

Issue 03	Placemaking	
Development plan reference:	Section 3 Placemaking in a City Region Context	Reporter:
Body or person(s) submitting a representation raising the issue (including reference number):		
<p>Police Scotland, Greater Glasgow Division (PP16) SEPA (Scottish Environment Protection Agency) (PP23) Strathclyde Partnership for Transport (PP52_04) (PP52_05) Central West Pollution Control Liaison Group (PP54) Sustrans (PP60)</p>		
Provision of the development plan to which the issue relates:		
Table 1 Placemaking Principle (page 15)		
Planning Authority's summary of the representation(s):		
<p><u>Police Scotland, Greater Glasgow Division (PP16)</u></p> <p>In the Safe and Pleasant section (page 15), 'Secured by Design' design method should be mentioned.</p> <p><u>Scottish Environmental Protection Agency (PP23)</u></p> <p>In the Safe and Pleasant and Easy to Move Around sections (page 15) reference should be made to air quality issues as this refers to both people and vehicle movement.</p> <p><u>Strathclyde Partnership for Transport (PP52_04)</u></p> <p>The Plan should acknowledge the need to identify, and design for, the optimal balance of place and movements functions for specific contexts.</p> <p>The 'Easy to Move Around' section should provide reference to integration of strategic transport networks with land use and development to facilitate efficient movements of freight.</p> <p>The 'Safe and Pleasant' section should replace reference to 'priority for people movement over vehicle movement' with reference to 'people-oriented places'.</p> <p><u>Strathclyde Partnership for Transport (PP52_05)</u></p> <p>The relationship between the 'From Project to Place' and 'Placemaking in a Regional Context' section should be clarified.</p>		

Central West Pollution Control Liaison Group (PP54)

The representee would welcome the embodiment of the strategic outcome of the Scottish Government's Cleaner Air for Scotland - The Road to a Healthier Future' (RSD03) within the Proposed Plan. Particular reference is made to the following sections of this document:

- The key objective in relation to placemaking - "A Scotland where air quality is not compromised by new or existing development and where places are designed to minimise air pollution and its effects" (page 15);
- paragraph 7.9 highlights the key role played by land use planners in "designing places that avoid reducing air quality in the short term and enhance it in the long term" (page 56):
- paragraph 7.8 states that strategic and local development plans must take into account the implications of development for air quality (pages 55-56); and,
- paragraph 7.2 suggests that air pollution can be addressed through "innovative placemaking".

One of the strategic outcomes of the National Planning Framework 3 for Scotland is the importance of tackling air quality issues through reducing traffic emissions and advocating close co-operation between planning authorities and local air quality management regimes. The Glasgow and Clyde Valley SDP is an opportunity to reflect that principle and we would welcome embodiment of this strategic outcome within the Plan.

Sustrans (PP60)

The Scottish Government's Place Standard tool should be integrated into Clydeplan as a thorough methodology to enable creation and sustaining of successful places, by bringing the elements together.

Modifications sought by those submitting representations:

Police Scotland, Greater Glasgow Division (PP16)

Add reference to 'Secured by Design' in Safe and Pleasant section.

Scottish Environmental Protection Agency (PP23)

Add reference to 'air quality' in Safe and Pleasant section.

Add reference to 'air quality' in Easy to Move Around section.

Strathclyde Partnership for Transport (PP52_04)

Add bullet in Easy to Move Around section regarding 'Supports integration of strategic transport networks with land use and development to facilitate efficient

movements of freight’.

Replace existing bullet in ‘Safe and Pleasant’ section with:

- Supports creation of people-oriented places
- Supports development in locations which are aligned to the Spatial Development Strategy which provides for the needs of people and vehicles appropriate to the specific context.

Strathclyde Partnership for Transport (PP52_05)

Add clarification of the purpose of ‘Project to Place’ diagram and its relationship with the Placemaking Principle.

Central West Pollution Control Liaison Group (PP54)

No specific modification is requested however the representee would welcome the embodiment of the strategic outcome of the Scottish Government’s ‘Cleaner Air for Scotland - The Road to a Healthier Future’ within the Plan. The representee states that the Glasgow and Clyde Valley SDP is an opportunity to reflect that principle and the representee would welcome embodiment of this strategic outcome within the Plan.

Sustrans (PP60)

Scottish Government’s Place Standard tool should be integrated into Clydeplan.

Summary of responses (including reasons) by Planning Authority:

Police Scotland, Greater Glasgow Division (PP16)

Clydeplan does not accept the modification as it considers this matter is sufficiently covered within the Placemaking Principle, specifically by sections ‘Safe and Pleasant’ and ‘Welcoming’. ‘Secured by Design’ is likely to be one of the design methods used by developers to achieve the outcomes set out by the Placemaking Principle. Clydeplan are of the opinion that it would be inappropriate to single out any specific external design method as a means to achieve the desired outcomes especially one that may not fully align with the goals of the Plan.

Scottish Environmental Protection Agency (PP23)

Clydeplan does not accept the modification as it considers that the Placemaking Principle sets out a clear yet flexible framework from which decision-making can be made. Air quality improvement would be one of many potential beneficial outcomes of the Placemaking Principle and, in this case, specifically through support for people movement over vehicle movement and support for active travel. It is considered inappropriate to single out air quality improvement above all the other potential benefits and outcomes and unnecessary to list all the potential benefits within the Placemaking Principle.

Strathclyde Partnership for Transport (PP52_04)

Clydeplan would accept the modification to include support for the integration of strategic transport networks and freight movement as this would support the delivery of the Vision and Spatial Development Strategy. If the Reporter is so minded, Clydeplan would suggest the addition of the following bullet point to the Easy to Move Around section:

- ‘Supports integration of strategic transport networks with land use and development to facilitate efficient movements of freight.’

Clydeplan does not accept the modification as it considers that the existing wording within the Safe and Pleasant section adequately describes how the Placemaking Principle should influence placemaking by prioritising people movement above vehicle movement.

Strathclyde Partnership for Transport (PP52_05)

Clydeplan does not accept the modification as it considers that the ‘Project to Place’ diagram adequately summarises the complex process by which individual projects, through adherence to the Placemaking Principle, will contribute towards the creation of high quality places across the city region in support the Scottish Government’s four planning outcomes.

Central West Pollution Control Liaison Group (PP54)

Whilst no specific modification is sought Clydeplan considers reference to air quality would support the Plan’s Vision and Placemaking Principle. If the Reporter is so minded, Clydeplan would suggest the following minor deletions (strikethrough) and additions (underlined) to Section 3, Placemaking in a City Region Context:

- Paragraph 3.2 (page 14)
‘In support of the Scottish Government’s ‘Creating Places’ (2013), ~~and Place Standard for Scotland’ (2015)~~ and ‘Cleaner Air for Scotland’ (2015), Clydeplan, through a Placemaking Policy, seeks to embed the creation of high quality places firmly as part of its Vision and Spatial Development Strategy.’
- Table 1 Placemaking Principle, Easy To Move Around, third column (page 15)
‘Supports the provision of active travel to facilitate the safe and convenient movements from one part of the city region to another. particularly in relation to air quality management issues.’

Sustrans (PP60)

Clydeplan does not accept the modification as the Plan’s Placemaking Principle seeks to support the Scottish Government’s Place Standard and this is clearly set out in paragraph 3.2.

Reporter's conclusions:
[Note: For DPEA use only.]
Reporter's recommendations:
[Note: For DPEA use only.]