transport-projects-review>

Scottish Neighbourhood Statistics - <http://www.sns.gov.uk/>

Scottish Government Statistics for Crime, Job&Employment, Income, SIMD rank - <http://simd.scotland.gov.uk/Glasgow-City/City-Centre-West/SIMD2009/SIMD/MostDeprived/RedToBlue>

Publication of University of Strathclyde-Department of Architecture Y5, June 2009

The legislative framework defines the planning policies and strategies for development for the whole of Scotland (NPF2) and more specifically for Glasgow and Clyde Valley (Glasgow & Clyde Valley Strategic Development Plan, Joint Structure Plan) and even more analytical for Glasgow city (City Plan 2&3). Lastly, the Local Development Plan for Glasgow predetermines particular projects and development strategies.

Large infrastructures in terms of construction/ maintenance etc, as the motorways, falls into the jurisdiction of Transport Scotland but the specific development strategies for future projects come up after communication & collaboration of the main authorities and usually follow the strategic development plans and more specific strategies, as the City Plan's.

The important fact is that Glasgow is recognised as a metropolitan centre in every field and its sustainability is promoted in a slow but steady pace. The study area directly and indirectly belongs to the centre of these influences and can take advantage of these strategies.

Around the study area, which presents the most derelict lands (see map03), there is a big concentration of urban regeneration projects, and joint transport priorities (see map 01 and map 02).

But in a smaller scale, very few radical and/or innovative projects have been proposed or completed for the neighbourhoods in the larger surroundings of the study area (e.g. Sighthill, Royston, South Woodside, Cowcaddens etc).