

Issue No: 4

Issue: Spatial Vision

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Supporting Documents

1. Planning etc. (Scotland) Act 2006, pages 6 to 8 sections 7, 8 and 10
2. Planning Circular 1/2009: Development Planning, The Scottish Government, page 4 sections 13 and 14
3. 'Metropolitan Glasgow, Our Vision for the Glasgow City Region 2008 - 2013, Glasgow and the Clyde Valley Community Planning Partnership 2008 (Extracts)
4. The Scottish Forestry Strategy, Scottish Government 2006 (Extract)
5. 'The Right Tree in the Right Place' – Planning for Forestry and Woodlands. Forestry Commission Scotland, 2010 (Extract)
6. A Land-use Strategy for Scotland "getting the best from our land", The Scottish Government 2011 (Extract)

Issue 4	Spatial Vision	
Development plan reference:	Section 3 Spatial Vision	Reporter:
Body or person(s) submitting a representation raising the issue (including reference number):		
<p>E2/1 Peel Environmental Ltd E13/4 sportscotland E21/3 National Grid Property Ltd E22/1 Network Rail E24 Banks Group E26/1 ASDA Stores Ltd E38/1 E38/2, E38/3 RSPB Scotland E52/3, E52/4, E52/5, E52/6 E52/7 Mactaggart and Mickel (Homes) Ltd. E55/5 Homes for Scotland E57 Scottish and Southern Energy Plc & Group Companies E58 Strathclyde Partnership for Transport E62 Scottish Association for Public Transport</p>		
Provision of the development plan to which the issue relates:	<p>Diagram 7 (pages 12 and 13) Diagram 8 (page 14)</p>	
Planning authority's summary of the representation(s):		
<p>The proposed modifications to Diagram 7 'Spatial Vision' and Diagram 8 'Strategic Drivers of Change' generally fall into six categories;</p> <ol style="list-style-type: none"> 1) E2/1 Peel Environmental Ltd, E55/5 Homes for Scotland Spatial Vision should provide the Strategic Development Plan context for development proposals from the waste to energy sector and house-building industry. 2) E13/4 sportscotland, E38/1, E38/2, E38/3 RSPB Scotland, E57 Scottish and Southern Energy Plc & Group Companies, E58 Strathclyde Partnership for Transport Additional text required within the Spatial Vision seeking to safeguard land from inappropriate development or to promote a strategic development plan context for sportscotland, Royal Society for the Protection of Birds, Scottish and Southern Energy, Strathclyde Partnership for Transport. 3) E21/3 National Grid Property Ltd, E26/1 ASDA Stores Ltd, E52/3. E52/4, E52/5, E52/6, E52/7 Mactaggart and Mickel (Homes) Ltd., E55/5 Homes for Scotland <ol style="list-style-type: none"> (a) additional text or amalgamation of text, E21/3 National Grid and E26/1 ASDA Stores, to question the strategic focus of the Proposed Plan and question the Spatial Vision's basis in the analysis of long-term 'drivers of change' (Diagram 8) and (b) additional text from the house-building industry to introduce a flexibility in language in respect of their specific approach to planning housing 		

development .

- 4) **E52/3, E52/4, E55/5 Mactaggart and Mickel (Homes) Ltd.** modifications to the Spatial Vision from the house-building umbrella body, Homes for Scotland, and an individual house-building company Mactaggart and Mickel which seek to reframe its priorities and seek a policy inclusion within the Spatial Vision statement of how the city-region, structurally, should look in 2035.
- 5) **E62 Scottish Association for Public Transport**
This Section is slim and very generalised and should be either be incorporated in Section 4 with more detail on the strategy for energy conservation and shifts away from carbon fuel in the urban fabric and transport sub-sectors which account for 66% of present greenhouse gas emissions in the conurbation, or be expanded on the question of the degree to which spatial strategy, as distinct from other actions, can cut carbon release. In either case, there should be some reference to the aims of shifts to electric power in the public transport and car/van sectors within the conurbation by 2020 and 2035. Budgetary considerations require elaboration in the context of phased delivery.
- 6) **E24 Banks Group**
Question why Community Growth Areas not referenced in Diagram 7.

E22/1 Network Rail appears to be a genuine misreading and miscomprehension of the vision for sustainable transport and High Speed Rail.

Modifications sought by those submitting representations:

General

E62 Scottish Association for Public Transport

Expand the Spatial Vision and the role, function and relevance of the section to articulate policies on transport and emissions, budgetary constraints and delivery of priority actions in the transport sphere.

Diagram 7

E2/1 Peel Environmental Ltd

A vision for waste should be included within the Strategic Development Plan within the 'Infrastructure' section of the Diagram. Proposed wording "Waste infrastructure will form a key part of the city-region. New waste management and treatment facilities which support the delivery of a Zero Waste Scotland will be planned and developed across the city-region."

Energy from waste sources be included within the list of appropriate energy sources within the 'Energy' section of Diagram 7, as follows "Decentralised distributed power plants, based on alternative technologies, will be located across the city-region exploiting opportunities to develop biomass, Combined Heat and Power and other forms of renewable energy including Energy from Waste".

E13/4 sportscotland

Environment section in relation to green infrastructure, the text makes reference to open space and some of the different components of this, pathways, parks etc. However, no mention is made of the outdoor sport areas (pitches, golf courses etc) which are a crucial part of this. As the term open space is being expanded on, this should make reference to outdoor sports areas. Insert 'outdoor sports

areas' in the text in paragraph 1.

E22/1 Network Rail

Infrastructure section suggested wording, "High Speed Rail would reduce journey times to the wider UK and International area".

E24 Banks Group

Community Growth Areas should be referenced in Diagram 7.

E38/1 RSPB Scotland

Environment section, removal of the component relating to commercial forestry. Suggested wording, 'Important habitats and landscapes will be safeguarded and enhanced, in recognition of their importance to people's quality of life and the range of vital services they provide. Habitats such as peatlands and woodlands have a key role to play in mitigating carbon emissions.

E38/2 RSPB Scotland

Energy section, insert 'small-scale' before 'biomass'.

E52/3 Mactaggart and Mickel (Homes) Ltd.

Economy section, insert a new and fourth bullet point in this section which states; "The Glasgow conurbation aims to be economically prosperous, with increased access to employment and services for all communities with a positive reliance and encouragement of future development proposals that improve the sustainable economic growth of the Glasgow and Clyde Valley conurbation."

E52/4 Mactaggart and Mickel (Homes) Ltd.

Urban Fabric section, additional wording to the first bullet point in this section, as highlighted in bold, "Recycled brownfield land, the vacant and derelict land resource, will be developed as the development priority, **but also recognising that a range and choice of development locations are required** and environmental priority will be central to developing a quality of life needed to attract economic activity, talented people and key investors."

E52/5 Mactaggart and Mickel (Homes) Ltd.

Urban Fabric section the second sentence of the second bullet point should be reworded to allow for flexibility and to allow the Local Development Plan's to identify opportunities that are most suitable for the local area in which they are to be applied. Proposed wording, "The built up area of the city region will be developed with a focus on sustainable locations within it, focusing investment on maintaining a sustainable compact city region."

E52/6 Mactaggart and Mickel (Homes) Ltd.

Urban Fabric section, remove reference to the intention for higher urban density.

E52/7 Mactaggart and Mickel (Homes) Ltd.

Infrastructure section there should be an addition to the final bullet point ".....as evidenced by the continued focus on the legacy of Community Growth Areas (CGAs) which will deliver strategic expansion of specific communities in the long term."

E55/5 Homes for Scotland

Urban Fabric section insert a further bullet point “Sustainable development is also possible on Greenfield land and on edge-of-settlement or new settlement locations, subject to assessment by local planning authorities”;

Infrastructure section bullet point 3 replace “the alternative” with “an alternative”; replace “prioritised” with “directed”. Add a final sentence: “Greenfield edge-of-settlement development will be assessed in terms of the best possible combination of transportation measures.”

Energy section delete all text and replace with: “The development plan will support the installation of commercial renewable energy technologies as they develop in the market place. Local Planning Authorities should consider policies and guidance within Local Development Plans to ensure that any impacts of such technologies are acceptable.”

E57 Scottish and Southern Energy Plc & Group Companies

Energy section amended to recognise that centralised energy generation, including commercial scale renewables, will continue to play an important role in the city region during the horizon the plan

E58 Strathclyde Partnership for Transport

Infrastructure section the text of the first sentence of the third bullet is reworded as...“Future transport in the GCVSDP area will be provided by an integrated public transport system, providing a high quality, frequent, reliable and sustainable transport network for the population living and working in the GCVSDP area. The public transport network will include Rail, LRT, BRT, Bus, and Subway supported by an expanded active travel network encouraging cycling and walking. Development will be prioritised in the locations most accessible by public/sustainable transport for both people and freight.”

Diagram 8

E38/3 RSPB Scotland

‘Environmental Legislation’ omits legislation relating to biodiversity. The principal sources of recent wildlife law in Scotland are the Nature Conservation (Scotland) Act 2004 and the Conservation (Natural Habitats, &c.) Amendment (Scotland) Regulations 2004 and these should be included in the list.

E21/3 National Grid Property Ltd

Four of the key drivers: Scottish Government; Climate change mitigation; Sustainable low carbon economy and Environmental legislation should be merged to form one driver instead.

E26/1 ASDA Stores Ltd

Suggest the Scottish Government driver could be amended to include reference to Environmental legislation, the Scottish Government driver would then adequately cover, and allow to be deleted, the Climate change mitigation, sustainable low carbon economy and environmental legislation drivers.

Summary of responses (including reasons) by planning authority:

General

The following proposed modifications are rejected by the Glasgow and the Clyde Valley Strategic Development Planning Authority.

General Comments on the Spatial Vision

E62 Scottish Association for Public Transport

- The submitted Strategic Development Plan Proposed Plan meets the requirements of the Planning etc. (Scotland) Act 2006 (page 6, section 7, 8 and 10 (Supporting Document 1) and Planning Circular 1 2009 (pages 4, 6, 7, sections 13, 14, 18 to 27) (Supporting Document 2). The Strategic Development Plan is a new style of development planning document designed to meet the Scottish Government's challenge of the renewed Scottish Planning System and is designed to meet the Scottish Government's 'culture change' agenda. (Supporting Documents 1 and 2).
- It is published in a strongly visual and graphical format, so as to
 - (a) reduce the inherent complexity of the long-term development planning of Scotland's predominant metropolitan city-region;
 - (b) reduce the length and text to that necessary to support the graphical content;
 - (c) aid conciseness and emphasise Vision and Strategy, with policy detail devolved to the local planning authorities of the eight constituent councils.
- Furthermore, the representation appears not to understand the role and function of this section of the Proposed Plan as providing a spatial structural vision of the city-region in 2035 as the basis for a Spatial Development Strategy. It seeks to introduce strategy (e.g. energy conservation) and policy instruments (e.g. electromobility in transport) and delivery/budgetary provisions, all of which are inappropriate to a structural Spatial Vision.

Diagram 7

The following proposed modifications are rejected by the Glasgow and the Clyde Valley Strategic Development Planning Authority.

Economy in the Spatial Vision

E52/3 Mactaggart and Mickel (Homes) Ltd.

The Strategic Development Plan Proposed Plan is prepared as the spatial expression of the eight local authorities' corporate vision (Supporting Document 3) and is the strategy for delivering the land-use components of that vision. The proposed modification appears more related to a Mission Statement or Corporate Vision, adds nothing to the framing Glasgow and the Clyde Valley Corporate Vision and does not contain locational components inherent in a structural land-use view of the long-term future.

Urban Fabric in the Spatial Vision

E52/4 Mactaggart and Mickel (Homes) Ltd.

The Strategic Development Plan Proposed Plan is founded upon strategic development priorities and on providing clarity of focus as to where development

will meet the 'drivers' of the future and support the strategy. Development outwith these priorities will be addressed through the Local Development Plan process or on their individual merits (Diagram 4 sustainable location assessment; page 6).

E52/5, E52/7 Mactaggart and Mickel (Homes) Ltd.

In line with the 'compact city-region' model and minimising development and carbon footprints, the vision needs a priority focus on action to deliver sustainable locations that meet its regeneration and renewal requirements. Controlled growth of these 'footprints' is already integrated into the Vision through the Community Growth Areas (page 19).

E52/6 Mactaggart and Mickel (Homes) Ltd.

Increasing urban density is a key component of the 'compact city-region' model as it delivers the potential to reduce the unit cost of infrastructure provision to an area by increasing potential demand for services within that area, transport, water and sewerage, energy. The basis of the Strategic Development Plan Proposed Plan is clear prioritisation of finite investment levels for such services, particularly under de-regulated operating environments. The scale of the brownfield resource, the need for reinforcement and renewal of urban communities, and investment in infrastructure makes increasing densities a strategic priority.

E55/5 Mactaggart and Mickel (Homes) Ltd.

Greenfield development and edge development are neither priorities nor components of the Spatial Vision, other than where such growth is plan-led as is the case with the Community Growth Areas. With the scale of potential development associated with brownfield land resources and community regeneration, the Spatial Development Vision places the minimising of urban sprawl potential and creeping incremental development of edge locations as central to the 'compact city-region' model, its delivery of national and international carbon reduction targets, and reduction in the unit costs of infrastructure provision.

Infrastructure in the Spatial Vision

E2/1 Peel Environmental Ltd

The Glasgow and the Clyde Valley Strategic Development Planning Authority rejects the proposed modification as it considers energy from waste is already included in the Spatial Vision; it is one of the 'alternative technologies' referred to within the Energy section. This is then given strategic expression in paragraphs 4.110 to 4.113 and Strategy Support Measure 13 (page 56).

E22/1 Network Rail

The Glasgow and the Clyde Valley Strategic Development Planning Authority considers the representation to be a mis-reading of the current wording which focuses on the sustainable transport network within the city-region and its development so as to 'shrink the distance' between the city-region's communities and its Glasgow city core. It does not relate to the function of High Speed Rail 'shrinking the distance' between the city-region and the wider UK or Europe.

E24 Banks Group

The Glasgow and the Clyde Valley Strategic Development Planning Authority rejects the proposed modification as reference to Community Growth Areas is

made in the last sentence of the third bullet point.

E58 Strathclyde Partnership for Transport

The Glasgow and the Clyde Valley Strategic Development Planning Authority note the proposed modification.

Environment in the Spatial Vision

E13/4 sportscotland

The Glasgow and the Clyde Valley Strategic Development Planning Authority rejects the proposed modification as it considers 'outdoor sports areas' are already included under 'open space - formal'.

E38/1, RSPB Scotland

The Glasgow and the Clyde Valley Strategic Development Planning Authority rejects the proposed modifications for the following reasons

- commercial afforestation (as stated in Diagram 7 "***where appropriate***") has a key role to play
 - (a) in the Scottish Government's drive to increase the indigenous supply of raw timber through its planting targets (Scottish Forestry Strategy 2006) (Supporting Document 4 and 5),
 - (b) to maintain rural businesses and employment (Scottish Land-Use Strategy 2011(Supporting Document 6),
 - (c) to mitigate carbon in the atmosphere and reduce greenhouse gas emissions (Scottish Forestry Strategy 2006/ Scottish Land-Use Strategy 2011), and
 - (d) in the reduction of timber imports.
- The integration of commercial afforestation with competing land-uses is effected through the Glasgow and the Clyde Valley Forestry and Woodland Strategy 2011 (Diagram 14 and Background Report 9) and through the Local Development Plan process.

Energy in the Spatial Vision

E38/2 RSPB Scotland

The Glasgow and the Clyde Valley Strategic Development Planning Authority rejects the proposed modification for the following reasons

- It seeks to pre-judge the biomass potential of any area and to limit the contribution from that renewable source before any evaluation is made of the overall scale and relevance of such potential in an area. The issue of scale should reside with the appropriate local development planning authority to decide, taking into account the context for such development.

E55/5 Homes for Scotland

The Glasgow and the Clyde Valley Strategic Development Planning Authority rejects the proposed modification as the scale of distributed energy production, its integration with centralised production via the National Grid, and its role in the development of urban area energy 'smart-grids' will be determined by the Local Development Plan process and attendant "energy-carbon-masterplanning" (pages

55 and 64). It is considered therefore that the proposed text would dilute the Vision and introduce a weak devolved policy wording inappropriate to a Spatial Vision of the future.

E57 Scottish and Southern Energy Plc & Group Companies

The Glasgow and the Clyde Valley Strategic Development Planning Authority rejects the proposed modifications as decentralised energy generation, based upon alternative renewable fuels, is integral to the energy de-carbonisation agenda, the carbon emissions reduction agenda and is central to the development of energy 'smart-grids'. The spatial vision views such generation as working hand-in-hand with de-carbonised centralised energy from the National Grid albeit that the balance should shift long-term from the latter to the former.

Diagram 8

The Glasgow and the Clyde Valley Strategic Development Planning Authority rejects the proposed modifications.

Strategic 'Drivers of Change'

E21/3 National Grid Property Ltd, E26/1 ASDA Stores Ltd

The strategic 'drivers of change' unite the Spatial Vision with the resultant Development Strategy components required to deliver the Vision. The 'drivers' reflect the key long-term forces framing the future and were fully presented at the Main Issues Report (2010) stage of the Strategic Development Plan and widely supported at that time. They clearly reflect the economic, social, environmental and political forces, from the Scottish to global levels, which must shape the structure of the Strategy. The proposed modifications seek to mask or reduce the relevance and impact of the stated key 'drivers' by amalgamating all 'drivers' into a weak less specified broad category and disguise the relevance of sustainable development, global action on climate change, low carbon futures and the body of environmental legislation in shaping the Strategy.

Environmental Legislation strategic driver of change on Diagram 8

E38/3 RSPB Scotland

The list of legislative elements was meant solely to highlight pieces of Scottish Government legislative Acts which framed the strategic focus of the Strategic Development Plan i.e. strategic 'drivers of change', and was not meant to be an exhaustive list of all available legislation and regulations. The addition of such would simply serve to increase the volume of context and text without providing any real strategic benefit.

Reporter's conclusions:

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Reporter's recommendations:

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