



Clydeplan – Strategic Development Plan 2 – Proposed Plan – SPT response

Committee Strategy and Programmes

Date of meeting 18 March 2016

Date of report 24 February 2016

Report by Assistant Chief Executive (Operations)

1. Object of report

To recommend the Committee approve the key points¹ of SPT's response to Clydeplan's² consultation on the Strategic Development Plan 2 (SDP2): Proposed Plan³ for the Glasgow and Clyde Valley area. SPT's response was submitted as draft subject to Committee approval ahead of the closing date for submission on 29 February 2016.

2. Background

- 2.1 The Clydeplan area covers the greater Glasgow area and includes eight of SPT's constituent councils: East Dunbartonshire, East Renfrewshire, Glasgow, Inverclyde, North Lanarkshire, Renfrewshire, South Lanarkshire and West Dunbartonshire. The current Strategic Development Plan (SDP1) will be replaced by the new plan from 2017 and it will provide the strategic land use context for the city-region to 2036.
- 2.2 The SDP is a statutory document which plays an important role in the national, regional and local land-use planning system, and is subject to approval by the Scottish Ministers.
- 2.3 SDP's are intended to be concise visionary documents. They should set out a vision for the long term development of the city regions and deal with cross boundary issues such as strategic infrastructure including transport, housing, water supply and waste water and strategic green networks. They have a key role in setting clear parameters for subsequent Local Development Plans.
- 2.4 SDPs are approved by Scottish Ministers and should be aligned with the policy context set out in both the National Planning Framework (NPF3) and Scottish Planning Policy (SPP). SDP's are required to be reviewed and resubmitted to Scottish Ministers within 4 years of their approval. Alongside the SDP sits an Action Programme that sets out the key projects being taken forward by a range of partners including local authorities, Scottish Enterprise, housing associations, developers and SPT among others.

¹ A hard copy of SPT's full draft response will be made available for review at the Committee.

² Clydeplan is the abbreviated name of the Glasgow and the Clyde Valley Strategic Development Planning Authority (GCVSDPA)

³ See <http://www.clydeplan-sdpa.gov.uk/proposed-plan-january-2016-related-documents>

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- 2.5 Like SDP1, the Proposed Plan sets out a Spatial Development Strategy based on a compact city region model⁴, with a strong central core around Glasgow and a related development corridor running west to east, incorporating a series of regeneration and transformational projects including the City Centre, Clyde Waterfront, Clyde Gateway, Ravenscraig, Community Growth Areas (new communities developed adjacent to established towns and villages) and the Glasgow and the Clyde Valley Green Network.
- 2.6 The SDP informs the Local Development Plan process, guides decisions about the location and extent of housing, and identifies Strategic Economic Investment Locations and town centres. Its policies promote moves towards a low carbon economy and emphasise the need to adapt to the challenge of climate change. The SDP also forms a 'material consideration' in the Scottish Planning legal framework and can be called upon as evidence at Public Inquiries.
- 2.7 The SDP could therefore be said to be critical to the future of the Glasgow and Clyde Valley. It impacts on where those in the area live, where they work, where they shop and access services. Its policies impact on health and wellbeing and protection of the environment. Pivotal to all of this is the role of transport, including public transport and active travel, which both informs and is informed by decisions about land use.
- 2.8 Under the terms of the Planning etc (Scotland) Act 2006, and the Town and Country Planning (Development Planning) (Scotland) Regulations 2008, an SDP should have regard to the Regional Transport Strategy and should notify key agencies specified in the legislation. SPT is a 'key agency' in the development plan process and SPT officers have been supporting the development of the SDP2 by providing transport information, advice and analysis.
- 2.9 The Regional Transport Strategy, West of Scotland Conurbation Public Transport Study (WSCPTS)⁵ and other SPT-led policies, plans, strategies, projects and initiatives continue to inform the SDP process and this has been reflected in the Proposed Plan.
- 2.10 In 2015 Clydeplan consulted on its Main Issues Report (MIR) that aimed to inform the process of developing SDP2 during the course of 2015/16. The purpose of the MIR was to highlight the key changes since SDP1 was approved in May 2012 which might influence SDP2, and to seek views on them. SPT's response to the MIR was previously reported to the Strategy & Programmes Committee in March 2015⁶.

3. Outline of proposals

Clydeplan - Proposed Plan

- 3.1 The Proposed Plan sets out a vision for the city region as follows:

"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

⁴ Clydeplan defines a compact city region model as "A strategic physical planning concept which promotes higher densities and mixed land uses around an efficient public transport model and a geography which seeks to reduce pollution, encourage active travel and low energy consumption. It is designed to be more sustainable than low-density development approaches as it is less dependent on the car" *Glasgow & the Clyde Valley Strategic Development Planning Authority, Strategic Development Plan, 2008, page 66*

⁵ See http://www.spt.co.uk/documents/rtp120609_agenda4.pdf

⁶ See http://www.spt.co.uk/documents/sp270315_agenda9.pdf

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its economic, social and environmental assets ensuring it fulfils its potential as Scotland's foremost city region.”

3.2 In line with NPF3 and SPP, the Proposed Plan aims to promote:

- successful and sustainable places – supporting sustainable economic growth and regeneration and the creation of well-designed places;
- low carbon places – reducing carbon emissions and adapting to climate change;
- natural and resilient places – helping to protect and enhance the natural and cultural assets and facilitating their sustainable use; and
- connected places – supporting better transport and digital connectivity.

3.3 The Proposed Plan incorporates a range of current and planned transport projects. These include SPT's investment in Subway modernisation, Fastlink, Smartcard, bus infrastructure and park and ride. The Plan also incorporates proposed High Speed Rail and those projects which form the Glasgow City Region City Deal, including SPT's Bus Investment Programme, and the Glasgow City Council and Renfrewshire Council-led surface access improvements to Glasgow Airport.

SPT's response

3.4 As noted above, SPT has earlier responded to Clydeplan's consultation on its Main Issues Report and it is welcome that key elements of that response have been reflected in the Proposed Plan, including quality bus corridors, improved interchange, expanded park and ride, smart ticketing and increase integration across rail, bus and Subway and continued investment to encourage active travel. The key points of SPT's response are noted below.

3.5 SPT's response to the Proposed Plan supports the vision set out and, in particular, welcomes the commitment to a 'compact city region' which will help to promote clustering of people and services, high population densities and best use of existing transport infrastructure and services which enables sustainable development and strengthens communities.

3.6 SPT also welcomes the Plan's promotion of sustainable transport projects and solutions and its recognition that significant investment has been made in the city region's transport infrastructure since SDP1 in May 2012 while acknowledging that significant challenges lie ahead. In particular, The Vision and Spatial Development Strategy are designed to promote sustainable transport options and to further integrate land use and transport. In support of this the Plan states that a step-change is required in the way people and goods move both internally and externally to the city region. This reflects the Regional Transport Strategy's vision of a world-class transport network and a step-change in the quality of public transport services.

3.7 SPT has invested substantially in the transport network and will continue to do so, subject to future funding being available. SPT investment has helped to support transformational projects, the City Centre, and the network of strategic centres. In particular, through Subway modernisation, Fastlink, bus infrastructure improvements, continuing support for socially necessary bus services and the development of smartcard ticketing.

3.8 The Proposed Plan and supporting Action Programme make reference to Clydeplan working in partnership with SPT, Transport Scotland and others to review the strategic transport network and identify shared priorities for the future. SPT looks

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forward to working with all partners in developing the new statutory Regional Transport Strategy (the current RTS, 'A Catalyst for Change', expires in 2021) which will occur during the lifespan of the new Plan.

4. Conclusion

- 4.1 Clydeplan is the Strategic Development Planning Authority for Glasgow and the Clyde Valley and the Strategic Development Plan provides the basis for land-use planning and development decisions across the city region over the next 20 years. Transport is critical to this process and SPT has responded to the consultation in its role as the Regional Transport Partnership, Public Transport Authority, as a 'key agency' in the development planning process and as a provider and delivery agent of vital transport services, infrastructure and projects.
- 4.2 SPT is supportive of the Proposed Plan and welcomes the vision set out in it and its support for sustainable transport solutions. It is to be welcomed that SPT's earlier comments on the Main Issues Report have been reflected in the Proposed Plan as is the Plan's recognition that substantial investment has been made in the transport network since SDP1.
- 4.3 SPT look forward to working with Clydeplan, councils, Transport Scotland and others towards an agreed vision for strategic transport across the region. This is particularly relevant regarding this Proposed Plan as SPT will be undertaking the development of the new Regional Transport Strategy during the next 5 years when the new Plan will be current. SPT will continue to work closely with Clydeplan as it takes forward its work and will keep the Committee updated on developments.

5. Committee action

The Committee is recommended to:

- Note the contents of this report; and
- Approve the key points of SPT's response at sections 3.4 – 3.8 above.

6. Consequences

Policy consequences	<i>"Supporting land use planning strategies, regeneration and development by integrating transport provision" is an objective of the RTS.</i>
Legal consequences	<i>None at present.</i>
Financial consequences	<i>None at present.</i>
Personnel consequences	<i>Officer time in providing transport planning support to Clydeplan.</i>
Equalities consequences	<i>SPT's response is in line with its commitment to Equalities. The Proposed Plan has been the subject of an Equality Impact Assessment undertaken by Clydeplan.</i>
Risk consequences	<i>None</i>

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