

Issue No: 29

Issue: Infrastructure: Energy

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2. Climate Change (Scotland) Act 2009, Scottish Government – statutory targets (Extract)

Issue 29	Infrastructure: Energy	
Development plan reference:	Spatial Development Strategy Spatial Framework 4 Infrastructure	Reporter:
Body or person(s) submitting a representation raising the issue (including reference number):		
E57 Scottish and Southern Energy Plc & Group Companies E58 Strathclyde Partnership for Transport E63 Hillhead Community Council		
Provision of the development plan to which the issue relates:	Spatial Development Strategy Spatial Framework 4 Infrastructure Energy (pages 54 and 55)	
Planning authority's summary of the representation(s):		
<p>E57 Scottish and Southern Energy Plc & Group Companies As a centralised energy generator, Scottish and Southern Energy are concerned about the level of reliance upon decentralised local energy generation in the Spatial Vision and Proposed Plan. It does so in the context of the future of centralised energy generation and the UK Government's White Paper on the future of that sector. The representation acknowledges that decentralised energy generation will have a role to play but seeks clarification on the integration between centralised and decentralised and on the spatial aspects of how the latter may be realised in the city-region.</p> <p>E58 Strathclyde Partnership for Transport Seeks to raise the significance and the profile of decarbonisation in the transport agenda by highlighting its potential as a priority within the energy approach of the Proposed Plan.</p> <p>E63 Hillhead Community Council General concern about the energy sector and current renewable energy mix and the perceived over-reliance upon wind energy, the potential of tidal power, the efficacy of wave power and biomass and promotes the role of local-scale power generation from rivers.</p>		
Modifications sought by those submitting representations:		
<p>E57 Scottish and Southern Energy Plc & Group Companies The section of the Strategic Development Plan entitled 'Energy and a Paradigm Shift' is likely only to apply to wholesale regeneration areas, the development of new communities and not to the wider spatial strategy for energy development. However, this lacks clarity and it is recommended that this is made absolutely clear within the Strategic Development Plan.</p> <p>E58 Strathclyde Partnership for Transport Section Energy: Emissions and Energy Supply on page 54 should include a reference to the decarbonisation of transport as a priority.</p> <p>E63 Hillhead Community Council No specific modification sought.</p>		

Summary of responses (including reasons) by planning authority:

E57 Scottish and Southern Energy Plc & Group Companies

The Glasgow and the Clyde Valley Strategic Development Planning Authority notes the nature of the representation and its request for clarity.

The relationship between Centralised and Decentralised Energy Generation in the Future of the City-Region

The representation appears to be a misunderstanding of the Proposed Plan's drive towards a low carbon energy future and the role of land-use strategy in achieving that future. That drive is underpinned by systematic scenario analysis of energy futures (Background Report 6) (Supporting Document 1) which would deliver the greenhouse gas emissions targets set by the Scottish Government (Climate Change (Scotland) Act 2009) (Supporting Document 2). That work establishes decarbonisation of fuels and energy as essential to the future.

Paragraph 4.104 of the Proposed Plan sets out the Glasgow and the Clyde Valley Strategic Development Planning Authority's 'direction of travel' in terms of the future energy paradigm and the shift towards the decarbonisation of supply, either through substitution of non-carbon fuels or through carbon-capture and storage.

Whilst substituting non-carbon fuels can contribute to the centralised energy generation mix and its transmission on the National Grid, carbon-capture and storage is anticipated as the essential future step in addressing such generation from existing carbon-fuel central generating stations.

The Proposed Plan predicates its strategy on centralised energy generation companies moving to implement such technology, once beyond prototype, in order to decarbonise centrally generated energy. In terms of the city-region, it has few land-use ramifications.

However, at the same time, paragraphs 4.106 to 4.109 and Strategy Support Measure 12 set out the potential for developing local urban energy 'smart-grids' based upon non-carbon fuels as a decentralised adjunct to centralised future decarbonised energy transmitted via the National Grid.

Such a step is essential in managing the shift to the Scottish Government's low carbon future, but at no point does the Glasgow and the Clyde Valley Strategic Development Planning Authority anticipate an energy supply system which is wholly decentralised or wholly centralised, but does recognise the need to diversify the energy generation mix and provide the strategic planning context for a low-carbon future with both centralised and de-centralised energy supply in that mix.

The primary potential for such a mix and therefore which requires a land-use response is within strategic scale regeneration areas, Diagram 10 page 21, the Clyde Waterfront, the Clyde Gateway and where existing communities have been selected as part of a strategic growth agenda, the Community Growth Areas, Diagram 10 page 21.

To ignore that decentralised potential would be to ignore opportunities to introduce further low-carbon or non-carbon energy and so address climate change mitigation.

E58 Strathclyde Partnership for Transport

The proposed modification is noted by the Glasgow and the Clyde Valley

Strategic Development Planning Authority but it would consider that the whole development strategy is predicated upon a reduction in emissions from transport and other key emitters.

Transport and the Shift to a Low-carbon Future

The need to reduce greenhouse gas emissions from transport modes is recognised by the Glasgow and the Clyde Valley Strategic Development Planning Authority, paragraphs 4.102 and 4.103 and Background Report 06, as they comprise more than 25% of the city-region's emissions.

The Proposed Plan's Spatial Development Strategy for achieving a step-change in sustainable transport (Spatial Framework 1 'Competitiveness', pages 28 to 31) to service key development priorities is a direct response to that challenge.

Decarbonising the transport networks is already a fundamental of the Proposed Plan and underpins the whole Strategic Development Strategy.

E63 Hillhead Community Council

The representation is noted by the Glasgow and the Clyde Valley Strategic Development Planning Authority as a contribution to the debate on the energy paradigm shift from carbon-based energy to low or non-carbon sourced energy.

The Energy Paradigm Shift and the Proposed Plan

The energy paradigm shift is central to the Proposed Plan's long-term Spatial Vision and is addressed through the Spatial Development Strategy in its various components, e.g. sustainable transport, urban fabric change, natural resource development, 'smart-grid' development.

In terms of the city-region, the potential for tidal and wave power remains limited by the geography of the city-region and by the current position and investment in relevant technologies. Local power generation from rivers is not strategic in scale and is therefore an issue for local development planning.

Wind energy, whilst acknowledging its limitations and its potential for tensions with competing land uses, is addressed through the Proposed Plan in terms of strategic search areas to frame more detailed action at the local development plan level.

Biomass and its potential role in future energy generation in the city-region is highlighted in the Proposed Plan and will be taken forward by the local development plans and by action by key stakeholders to deliver a low-carbon future.

Reporter's conclusions:

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Reporter's recommendations:

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