

Strategic Development Plan 2017

Overview



Constituent Local Authorities of Clydeplan





Structure of the Plan

Section 1 (pages 4-6)	Context, Economic and Demographic Framework			
Section 2 (pages 8-9)	Vision for Clydeplan			
Section 3 (pages 12-14)	Placemaking in a City Region Context (Policy 1, Table 1)			
Section 4 (pages 16-19)	Leadership and Delivery (including City Deal) (Policy 2, 3, Schedule 1 , Diagram 1)			
Section 5 (pages 22-26)	Spatial Development Strategy (Diagram 2 , Joint Strategic Commitment - Glasgow City Centre)			
Section 6-9 (pages 28-89)	6. City Region as a Successful, Sustainable Place (pages 28-62)	7. City Region as a Low Carbon Place (pages 64-67)	8. City Region as a Natural, Resilient Place (pages 70-80)	9. City Region as a Connected Place (pages 82-89)
	Policy 4, 5, 6, 7, 8, 9 Schedule 2 , 3, 4, 5, 6, 7, 8, 9, 10 Diagram 3 , 4, 5	Policy 10, 11 Diagram 6	Policy 12, 13, 14, 15, 16 Schedule 11 , 12 Diagram 7	Policy 17, 18, 19, 20 Schedule 13 Diagram 8 , 9
	Network of Strategic Centres <ul style="list-style-type: none">• Glasgow City Centre Business and Employment <ul style="list-style-type: none">• Strategic Economic Investment Locations• Strategic Freight Transport Hubs Enabling Delivery of New Homes <ul style="list-style-type: none">• Delivering New Homes and Joint Action• Assessing Housing Need and Demand in a City Region Context• Tenure• Setting the Housing Land Requirement• Housing Estimates• Adjusted Housing Estimates• Housing Supply Targets• Generosity• Housing Land Requirement• Housing Land Supply• Housing Need, Affordability and Specialist Provision	<ul style="list-style-type: none">• Climate Change• Delivering Heat and Electricity• Onshore Wind Spatial Framework• Planning for Zero Waste• Waste Hierarchy• Landfill	<ul style="list-style-type: none">• Maximising Green Network Benefits through Integrated Green Infrastructure• Forestry and Woodland• Green Belt• Promoting Responsible Extraction of Resources• Aggregates• Unconventional Onshore Oil and Gas Extraction• Managing Flood Risk and Drainage• Marine Planning	<ul style="list-style-type: none">• Promoting Sustainable Transport• Active Travel - Walking and Cycling• Connectivity and Wider Economic Markets• Glasgow Airport• High Speed Rail
Section 10 (pages 92-97)	Implementing the Plan and Development Management (Schedule 14 , Schedule 15 , Diagram 10)			



Role of the Document

This document aims to provide an overview of the second Clydeplan Strategic Development Plan (SDP) by setting out the key components of the SDP to assist the preparation of Local Development Plans (LDPs) and as a framework for development management. LDPs require to be consistent with the SDP and to take account of the provisions of the SDP.

Context, Economic and Demographic Framework

> pages 4-6

The SDP is prepared by the eight Glasgow city region local authorities who work collaboratively with strategic partners, including the Key Agencies.

The SDP sits within a hierarchy of Developments Plans.

Approved by Scottish Ministers on 24th July 2017 the SDP is a 20 year land use plan for the Glasgow city region. It replaces the first SDP which was approved on 29th May 2012.

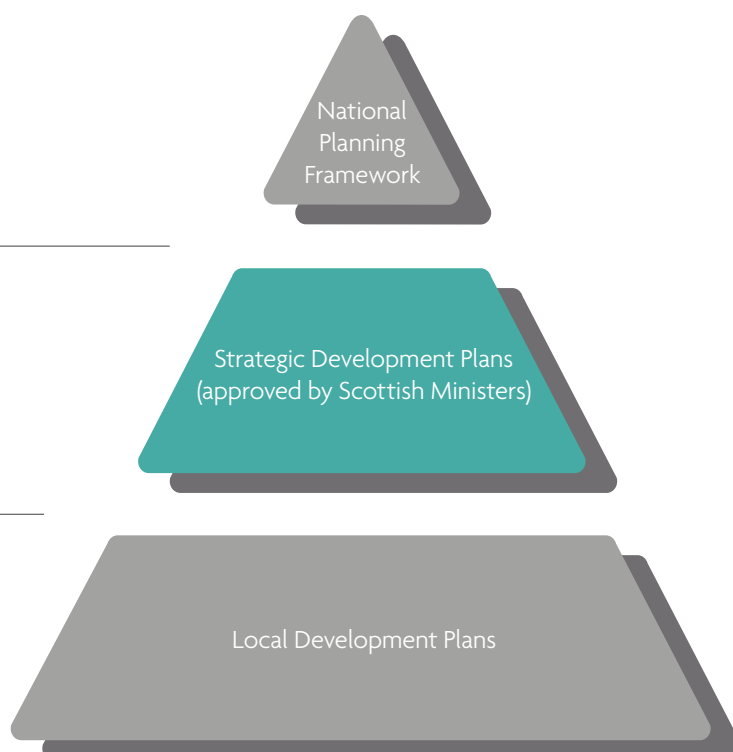
The SDP seeks to support the Scottish Government's central purpose of increasing sustainable economic growth and is aligned to the policy context set out in Scottish Planning Policy (SPP) and the National Planning Framework (NPF).

The SDP is based upon an economic and demographic framework that supports population and household growth set within a sustainable environmental approach. Creating high quality places through a continued focus upon regeneration aligned to positive action on its natural environment will be central to supporting economic competitiveness and reducing inequalities across the city region.

Scottish Government

Strategic Development Planning Authority

Local Authority



The Place We Want to Create

By 2036 Glasgow and the Clyde Valley will be a resilient, sustainable compact city region attracting and retaining investment and improving the quality of life for people and reducing inequalities through the creation of a place which maximises its economic, social and environmental assets ensuring it fulfils its potential as Scotland's foremost city region.

The SDP includes a Vision and related land use Spatial Development Strategy (SDS).

The SDP's Vision is based upon a 'compact city' model which is aimed at minimising carbon and development footprints by focusing on a Development Corridor which supports:

- key transformational locations including the Clyde Waterfront, Clyde Gateway and Ravenscraig with Glasgow City Centre at its core all accessed by a sustainable transport network;
- maximising the economic, environmental and social potential of the River Clyde, Forth and Clyde Canal and City Deal Programmes;
- regeneration and renewal of the urban fabric through the recycling of vacant and derelict land with a focus on healthy urban planning;
- infrastructure provision which supports sustainable transport including integrated mass transit systems and High Speed Rail, and new and upgraded water and drainage networks driven by the Metropolitan Glasgow Strategic Drainage Plan;
- green infrastructure through the delivery of the Glasgow and the Clyde Valley Green Network and new forestry and woodland planting;
- minimising carbon and development footprints;
- decentralised energy generation based upon alternative renewable sources.



Placemaking in a City Region Context

> pages 12-14

3

The SDP aims to create high quality places by focusing on placemaking **Policy 1 (page 12)**, **Table 1 (page 13)** in support of the continued regeneration and transformation of the city region's communities whilst securing positive action on its natural environment.

Leadership and Delivery (including City Deal)

> pages 16-19

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The SDP seeks proactive and positive corporate leadership based around partnership working to support delivery of the SDP's Vision and SDS, **Policy 2 (page 16)**. An example of this leadership and joint working approach is the Glasgow and Clyde Valley City Deal which seeks to reduce unemployment across the city region and which includes a £1.13billion Infrastructure Fund **Policy 3 (page 17)**, **Schedule 1 (page 18)**, **Diagram 1 (page 19)**.



Spatial Development Strategy

> pages 22-26

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The main focus of the SDS is a Development Corridor running west to east through the city region. This Development Corridor includes transformational mixed use projects including Clyde Waterfront, Clyde Gateway, the City Centre (**Joint Strategic Commitment**, page 26) and Ravenscraig.

Other key components of the SDS include the River Clyde, the Forth and Clyde Canal, Community Growth Areas, the Glasgow and the Clyde Valley Green Network, Strategic Centres, Strategic Economic Investment Locations and Strategic Freight Transport Hubs.

The diagram below sets out the key components of the SDS, **Diagram 2 (page 23)**.

In turn the SDS is supported by four city region place based themes (**successful, sustainable place**; **low carbon place**; **natural, resilient place**; and **connected place**) and related policies, schedules and tables. For ease of reading in this overview policies are highlighted in **bold**, **schedules** are blue and **diagrams** are purple.



Diagram 2

Spatial Development Strategy

- | | |
|-----------------------|--------------------------------------------|
| Forth and Clyde Canal | Glasgow and the Clyde Valley Green Network |
| River Clyde | Community Growth Area |
| 1 Clyde Waterfront | Green Network Strategic Delivery Area |
| 2 Glasgow City Centre | Strategic Centre |
| 3 Clyde Gateway | Strategic Freight Transport Hub |
| 4 Ravenscraig | Strategic Economic Investment Location |



City Region as a Successful, Sustainable Place

> pages 28-62

6

This section covers the Network of Strategic Centres; Business and Employment, including Strategic Economic Investment Locations and Strategic Freight Transport Hubs; and New Homes.

Network of Strategic Centres

> pages 28-31

Policy 4 (page 30), Schedule 2 (page 31) and Diagram 3 (page 29) recognise strategic centres are the hub of the city region's communities supporting a range of economic and social activities. Glasgow City Centre is recognised as being at the core of the city region, as its principal economic and cultural global asset, and as such the SDP sets out a **Joint Strategic Commitment - Glasgow City Centre (page 26)** to ensure its unique role and function is both supported and protected.

Business and Employment

> pages 37-45

Strategic Economic Investment Locations (pages 37-42)

Policy 5 (page 37), Schedule 3 (page 38) and Diagram 4 (page 45) are the city region's strategic response to delivering long term sustainable economic growth. Each Strategic Economic Investment Location is focused on key Scottish Government economic sectors in order to direct specific development to locations based upon their ability to offer specific roles and functions. This approach however does not preclude other economic activity sites being promoted and developed through LDPs in response to local requirements.

Strategic Freight Transport Hubs (pages 43-45)

Policy 6 (page 43), Schedule 4 (page 44) and Diagram 4 (page 45) comprise the strategic response to long term sustainable freight movements into and within the city region. Seven specific Strategic Freight Transport Hubs are identified recognising the opportunity for associated ancillary freight related development opportunities.

Enabling Delivery of New Homes

> pages 46-62

Policy 7 (page 48), Policy 8 (page 54), Policy 9 (page 62) Schedule 5 (page 53), Schedule 6 (page 55), Schedule 7 (page 56), Schedule 8 (page 57), Schedule 9 (page 59) Schedule 10 (page 60) and Diagram 5 (page 51) set out the scale of housing required across the city region to 2029 and the joint action required to support its delivery for all tenures.

Over 100,000 new house are required on a range of sites identified in Local Development Plans with progress towards delivery monitored annually through the Housing Land Audit process.



City Region as a Low Carbon Place

> pages 64-67

7

Delivering Heat and Electricity

> pages 64-66

Policy 10 (page 66) supports the transition to a low carbon economy with consideration given to alternative renewable technologies and associated infrastructure. This includes the use of heat mapping, district heating and onshore wind (Diagram 6, page 65).

Planning for Zero Waste

> pages 66-67

Policy 11 (page 67) supports the Scottish Government's Zero Waste Plan, Waste Hierarchy and delivery of the necessary supporting infrastructure. Proposals for waste management facilities will be generally acceptable in industrial, storage and distribution locations and at existing waste management facilities and particularly where there is the opportunity to maximise the potential re-use of waste heat through co-location with potential heat users.





City Region as a Natural, Resilient Place

> pages 70-80

8

Maximising Green Network Benefits through Integrated Green Infrastructure

> pages 70-73

Policy 12 (page 71) supports the delivery of the Glasgow and the Clyde Valley Green Network as part of its role in placemaking and in support of its contribution to economic competitiveness and health and wellbeing across the city region. It seeks to ensure development proposals integrate the Green Network and prioritise green infrastructure from the outset. Green Network Strategic Delivery Areas and Priorities are set out in **Schedule 11 (page 72)**, **Diagram 7 (page 73)**.

Forestry and Woodland

> pages 74

Policy 13 (page 74) supports the delivery of the national woodland coverage targets set out in the Scottish Forestry Strategy 2006. Supplementary Guidance is to be prepared which will provide a strategic direction for the expansion of softwood forests, energy forests, mixed woodlands, native woodlands and urban woodlands in the city region.

Green Belt

> pages 75

The Green Belt is central to the sustainable planning of the city region and complements the positive action orientated Green Network programme. **Policy 14 (page 75)** requires local authorities designate within Local Development Plans, the inner and outer boundaries of the Green Belt.

Promoting Responsible Extraction of Resources

> pages 76-77

Developing the city region's indigenous natural resources of coal, oil and gas recognises the important contribution that they make to the sustainable economic growth of the city region by providing materials for construction, contributing to the diversification of energy supply, and supporting employment. **Policy 15 (page 76)** sets the context for Supplementary Guidance which will ensure that an adequate and steady supply of minerals will be maintained. This will include a land bank for construction aggregates equivalent to at least 10 years extraction. Future extraction proposals require to balance economic benefit against the protection of the environment and local communities from their potential impacts.

Managing Flood Risk and Drainage

> pages 78-79

Focusing on flood risk reduction, water quality improvement, enabling economic development and habitat improvement all support the sustainable growth of the city region. **Policy 16 (page 79)** and **Schedule 12 (page 79)** seek to protect and enhance the city region's water environment.

Marine Planning

> pages 80

Better management of the competing demands on marine resources and recognising the role marine planning plays in supporting climate change adaptation and in linking green and blue networks is important to the city region. Clydeplan seeks to work with and support the creation of the Clyde Marine Partnership and the development of a regional marine plan for the Clyde marine region.



City Region as a Connected Place

> pages 82-89

9

Promoting Sustainable Transport

> pages 82-86

The integration of land use and transport is important to achieving sustainable economic growth as is modal shift and increasing the levels of active travel across the city region. **Policy 17 (page 83)** seeks a joint working approach between Clydeplan, Transport Scotland and Strathclyde Partnership for Transport aimed at identifying future actions and interventions to support the sustainable economic growth of the city region. **Schedule 13 (page 84), Diagram 8 (page 86)** set out the public transport corridors and potential broad level strategic options and interventions which will provide the basis of this joint working.

Active Travel - Walking and Cycling

> pages 87-88

The provision of pedestrian and cyclist friendly environments that are connected by a strategic walking and cycling network for both active travel and recreation purposes is important as the city region seeks to reduce its carbon emissions, improve air quality and deliver improved health and well-being benefits.

Policy 18 (page 87) seeks the delivery of the indicative city region strategic walking and cycling network set out in **Diagram 9 (page 88)** along with the safeguarding in LDPs of the existing walking and cycling networks and to promote opportunities for the enhancement of the strategic walking and cycling network.

Connectivity and Wider Economic Markets

> pages 87-89

Glasgow Airport is a key component of the city region's economic infrastructure. **Policy 19 (page 89)** seeks improved sustainable transport accessibility and surface access to Glasgow Airport which are important to ensuring the long term economic competitiveness of the city region.

Improving the city region's wider connectivity through High Speed Rail has the potential to enhance the city region's economic offer. **Policy 20 (page 89)** seeks the identification of a location in central Glasgow for a High Speed Rail terminus and the consideration of the options for sustainable transport connections between the terminus and the rest of the city region.

Implementing the Plan and Development Management

> pages 92-97

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New development proposals should have specific regard to:

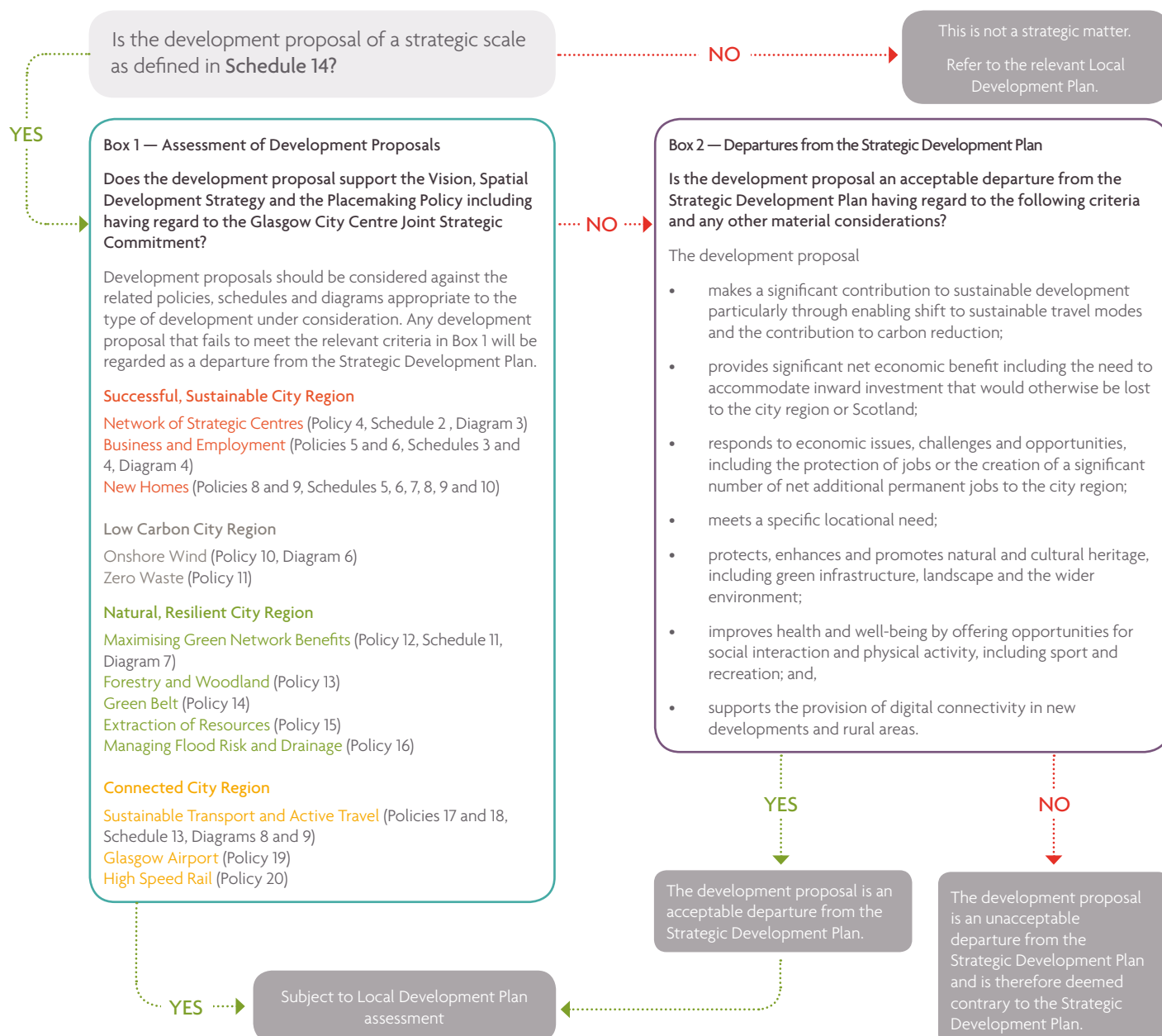
- Placemaking Principle (**Table 1, page 13**);
- **Schedule 14** Strategic Scales of Development (page 94);
- **Schedule 15** Spatial Development Strategy Core Components - Indicative Compatible Development (page 95);

- **Diagram 10** Assessment of Development Proposals (pages 96-97).

The above together define the broad principles of the SDP in terms of assessing the acceptability of development although other specific provisions may also apply as well as an assessment against the terms of the relevant LDP and SPP.

Diagram 10 Assessment of Development Proposals


> pages 96-97






Reference Guide - Expanded Contents

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