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| Issue 04 | Leadership and Delivery | |
| Development plan reference: | Section 4 Leadership and Delivery | Reporter: |
| Body or person(s) submitting a representation raising the issue (including reference number): | | |
| <p>Scottish Association for Public Transport (PP08) Railfuture (PP27) Councillor Martha Wardrop (PP37_01) Strathclyde Partnership for Transport (PP52_25) (PP52_26) Scottish Government (PP57_01)</p> | | |
| Provision of the development plan to which the issue relates: | | |
| Glasgow and Clyde Valley City Deal (pages 19-21) | | |
| Planning Authority's summary of the representation(s): | | |
| <p><u>Scottish Association for Public Transport (PP08)</u></p> <p>With regard to Schedule 1 (page 20)</p> <ul style="list-style-type: none"> • Glasgow Airport Access should explicitly focus on improved public transport connectivity integrated with the rail network; and, • SPT: Strathclyde Bus Investment Project should explicitly be integrated with the Subway Modernisation Programme and rail developments. <p><u>Railfuture (PP27)</u></p> <p>Railfuture Scotland would urge Clydeplan to engage in dialogue with Renfrewshire/ Glasgow Councils with a view to promoting the greater benefits and broadly equivalent costs of the NEWgarl heavy rail Airport rail link proposal within the context of the Glasgow and Clyde Valley City Deal Programme of investment.</p> <p><u>Councillor Martha Wardrop (PP37_01)</u></p> <p>Protection needed to stop development of the Exxon site as it is a habitat of "international importance".</p> <p><u>Strathclyde Partnership for Transport (PP52_25)</u></p> <p>The Plan should reflect existing joint working arrangements and build on these.</p> <p><u>Strathclyde Partnership for Transport (PP52_26)</u></p> <p>The relationship between City Deal and the Strategic Development Plan should be made clearer. This could be achieved by providing explicit reference to the relevant Strategic Development Policies and Schedules rather than introducing a new term</p> | | |

“strategic priority”.

Scottish Government (PP57_01)

There are a number of points in Section 4 (page 19) where references to City Deal could be clarified.

Modifications sought by those submitting representations:

Scottish Association for Public Transport (PP08)

Schedule 1 Glasgow Airport Access should explicitly focus on improved public transport connectivity integrated with the rail network.

Railfuture (PP27)

Railfuture Scotland would urge Clydeplan to engage in dialogue with Renfrewshire Council and Glasgow City Council with a view to promoting the greater benefits and broadly equivalent costs of the NEWgarl heavy rail airport rail link proposal within the context of the Glasgow and Clyde Valley City Deal Programme of investment.

Councillor Martha Wardrop (PP37_01)

Protection needed to stop development of the Exxon site as it is a habitat of "international importance".

Strathclyde Partnership for Transport (PP52_25)

Page18 Policy 2, paragraph 1 - add “build on existing relationships to” between “Clydeplan will” and “encourage”.

Strathclyde Partnership for Transport (PP52_26)

Page 20 Schedule 1 replace “Strategic priority” column with relevant schedule/policy column as it is not clear how these sit with the Spatial Development Strategy and the Strategic Development Plan schedules/policies.

Scottish Government (PP57_01)

Paragraph 4.6 - Reference could be made to the life science and business support strand of the GCV City Deal.

Paragraph 4.7 - add that it is the Glasgow and Clyde Valley Member Authorities that determine which projects comprise the overall Infrastructure Investment Programme and that they carry the associated risks.

Paragraph 4.8 - the first bullet states that economic output will increase by 4.4% per annum. It should be clarified that this is something which the GCV members anticipate.

Paragraph 4.10 - Reference to 'Lead Authorities' should be 'Member Authorities' as Glasgow City Council is the lead authority for City Deal.

Summary of responses (including reasons) by Planning Authority:

Scottish Association for Public Transport (PP08)

Clydeplan does not accept the modification as it considers the overarching strategic priority is to improve the overall strategic connectivity of the airport which includes both road access via the M8 and a sustainable transport solution as set out in Policy 19 (page 91).

Railfuture (PP27)

Clydeplan does not accept the modification as it considers that the greater benefits of the Glasgow Airport Access project will be considered as part of the development of the projects business case by both Renfrewshire Council and Glasgow City Council and other stakeholders and that a change to the Plan is therefore not required.

Councillor Martha Wardrop (PP37_01)

Clydeplan does not accept the modification as it considers detailed site specific matters relating the future development of the Exxon site would be more appropriately considered at the Local Development Plan level.

Strathclyde Partnership for Transport (PP52_25)

Clydeplan does not accept the modification as it relates to Policy 2 as it considers the building on existing relationships is not always the case in terms of the variety of joint working and agencies involved in the delivery of the Vision and Spatial Development Strategy. However, if the Reporter was so minded, Clydeplan would suggest the following wording additions (underlined) to Policy 2 (page 18) to better align with aspiration of the Policy title from:

'In support of the delivery of the Vision by 2036, Clydeplan will encourage joint working and a multiagency approach aligned to corporate leadership and decision making, in both the public and private sector which gives priority to the delivery of the Spatial Development Strategy.'

to:

'In support of the delivery of the Vision by 2036, Clydeplan will encourage joint working and a multiagency approach aligned to corporate leadership and decision making, in both the public and private sector which gives priority to the delivery of the Vision and the Spatial Development Strategy.'

Strathclyde Partnership for Transport (PP52_26)

Clydeplan does not accept the modification as it considers Schedule 1 is intended

to provide a broad overview of the relationship of each City Deal project and its strategic fit rather than set out its explicit connection to the specific policies and schedules of the Plan.

Scottish Government (PP57_01)

Clydeplan would accept the proposed modification at paragraph 4.6 as it would add clarity to the aims of the Glasgow and Clyde Valley City Deal. If the Reporter is so minded, Clydeplan would suggest the following wording additions (underlined) to paragraph 4.6 from:

'In response the Clydeplan Local Authorities and the Scottish and UK Governments announced in August 2014 the creation of a Glasgow and Clyde Valley City Deal, which along with employment schemes aimed at reducing unemployment across the city region, has established a £1.13 billion Infrastructure Fund.'

to:

'In response the Clydeplan Local Authorities and the Scottish and UK Governments announced in August 2014 the creation of a Glasgow and Clyde Valley City Deal, which along with employment schemes aimed at reducing unemployment across the city region, investment in life sciences and additional business support for small and medium sized enterprises has established a £1.13 billion Infrastructure Fund.'

Clydeplan would accept the proposed modification at paragraph 4.7 as it would add clarity to the governance of the City Deal. If the Reporter is so minded, Clydeplan would suggest that a sentence is added to the end of paragraph 4.7 stating 'The Glasgow and the Clyde Valley City Deal Member Authorities are responsible for determining projects and they carry the associated risks for the overall Infrastructure Investment Programme.'

Clydeplan would accept the modification at paragraph 4.8 as it would clarify that the noted elements in the bullet points are benefits anticipated by the Member Authorities. If the Reporter is so minded, Clydeplan would suggest the following wording additions (underlined) to the first sentence of paragraph 4.8 from:

'The Infrastructure Fund will be used over a twenty year period to:'

to:

'Over a twenty year period, it is estimated that the Infrastructure Fund will be used to:'

Clydeplan would accept the modification at paragraph 4.10 as it considers it would improve clarity and link together with the proposed modification to paragraph 4.7. If the Reporter is so minded, Clydeplan would suggest the following wording changes (underlined) to the first sentence of paragraph 4.10 from:

'The Lead Authorities...'

to:

'The Member Authorities...'

The consequences of this change require further modifications in the second sentence of paragraph 4.9 from:

'Schedule 1, Diagram 1 is the current list of projects being assessed by the Lead Authorities.'

to:

'Schedule 1, Diagram 1 is the current list of projects being assessed by the Member Authorities.'

The consequences of this change require further modifications in Policy 3 from:

'In support of the Vision and Spatial Development Strategy Clydeplan will support the Lead Authorities in the development of the City Deal Programme and related projects.'

to:

'In support of the Vision and Spatial Development Strategy Clydeplan will support the Member Authorities in the development of the City Deal Programme and related projects.'

The consequences of this change require further modifications in Schedule 1, column 1 header from;

'Local Authority';

to:

'Member Authority'

Reporter's conclusions:

[Note: For DPEA use only.]

Reporter's recommendations:

[Note: For DPEA use only.]