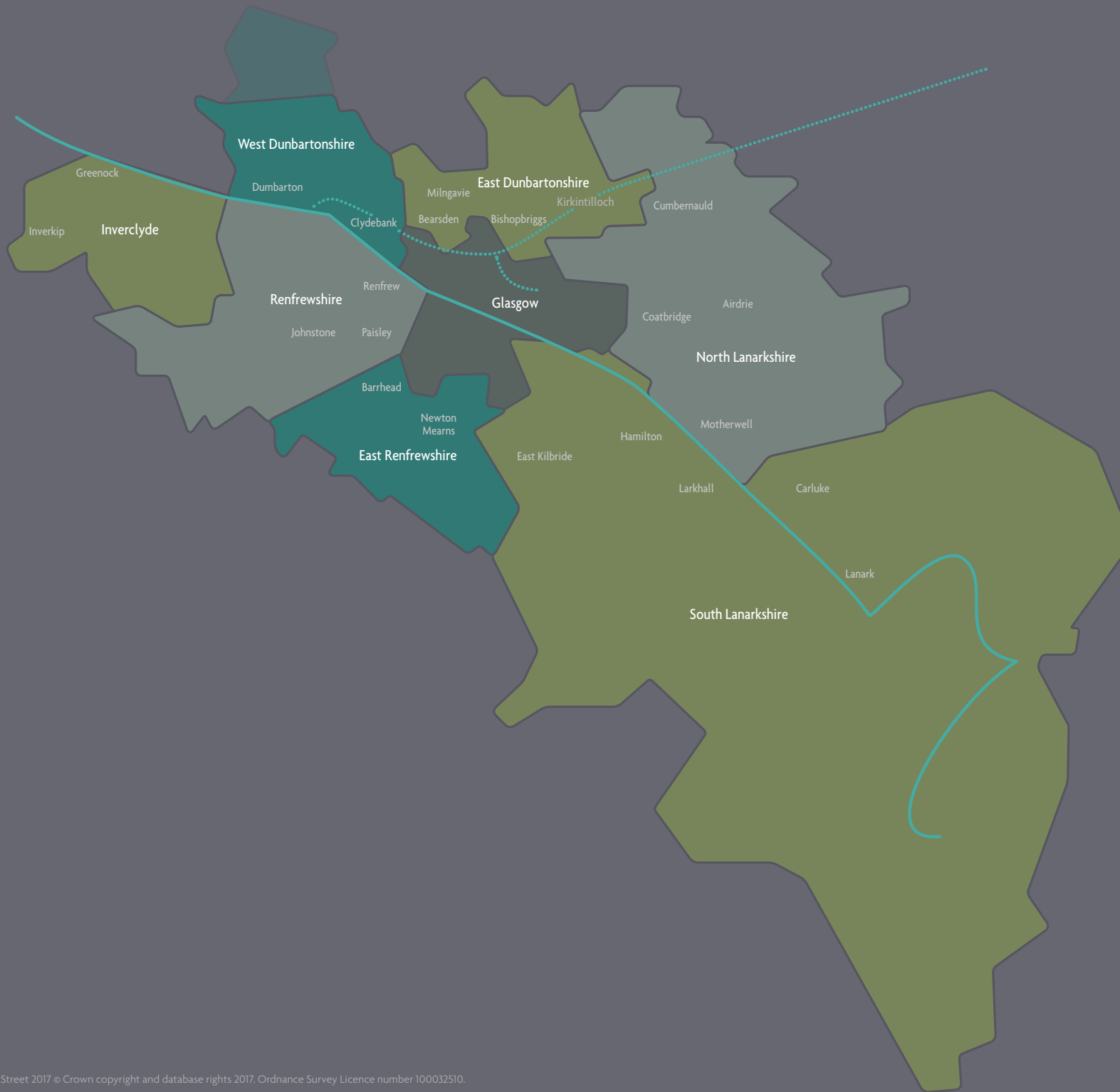






Strategic Development Plan

Delivering Growth in the Glasgow City Region

July 2017



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Foreword



Councillor **Lawrence O'Neill**

A handwritten signature in blue ink that reads "Lawrence O'Neill". The signature is stylized and fluid.

Convenor **Clydeplan**

On behalf of the Glasgow and the Clyde Valley Strategic Development Planning Authority (Clydeplan) and its eight constituent Local Authorities of East Dunbartonshire, East Renfrewshire, Glasgow City, Inverclyde, North Lanarkshire, Renfrewshire, South Lanarkshire and West Dunbartonshire, I take pleasure in the publication of the second Strategic Development Plan (SDP) for the Glasgow and the Clyde Valley area, Scotland's foremost city region.

The SDP was approved on 24th July 2017 and incorporates those modifications made by Scottish Ministers following an Examination into representations made at the Proposed Plan stage in 2016.

The SDP maintains a long tradition in the West of Scotland of strategic land use planning which recognises that the future wellbeing of its communities is interdependent.

A shared Vision and Spatial Development Strategy for the city region are required to tackle the major economic, social and environmental challenges facing all our Local Authorities whilst reflecting the variety of the areas towns and villages and their diverse roles and functions.

The SDP places great emphasis on placemaking and leadership in the delivery of the Vision and Spatial Development Strategy.

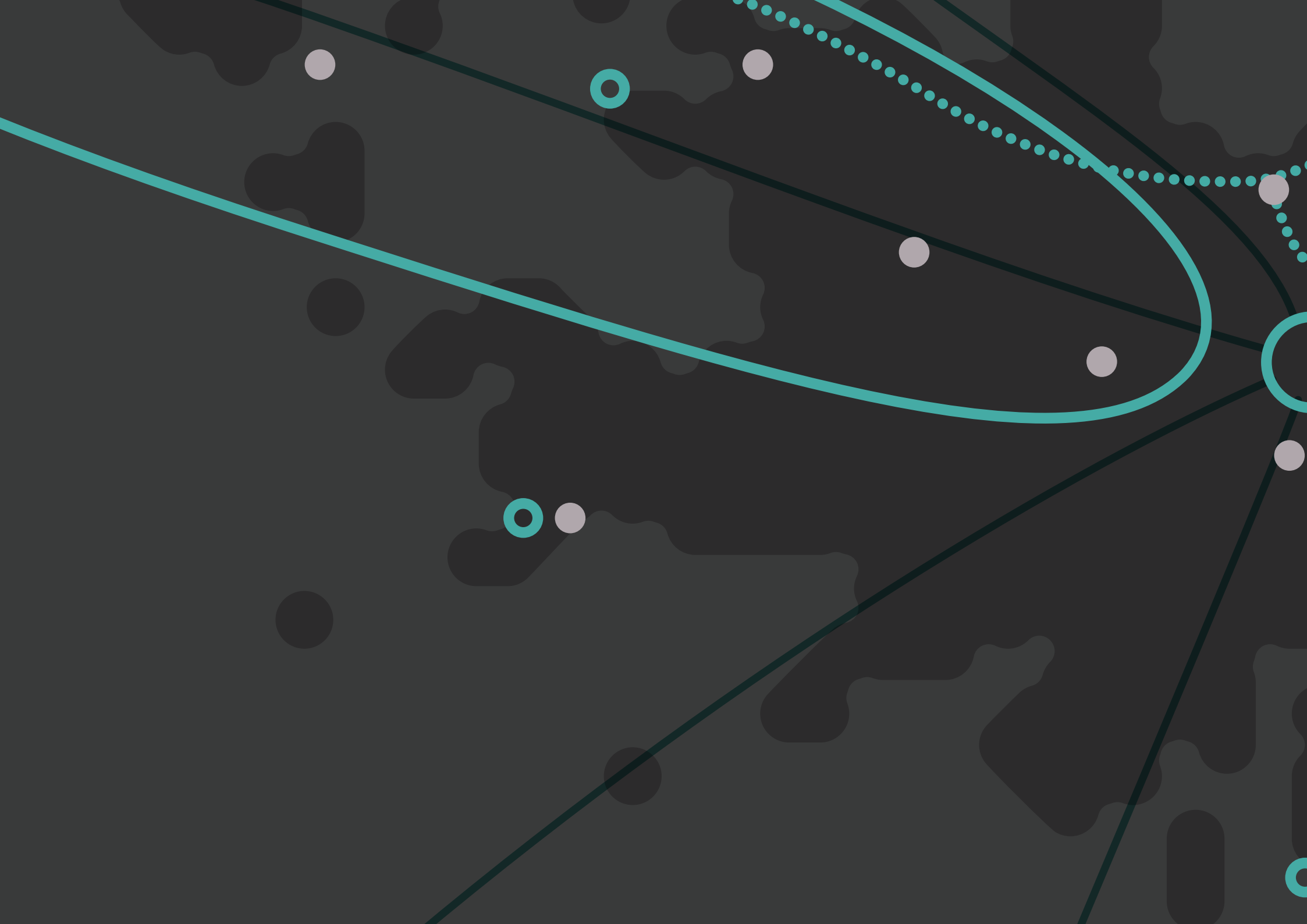
Long-term thinking and setting the strategic direction for the sustainable economic growth of the city region is at the heart of the SDP. The SDP aims to be concise and visionary and provides the context for Local Development Plans and development management decision making as well as service delivery.

The Vision and Spatial Development Strategy will hopefully be adopted and supported through a wide range of initiatives and strategies relating to economic development, green network, flooding, climate change adaptation, health, active travel, and transport. The Glasgow City Region's recently published Economic Strategy and Action Plan along with the £1.13billion City Deal Infrastructure Fund will help to support the economic growth of the city region.

Clydeplan is grateful for the advice and assistance it has received from a variety of sources including the Key Agencies, other public agencies, the private sector and local communities.

It is hoped that all parties interested in securing a successful and prosperous Glasgow city region will commit to the implementation of the SDP's Vision and Spatial Development Strategy.







01

Context

Development Planning in Scotland

1.1 The Development Planning system in Scotland has a key role in delivering the strategy and policy set out in the Scottish Government's National Planning Framework (NPF) and Scottish Planning Policy (SPP). Development Plans are also the starting point for making decisions on planning applications.

1.2 The Development Plan can consist of up to 3 parts

1. Strategic Development Plans are required for the 4 largest city regions (Aberdeen, Dundee, Edinburgh and Glasgow). These set the framework for Local Development Plans and deals with region-wide issues that cross boundaries of council areas, for example the scale of housing and the transport and water and connections needed;
2. Local Development Plans are required for each council area across Scotland. These set out policies that guide decisions on planning applications as well as identifying areas of change and allocating sites for new development;
3. Supplementary Guidance can be considered part of the Development Plan when it has met certain legal requirements, including carrying out a public consultation. It can provide further information or detail on the policies or proposals that are in the development plan, for example by detailing a masterplan for an allocated site.

Strategic Development Planning

1.3 The Planning etc. (Scotland) Act 2006 introduced Strategic Development Plans (SDPs) for the four largest city regions of which Clydeplan is the largest. Clydeplan comprises the Local Authorities of East Dunbartonshire, East Renfrewshire, Glasgow City, Inverclyde, North Lanarkshire, Renfrewshire, South Lanarkshire and West Dunbartonshire.

1.4 The Scottish Government recognises the potential contribution city regions make to the sustainable economic growth of Scotland. Strategic Development Plans are expected 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 housing, strategic infrastructure including transport, water supply and waste water and strategic green networks including green belts and set clear parameters for subsequent Local Development Plans.

1.5 SDPs are approved by Scottish Ministers and should be aligned with the policy context set out in both NPF3 and SPP. SDPs are required to be reviewed and resubmitted to Scottish Ministers within 4 years of their approval.

Scottish Government Planning Policy

1.6 Since the approved first Glasgow and the Clyde Valley SDP was published in May 2012 the Scottish Government has subsequently published in June 2014 new planning policy for Scotland in the form of NPF3 and SPP.

1.7 NPF3 sets the context for development planning in Scotland and provides a framework for the spatial development of Scotland as a whole. It sets out the Government's development priorities over the next 20 years and identifies National Developments which support the development strategy.

1.8 SPP sets out national planning policies which reflect Scottish Ministers' priorities for the operation of the planning system and for the development and use of land. The SPP aims to support sustainable development and the creation of high quality places. It sets out two overarching policy principles namely a presumption in favour of development that contributes to sustainable development and placemaking which seeks the creation of high quality places.



1.9 Both these documents are based around four planning outcomes of:

- **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.

Economic Framework

1.10 Clydeplan is Scotland's largest city region and covers an area which contains a third of Scotland's total population and which generates a third of Scotland's economic output.

1.11 All city regions are subject to change which at the strategic scale can be long term. Responding to and managing that change is critical to the future prosperity of the city region. Leadership and partnership working has a very important role to play in achieving this **(Policy 2)**.

1.12 The Scottish Government in March 2015 published its Economic Strategy for Scotland aimed at delivering sustainable economic growth through increased competitiveness and tackling inequality. It is important, therefore, that the city region develops and retains a well skilled and healthy population and an innovative, engaged and productive workforce. In this context the city region's Universities and Further Education establishments have an important role to play in supporting innovation and skills development. Clydeplan will work with Scottish Enterprise and other economic agencies to support activities which deliver sustainable economic growth across the city region. The provision of sufficient land and infrastructure for development will be an important means of supporting growth.

1.13 Innovative and co-ordinated approaches such as the Glasgow and the Clyde Valley City Deal will also be required to support job creation.

1.14 The SDP recognises the close relationship between economic activity and population change with a strong growing economy providing the basis for attracting and retaining population. In this context and in support of the delivery of a low carbon based strategy, Clydeplan is seeking to continue the rebalancing of the city region's economy. This will involve a shift in part away from a service based economy towards a growth in high value products and services associated with the green technology sectors, the visitor economy and leisure services.

Demographic Framework





1.15 Since SDP (May 2012) the 2011 Census results and related projections have been published by National Records of Scotland (NRS). Comparing the demographic framework set out in SDP (May 2012) to the recently published NRS 2012-based projections it emerges that in the period 2008–2012 the population of the city region has increased faster than anticipated as a result of higher than expected population growth and a higher Census rebase.

1.16 Despite the higher than projected population growth in 2008–2012, the number of households has not increased at the rate anticipated in SDP (May 2012). This is due in part to the economic downturn experienced during this period and a lower Census rebase. This is reflected in the new household projections which show a rate of household growth (4,700 per year in 2012–2029) which is considerably below the rate of household growth for SDP (May 2012) (6,700 per year in 2012–2025).

1.17 The city region also has a significantly ageing population. The number of people age 65+ is projected to increase from 16% in 2012 to 22% of the city region's total population by 2029 which will have implications for both healthcare and social services delivery and the provision of new housing in terms of size, type and location.

1.18 As a result the projected population growth is higher earlier in the projection period (4,100 per year in 2015–2022) compared with the later years (3,400 per year in 2022–2029) as the number of births is expected to fall and the number of deaths is expected to rise.

1.19 Based on an economic future of a rebalanced economy and on the evidence of the economic and demographic drivers ([Background Reports 1 and 2](#)) impacting on the city region the SDP has adopted the NRS 2012-based Principal Projection as the most appropriate basis upon which to support its Vision and Spatial Development Strategy.

Population and Household Change (2012 to 2029)			
Population		Household	
2012	2029	2012	2029
 1,789,500	 1,849,600	 814,900	 895,100
Change 2012/2029		Change 2012/2029	
+ 60,100		+ 80,200	
Annual 2012/2029		Annual 2012/2029	
+ 3,500		+ 4,700	



02

Vision for Clydeplan

2

The Place We Want to Create

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

The City Region in 2036

Contributing to the Scottish Government's Strategic Objectives:

Wealthier and fairer
Smarter
Healthier
Safer and stronger
Greener

Successful and Sustainable: The largest and most dynamic city region in Scotland for sustainable and inclusive economic growth and one of the UK's fastest growing city regions with a skilled and entrepreneurial workforce.

Low Carbon: Low carbon heat and power, waste management and green networks, contributing to ecologically sustainable economy and lifestyles.

Natural and Resilient: More sustainable and resilient communities and places, better able to meet unforeseen challenges.

Connected: Well connected to UK, European and global markets: digitally, by air, sea and by surface transport.

Health and Wellbeing: Enterprising communities that reduce inequalities and support high levels of personal health and wellbeing. Less economic and social inequality between people and places.

Collaborative: Working together to deliver outcomes. Using spatial planning as a collaborative tool to stimulate and co-ordinate public and private sector investment in places.

Delivery and Outcomes focus for Planning and Placemaking

Spatial Land Use Model:

Compact city region

Centres: Glasgow City Centre will be the city region's central connected hub and the employment, retail, civic and cultural core of the city region. It will be accessible from across the city region and further afield particularly by connections to Glasgow Airport and High Speed Rail connecting to London and other UK regions and centres. Support for other strategic centres to deliver their respective role and function.

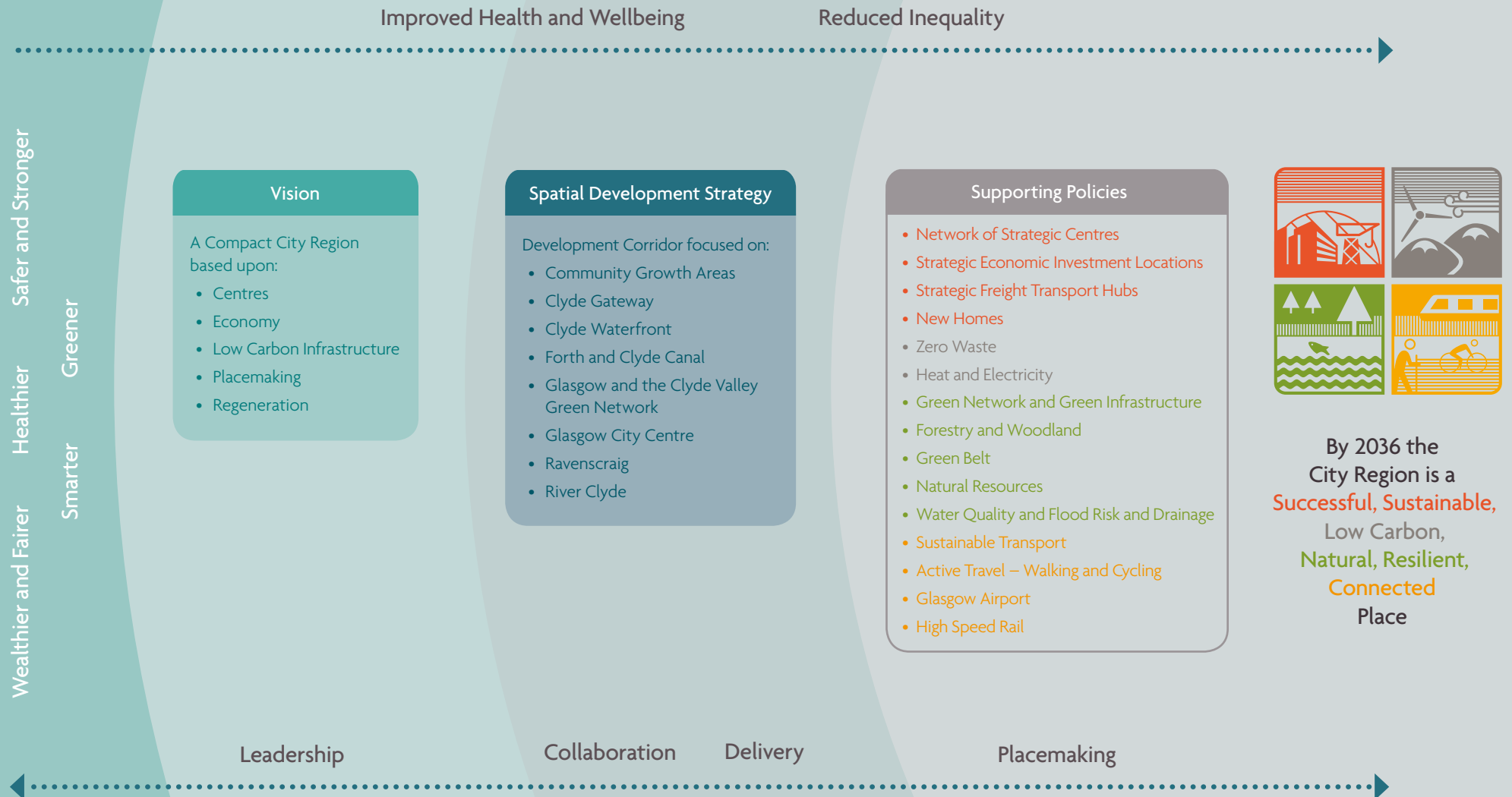
Regeneration: Development directed to sustainable brownfield locations. Maximising the use of existing infrastructure and assets. Integrate land use with sustainable transport networks. Recycle previously developed land. Minimal extension of the city region's built up area. Urban fabric renewed to carbon neutral standards.

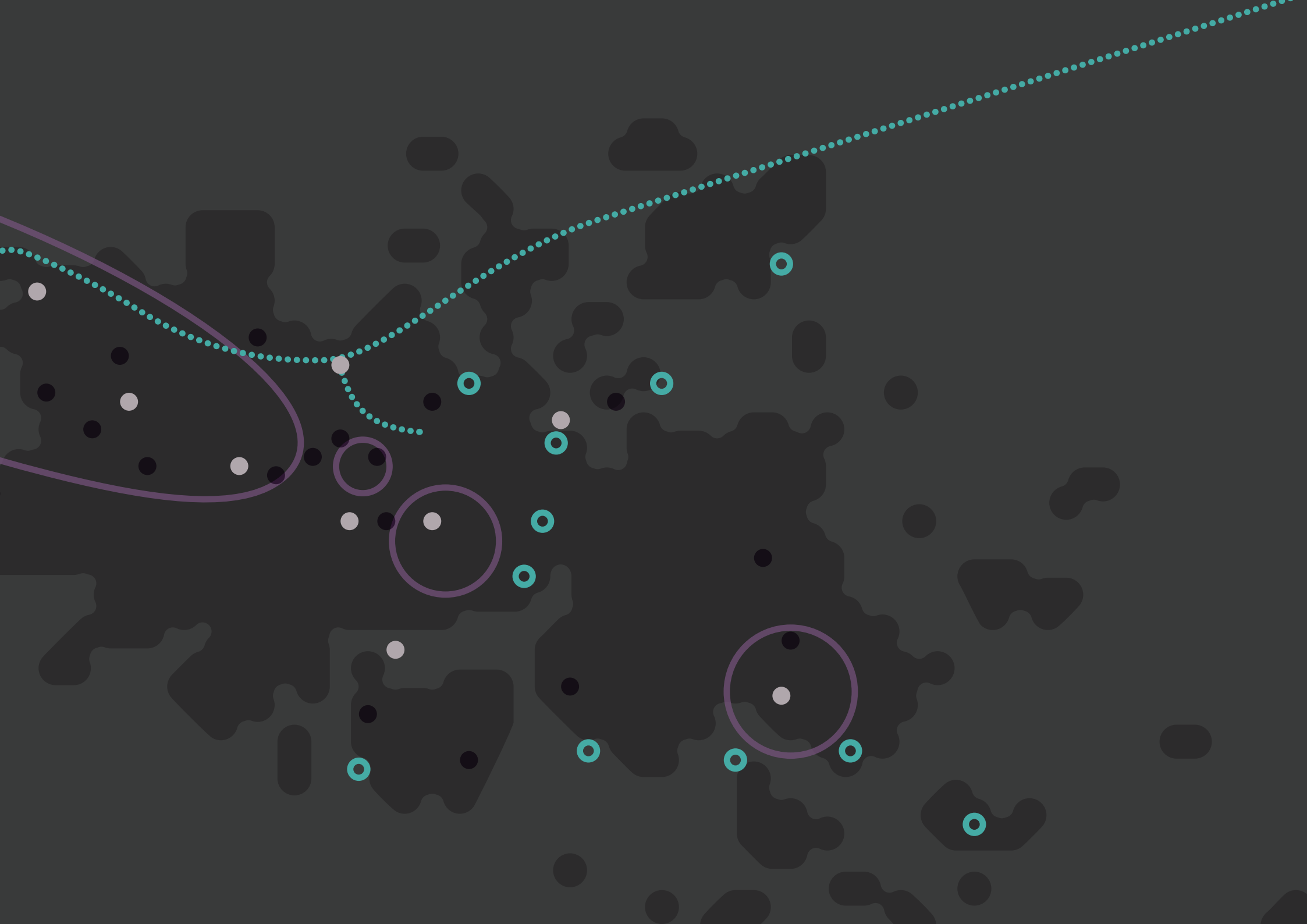
Economy: a rebalanced economy focused upon support for key economic sectors, the creation of high value jobs and the Strategic Economic Investment Locations. Investment in the Strategic Freight Transport Hubs. Delivery of the Glasgow and Clyde Valley City Deal. Investment in digital infrastructure.

Low Carbon Infrastructure: Heat and power networks, network of waste management infrastructure, connected transport networks including active travel, green networks and sustainable drainage networks which contribute to a low carbon economy and lifestyles.

Placemaking: Creating places which are distinctive, safe, welcoming, adaptable, resource efficient and easy to move around. Communities reinvigorated by local activity. Places enable individual health and wellbeing and where Green Networks connect urban and rural areas.

From Vision to Place







03

Placemaking in a City Region Context

3.1 The Glasgow city region is Scotland's largest economic region with Glasgow City Centre at its core and a diverse range of adjoining urban areas and outlying rural settlements. Recognising and harnessing the distinctive characteristics and strengths of these areas and settlements is critical in improving the quality of life for the city region's population.

3.2 In support of the Scottish Government's 'Creating Places' (2013) and 'Place Standard 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.

Placemaking Principle

3.3 New development proposals should be based upon a design led and participative process and should seek to deliver on the six qualities of place (distinctive, safe and pleasant, welcoming, adaptable, resource efficient and easy to move around and beyond) having regard to the principles in **Table 1**.

Policy 1

Placemaking

New development should contribute towards the creation of high quality places across the city region. In support of the Vision and Spatial Development Strategy new development proposals should take account of the Placemaking Principle set out in **Table 1**.

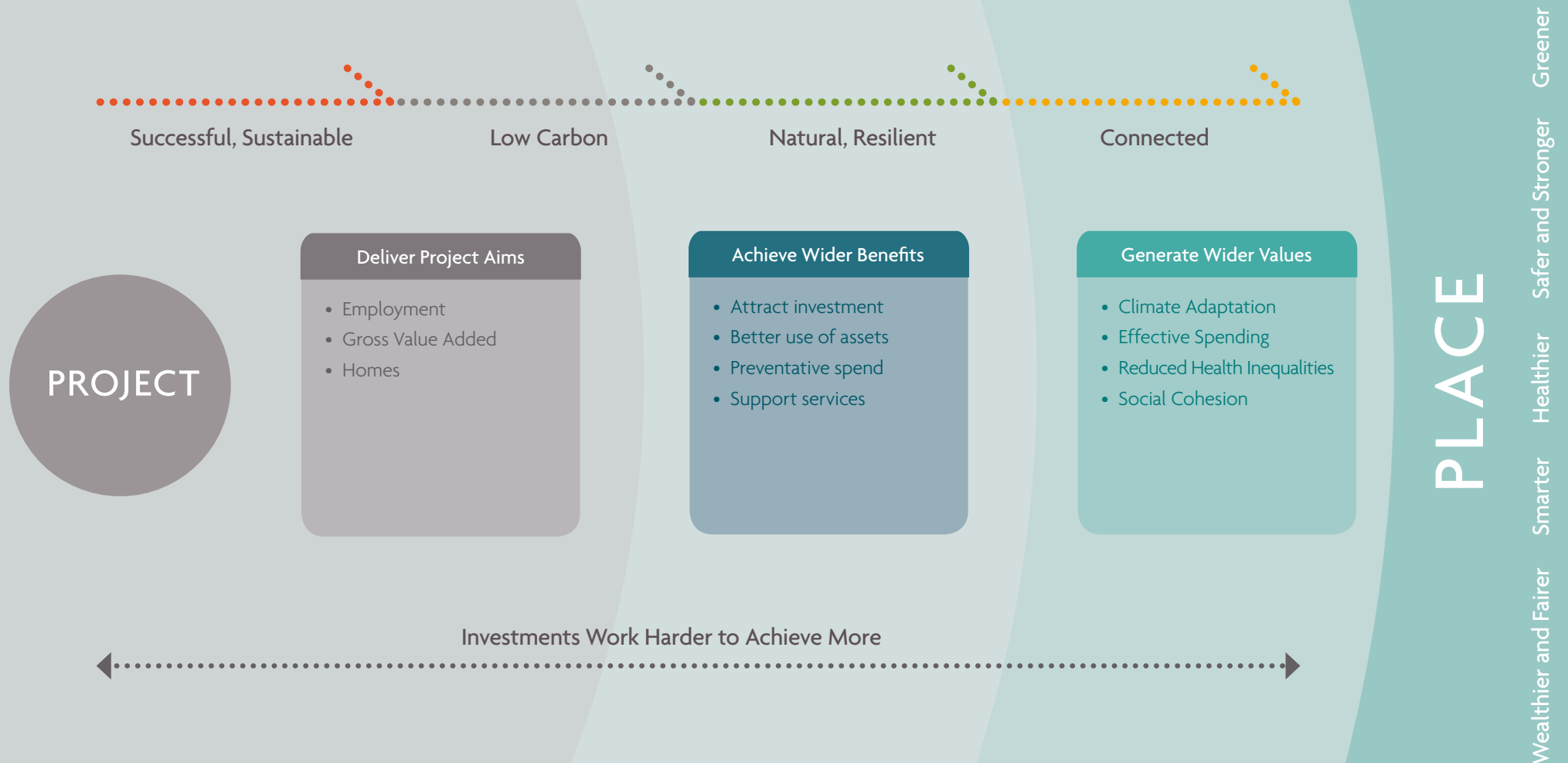


Table 1 Placemaking Principle

Distinctive Supporting a Successful and Sustainable city region, Natural, Resilient city region	<ul style="list-style-type: none">• Creation of distinctive and varied neighbourhoods reflecting local character within and in close proximity to the network of strategic centres.• Reflects local character, community identity and a sense of a place's role and function.	<ul style="list-style-type: none">• Safeguards national and regionally important locations for tourism and recreational development in support of the sustainable growth of the visitor economy• Safeguards and promotes significant environmental, historic and cultural assets• Maintains and enhances an area's landscape character and supports the objectives of the Glasgow and Clyde Valley Green Belt.
Safe and Pleasant Supporting a Successful and Sustainable city region, Low Carbon city region, Natural, Resilient city region, Connected city region	<ul style="list-style-type: none">• Supports development in locations which are aligned to the Spatial Development Strategy with consideration given to place before vehicle movement.• Maintains or improves air quality.	
Easy To Move Around Supporting a Successful and Sustainable city region, Connected city region	<ul style="list-style-type: none">• Supports high quality and convenient public transport integrated with land use and development, with development concentrated along transport corridors in close proximity to public transport stops.	<ul style="list-style-type: none">• Supports the provision of active travel to facilitate the safe and convenient movements from one part of the city region to another.
Welcoming Supporting a Successful and Sustainable city region	<ul style="list-style-type: none">• Supports well designed sustainable buildings and related public spaces that strengthen community sense of place including public realm.	
Adaptable Supporting a Successful and Sustainable city region, Natural, Resilient city region	<ul style="list-style-type: none">• Supports the 'compact city' model with priority given to brownfield locations supporting low energy consumption and higher residential density within a mixed land use context.• Contributes towards the delivery of the Glasgow and the Clyde Valley Green Network in particular and support for community growing.	<ul style="list-style-type: none">• Supports the 'town centre first principle', where multiple uses and activities including housing, retail employment and community facilities are clustered in accessible locations in support of the centre's role and function.
Resource Efficient Supporting a Successful and Sustainable city region, Low Carbon city region, Natural, Resilient city region	<ul style="list-style-type: none">• Optimises the use of existing infrastructure.• Supports a mixture of housing types which are well designed and energy efficient and that meet the needs of a variety of households.	<ul style="list-style-type: none">• Protects and improves the water environment particularly in relation to flood risk, surface water management and water quality.

From Project to Place

Generating Value through a Design-led Approach to Placemaking





Leadership and Delivery

4.1 Delivery of the Vision and Spatial Development Strategy is central to securing a low carbon and rebalanced economy for the city region. This delivery is both multi-agency and multi-sector. The focus for Clydeplan is to support delivery 'on the ground' through securing high quality development in the right place at the right time. This is particularly relevant to the delivery of housing.

4.2 A proactive and positive corporate leadership approach based around partnership working is required. In this context both Community Planning and working with the development industry will be important. Collaboration through co-ordinated action is therefore essential and Clydeplan will seek to support innovative approaches to joint working and delivery.

4.3 Recognising that the scale of public and private sector resources likely to be available to deliver the Vision and Spatial Development Strategy, particularly over the short to medium term, will be constrained the Clydeplan Local Authorities, Community Planning Partnerships and the development industry should work together to reduce this risk and ensure development and service delivery are closely aligned.

4.4 The ongoing role of Clydeplan will be in co-ordinating, facilitating and encouraging other delivery partners to align activities, investment and resource allocation decisions in fulfilment of its Vision.

Policy 2

Leadership in the Delivery of the Vision and Spatial Development Strategy

In support of the delivery of the Vision and Spatial Development Strategy by 2036, Clydeplan will encourage continued joint working and a multi-agency 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 Spatial Development Strategy.

This will be achieved through

Local Authorities: implementation of policies and actions set out in Local Development Plans and related corporate documents including Local Housing Strategies, Local Transport Strategies, Economic Development Strategies, Single Outcome Agreements, Community Planning and the Glasgow and Clyde Valley City Deal;

Scottish Government: implementation of policies and actions set out in National Planning Framework, Scottish Planning Policy and related investment programmes;

Key Agencies: co-ordination and implementation of their investment programmes;

Infrastructure bodies: co-ordination and implementation of their future capital investment programmes; and,

Development and Investment sector: co-ordination and implementation of development proposals and investment strategies.



Glasgow and Clyde Valley City Deal

4.5 The city region faces numerous challenges that have acted as barriers to economic growth which include high rates of long term unemployment; weak survival rates for business start-ups, stalled development sites in key locations and the need for improved connectivity across the city region.

4.6 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.

4.7 The Infrastructure Fund is underpinned by a robust governance process, a rigorous assurance framework and programme management arrangements that are designed to deliver the agreed outcomes. The Glasgow and Clyde Valley City Deal Member Authorities are responsible for determining which projects comprise the overall Infrastructure Investment Programme.

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

- increase economic output by 4.4% per annum;
- create over 28,000 permanent new jobs;
- secure £3.3 billion of private sector investment;
- improve the transport network across the city region;
- unlock key development and regeneration sites including Community Growth Areas; and,
- improve public transport.

4.9 The City Deal Infrastructure Fund will support a number of potential projects, aimed at delivering the key strategic priorities. [Schedule 1, Diagram 1](#) is the current list of projects being assessed by the Member Authorities.


4.10 The Member Authorities are working within an agreed assurance framework process in the preparation of the business cases for their respective projects. This process will assist in determining both which projects are taken forward to delivery and the consideration of potential alternative projects.

Policy 3

Glasgow and Clyde Valley City Deal

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.

Schedule 1 — Current Glasgow and Clyde Valley City Deal Infrastructure Projects

	Member Authority	Project Name	Strategic Priority
1	East Renfrewshire	M77 Strategic Corridor	Improved strategic connectivity
2	Glasgow	Canal and North Gateway	City Centre improvements
3	Glasgow	City Centre Public Realm Programme	City Centre improvements
4	Glasgow	Clyde Waterfront	Clyde Waterfront
5	Glasgow	Collegelands: Calton/Barras	City Centre improvements
	 Glasgow	Metropolitan Glasgow Strategic Drainage Partnership	Metropolitan Glasgow Strategic Drainage Plan (NPF3 National Development); flood risk; surface water management
6	Inverclyde	Inchgreen	Clyde Waterfront; SEIL; NFP3 National Renewable Investment Plan (potential site)
7	Inverclyde	Inverkip (former Inverkip Power Station)	Inverclyde Housing Market Area
8	Inverclyde	Greenock Ocean Terminal (including cruise ship port)	Clyde Waterfront; SEIL; Strategic Freight Transport Hub
9	North Lanarkshire	A8/M8 Corridor Access improvements	Improved strategic connectivity; SEIL; Strategic Freight Transport Hub
10	North Lanarkshire	Gartcosh/Glenboig Community Growth Area	Community Growth Area; Improved strategic connectivity; SEIL; Strategic Freight Transport Hub
11	North Lanarkshire	Pan Lanarkshire Orbital Transport Corridor	Ravenscraig (NPF3 National Development); Improved strategic connectivity; SEIL; Motherwell Strategic Centre
12	Renfrewshire	Clyde Waterfront and Renfrew Riverside	SEIL
13	Renfrewshire	Glasgow Airport Investment Zone	SEIL
14	Renfrewshire	Glasgow Airport Access Strategic Priority	NPF3 National Development; Improved strategic connectivity
15	South Lanarkshire	Cathkin Relief Road (Completed March 2017)	Improved strategic connectivity; SEIL
16	South Lanarkshire	Community Growth Areas (East Kilbride, Newton, Hamilton and Larkhall)	Community Growth Area
17	South Lanarkshire	Greenhills Road/A726 Dual Carriageway	Improved strategic connectivity; SEIL
18	South Lanarkshire	Stewartfield Way Transport Capacity Enhancements	Improved strategic connectivity; SEIL
19	West Dunbartonshire	Exxon Site Development	Clyde Waterfront
	Strathclyde Partnership for Transport	Strathclyde Bus Investment Programme	Improved strategic connectivity

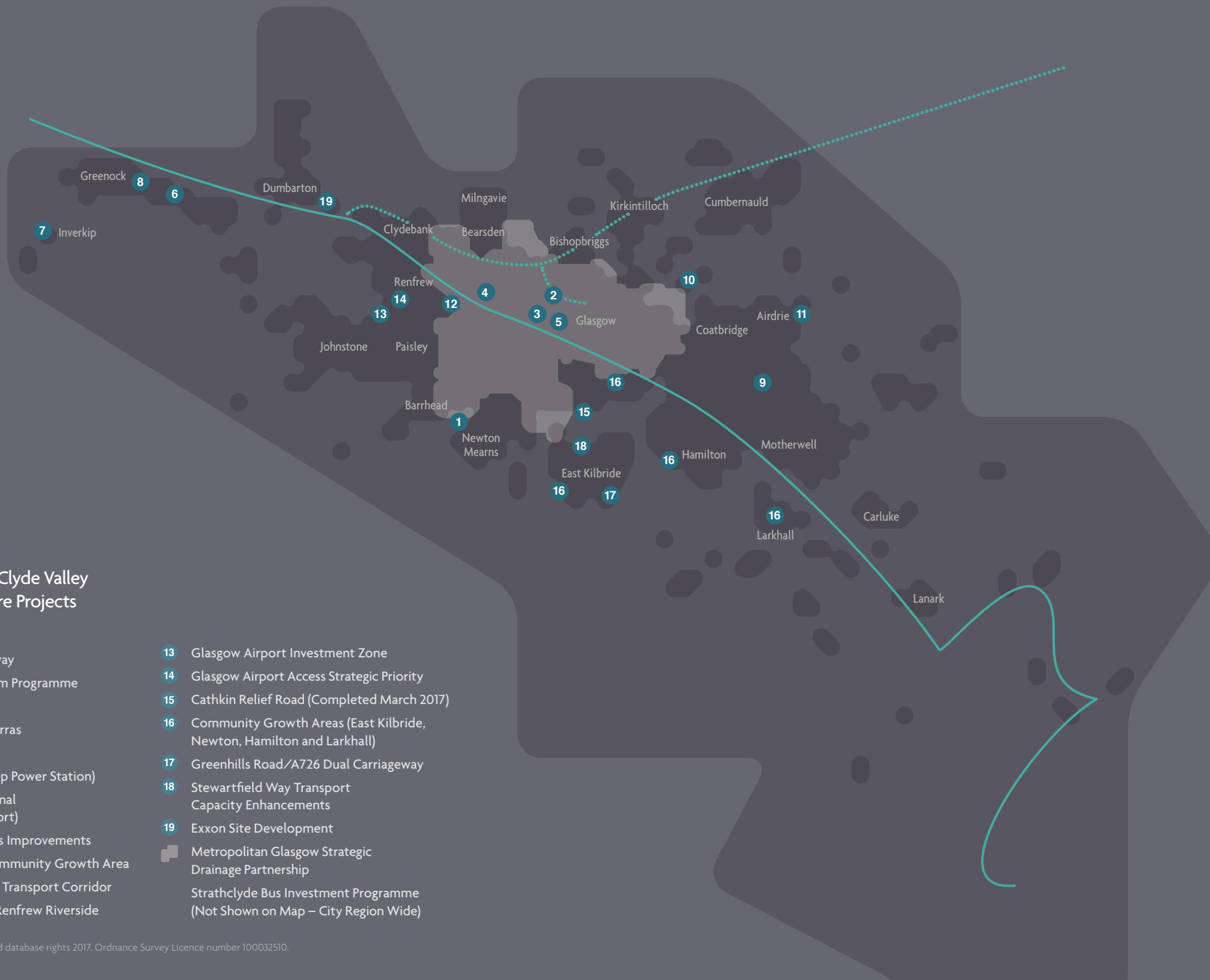
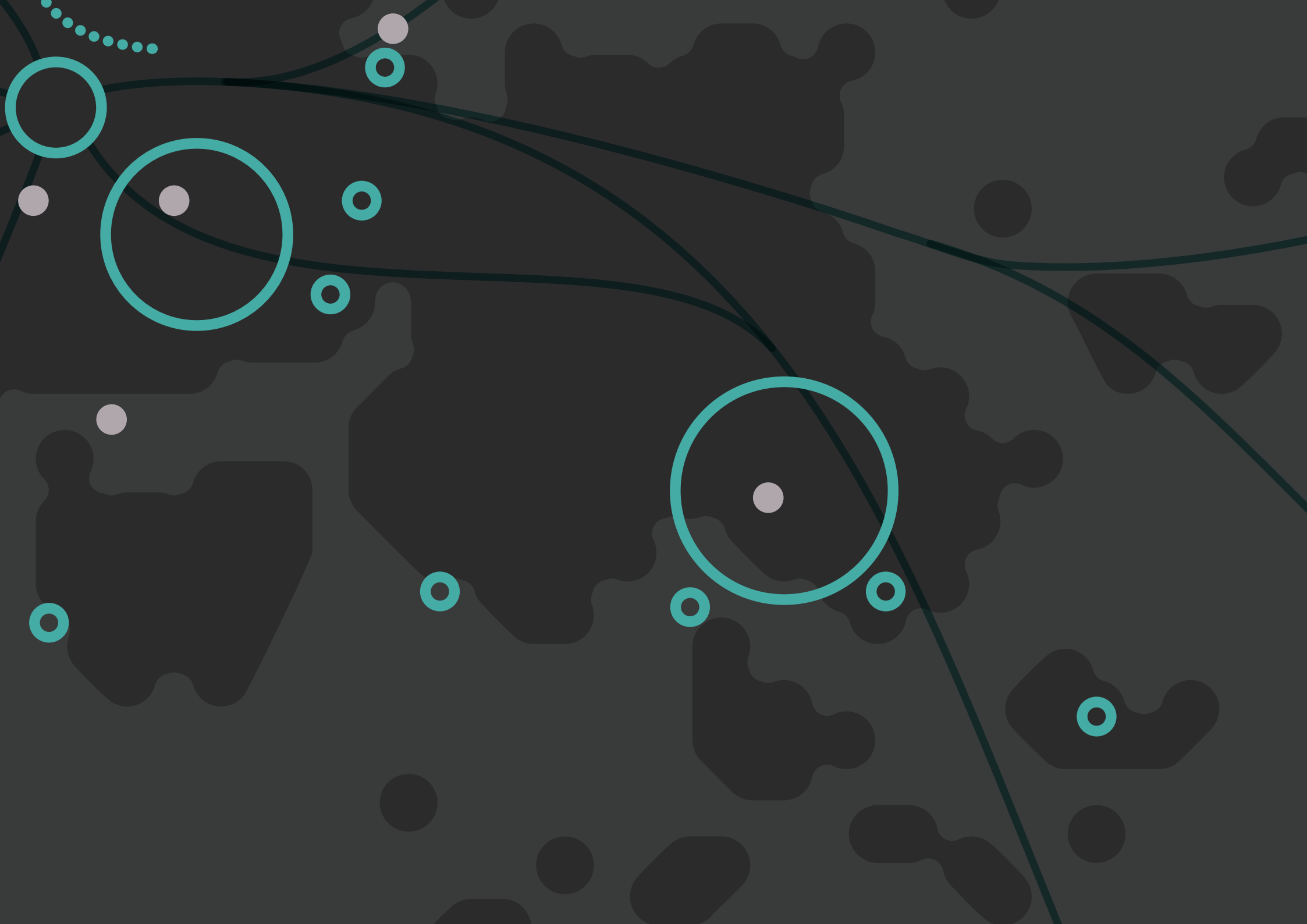


Diagram 1

Current Glasgow and Clyde Valley City Deal Infrastructure Projects

- 1 M77 Strategic Corridor
- 2 Canal and North Gateway
- 3 City Centre Public Realm Programme
- 4 Clyde Waterfront
- 5 Colleglands: Calton/Barras
- 6 Inchgreen
- 7 Inverkip (former Inverkip Power Station)
- 8 Greenock Ocean Terminal (including cruise ship port)
- 9 A8/M8 Corridor Access Improvements
- 10 Gartcosh/Glenboig Community Growth Area
- 11 Pan Lanarkshire Orbital Transport Corridor
- 12 Clyde Waterfront and Renfrew Riverside
- 13 Glasgow Airport Investment Zone
- 14 Glasgow Airport Access Strategic Priority
- 15 Cathkin Relief Road (Completed March 2017)
- 16 Community Growth Areas (East Kilbride, Newton, Hamilton and Larkhall)
- 17 Greenhills Road/A726 Dual Carriageway
- 18 Stewartfield Way Transport Capacity Enhancements
- 19 Exxon Site Development
- Metropolitan Glasgow Strategic Drainage Partnership
- Strathclyde Bus Investment Programme (Not Shown on Map – City Region Wide)





05

Spatial Development Strategy

5.1 The Vision sets out the type of place the city region should become. It seeks to improve the health and wellbeing of the people of the city region by creating a successful, sustainable; natural, resilient; low carbon and connected place that reduces inequalities whilst maximising the use of existing resources.

5.2 It does this by setting out broad principles, including a focus on regeneration, network of centres, sustainable economic growth, low carbon infrastructure and placemaking and by promoting collaboration and joint working between Key Agencies and partners. These principles together are known as the ‘compact city’ model which applies across the whole city region. This model itself is based upon an eco-systems approach which seeks the integration of the management of land, water and living resources.

5.3 In addition through its Vision and Spatial Development Strategy ([Diagram 2](#)) Clydeplan is committed to playing its part in enabling an early and planned response to reducing risks associated with the impact of climate change ([Background Report 3](#)).

5.4 The Spatial Development Strategy is therefore the mechanism for drawing together the ‘compact city’ model and the spatial priorities set out in the Plan. The Spatial Development Strategy also seeks to create high quality places. It does this through its over-arching Placemaking Policy which sets out the spatial qualities the Plan seeks from new development proposals.

5.5 In addition the Spatial Development Strategy supports a presumption in favour of sustainable development that contributes to economic growth. It acknowledges the city region’s legacy of development and infrastructure and recognises that maximising the benefit of those resources is fundamental to ensuring the long-term success of the city region. The Spatial Development Strategy consequently focuses on a ‘Development Corridor’ which is described below. The other spatial priorities set out in sections 6–9 support the delivery of the Spatial Development Strategy.





Diagram 2

Spatial Development Strategy

-  Forth and Clyde Canal
-  River Clyde
-  1 Clyde Waterfront
-  2 Glasgow City Centre
-  3 Clyde Gateway
-  4 Ravenscraig
-  Glasgow and the Clyde Valley Green Network
-  Community Growth Area
-  Green Network Strategic Delivery Area
-  Strategic Centre
-  Strategic Freight Transport Hub
-  Strategic Economic Investment Location

The Development Corridor

5.6 The main focus of the Spatial Development Strategy's 'compact city' model is a Development Corridor which runs west to east through the city region paralleling the River Clyde and the M8 corridor and includes transformational mixed use projects such as Clyde Waterfront, Clyde Gateway, the City Centre and Ravenscraig as well as other spatial priorities like the Glasgow and the Clyde Valley Green Network. The importance of these projects to future sustainable growth of the city region is recognised in NPF3.

5.7 The Development Corridor, with its significant reserves of vacant and derelict land ([Background Report 4](#)) provides opportunities for a range of co-ordinated actions by public and private sectors and the opportunity to:

- reconnect the adjacent communities with the River Clyde, and connections across it;
- recycle and reuse vacant and derelict land;
- support increased development densities so as to lower the unit cost for infrastructure and public transport and to support local services and facilities, including schools, retail, healthcare and recreation; and,
- generate large-scale economic activity maximising the opportunities for sustainable travel between work and home.

The key components of the Development Corridor are as follows.

Clyde Waterfront

5.8 The Clyde Waterfront is a large scale mixed use community regeneration and restructuring development opportunity requiring long term commitment and joint action. It is intended to revitalise the River Clyde section of the Development Corridor by reconnecting its communities with the river and providing a focus for growth of the city region. The project area focuses on the Inverclyde Waterfront, Renfrew Riverside, Clydebank, Dumbarton, Bowling, Govan and Partick. It also includes the Creative Clyde Enterprise Area in Glasgow. A number of Green Network Strategic Delivery Areas ([Schedule 11](#)) are identified along the Clyde Waterfront as priorities for action in delivering the Glasgow and the Clyde Valley Green Network. A number of City Deal projects are Clyde Waterfront related supporting increased economic activity and connectivity. Cross boundary joint working will be essential to ensure that the maximum benefits for the city region are gained from these projects.

Clyde Gateway

5.9 The Clyde Gateway is a large scale mixed use community regeneration and restructuring development opportunity requiring long term commitment and joint action. The project area is focused on the east end of Glasgow and the western edge of South Lanarkshire. It includes significant new road infrastructure (M74 Completion and East End Regeneration Route) and incorporates many of the 2014 Commonwealth Games facilities as well as being the initial focus for delivery of the Metropolitan Glasgow Strategic Drainage Plan (MGSDP). Delivering through the Clyde Gateway Urban Regeneration Company and building on the legacy of the Commonwealth Games the strategic aim is to deliver an economically competitive place and secure improvements in the environment and health and quality of life of the area's residents. The Clyde Gateway Community Forest will be a key component of the Clyde Gateway Green Network Strategic Delivery Areas ([Schedule 11](#)).



Ravenscraig

5.10 A National Development in NPF3, Ravenscraig's strategic role is to deliver the long-term regeneration and restructuring of the southern part of North Lanarkshire. Delivery will be design led, through master planning, to create a new sustainable community based around a range of uses including a new town centre, regional education and sports facilities, employment opportunities, new housing and related community facilities, sustainable transport connections. Integrated green infrastructure will be an inherent element of the overall design. The Ravenscraig Green Network Strategic Delivery Area will be the priority in terms of delivering the Glasgow and the Clyde Valley Green Network in this part of the city region.

River Clyde

5.11 The River Clyde is the second longest river in Scotland. The banks and communities along the River Clyde, particularly those related to the former heavy engineering activities, have been identified as major areas of regeneration as part of the Spatial Development Strategy e.g. Clyde Waterfront including Inverclyde Waterfront and Renfrew Riverside. However the river itself is a much underused asset. In support of this regeneration activity the river offers potential for greater leisure, recreation, visitor and sustainable transport related activity with opportunities to link to the national long distance walking and cycle routes and more localised recreational opportunities and visitor attractions. In addition the river has potential to mitigate against flood risk and support surface water management and the Metropolitan Glasgow Strategic Drainage Plan. Development of a joint River Clyde Strategy will be important in securing these multiple benefits.

Forth and Clyde Canal

5.12 Spanning Scotland from the Forth Estuary to Bowling Basin on the River Clyde, the 35 miles of fully navigable waterway of the Forth and Clyde Canal offer a range of economic development, visitor economy, regeneration and surface water management opportunities in Clydebank, Kirkintilloch and Glasgow (particularly North Glasgow, Port Dundas, Sighthill and Maryhill). Joint working with Scottish Canals in support of the delivery of the Scottish Government's Canals Strategy will ensure the continued revitalisation of the Forth and Clyde Canal and the delivery of the associated wider social and economic benefits.

Community Growth Areas

5.13 Thirteen Community Growth Areas (CGAs) with capacity to deliver approximately 19,000 new houses are acknowledged in NPF3. The CGAs are located at Bishopton, Broomhouse/Ballieston/Carmyle, Carluke, Cumbernauld South, Easterhouse/Gartloch, East Kilbride, Gartcosh/Glenboig, Hamilton West, Johnstone South West, Larkhall/Ferniegair, Newton, Robroyston and South Wishaw. Although the economic downturn has had an impact on their delivery, the CGAs remain an important component of the planned sustainable growth of the city region. They provide an opportunity to create low carbon sustainable communities, through a master planned and design led approach by incorporating a range of housing types, tenures and density; integrated green infrastructure; active travel links; renewable energy options; and mixed uses including community infrastructure, and local scale employment. Joint working between Local Authorities, house builders and landowners will be important to ensure the potential of the CGAs are delivered. A number of City Deal projects are CGA related, providing infrastructure in support of the delivery of housing.

Glasgow and the Clyde Valley Green Network

5.14 The Glasgow and the Clyde Valley Green Network is a large-scale long-term transformational programme of action covering the city region. It is an integral part of the Central Scotland Green Network, identified as a National Development in NPF3, and forms part of the Glasgow and Clyde Valley Green Belt. It seeks to address the need for green infrastructure across the city region by linking urban and rural communities, and by promoting healthier lifestyles, better environments, greater biodiversity, stronger communities and economic opportunity through a programme of positive environmental action. The Green Network has, for example, contributed to the establishment of Scotland's largest urban nature park at the Seven Lochs Wetland Park between Glasgow and Coatbridge and the creation of the Kilpatrick Forest in West Dunbartonshire which supports woodland expansion as well as strategic walking and cycling routes.

Glasgow City Centre

5.15 Glasgow City Centre is the core of the city region and its principal economic and cultural global asset. The City Centre is the primary location within the city region for retail, office, educational, commercial, leisure, visitor and civic uses serving the whole city region, as well as being the regional and national transport hub.

5.16 Located at the heart of the city region, adjacent to the River Clyde and forming a key part of the Development Corridor with the adjoining Clyde Waterfront and Clyde Gateway regeneration priorities, its strategic aim is to provide the key location within the city region for office, education, commercial leisure, visitor and civic uses as well as retaining its nationally important role as a retail centre and transport hub, including the development of a High Speed Rail terminus.

Joint Strategic Commitment – Glasgow City Centre

In support of the Vision and Spatial Development Strategy, the Clydeplan Local Authorities recognise the strategic importance of Glasgow City Centre to the future wellbeing of the city region given its scale and influence with regard to employment, retail, civic, cultural, further education, the visitor economy and its central accessibility by public transport modes. This will require the consideration of the impact of development proposals both individually and cumulatively on the City Centre.

Decision making from all stakeholders is required to support and protect the City Centre's:

- role and function at the apex of the Network of Strategic Centres (**Policy 4, Schedule 2, Diagram 3**);
- role as the primary Strategic Economic Investment Location in relation to its dominant roles and functions (**Policy 5, Schedule 3, Diagram 4**); and,
- accessibility and connectivity within the city region including its role as the preferred location for the development of a High Speed Rail terminus (**Policy 20**).



06



City Region as a Successful, Sustainable Place

Network of Strategic Centres

6.1 Strategic centres are the hub of the city region's communities. The strategic centres of the future need to be vibrant centres for living, culture, entertainment, leisure, shopping, business and civic activity. It is important that the strategic centres have a clear understanding of their roles and functions. Certain strategic centres are less focused in comparison retail terms, but are of strategic importance in terms of their wider roles and functions and the communities which they serve (**Background Report 5**).

6.2 The challenges strategic centres face are structural not cyclical. These locations are going through a period of often profound change, but no single approach will provide a solution to each centre. Each centre has its own character, distinct role and function and related challenges. It is important that these challenges are addressed to reflect these changes which include changing consumer habits, an ageing population, new technology, development of e-commerce and the rise of the large scale web based operators.

6.3 Scottish Planning Policy sets out a “town centre first” principle which promotes a broader perspective to decision-making that considers the vitality, viability and vibrancy of town centres. It states that planning for town centres should be based on a sequential approach, enabling a wide range of uses which generate significant footfall, including retail and commercial leisure, residential, offices, civic, community and cultural facilities.

6.4 The Vision and Spatial Development Strategy requires the network of strategic centres to be protected and enhanced, with investment required to support their long-term respective roles and functions particularly in terms of the quality of offer, both throughout the day and into the evening, diversity, public realm, environment, continuing sustainable accessibility and the promotion of footfall generating uses.

6.5 There is a need to diversify and re-configure each of the strategic centres role, function, challenges and actions, where required. This could mean some centres becoming less retail oriented, as leisure and other uses are introduced. All parties involved in the process will have to identify the opportunities for spatial concentration of land uses, the availability of suitable sites in centres, investment to maintain or increase the attractiveness and support for generating significant footfall in a centre, including public sector investment decisions. As outlined in the Action Programme, Clydeplan and its constituent Local Authorities will commence an early review of the network of strategic centres. This will include consideration of the status of centres within the network and an analysis of the potential impact on town centres of expanding Braehead.

6.6 **Schedule 2** lists the network of strategic centres, their challenges and the range of future actions that will be required to support their long-term roles and functions. Local Authorities, through their respective LDPs and related Action Programmes, need to take forward the future actions outlined in **Schedule 2**.

6.7 The network of strategic centres consists of a city centre, town centres and a commercial centre and is subject to the provisions set out in Scottish Planning Policy.

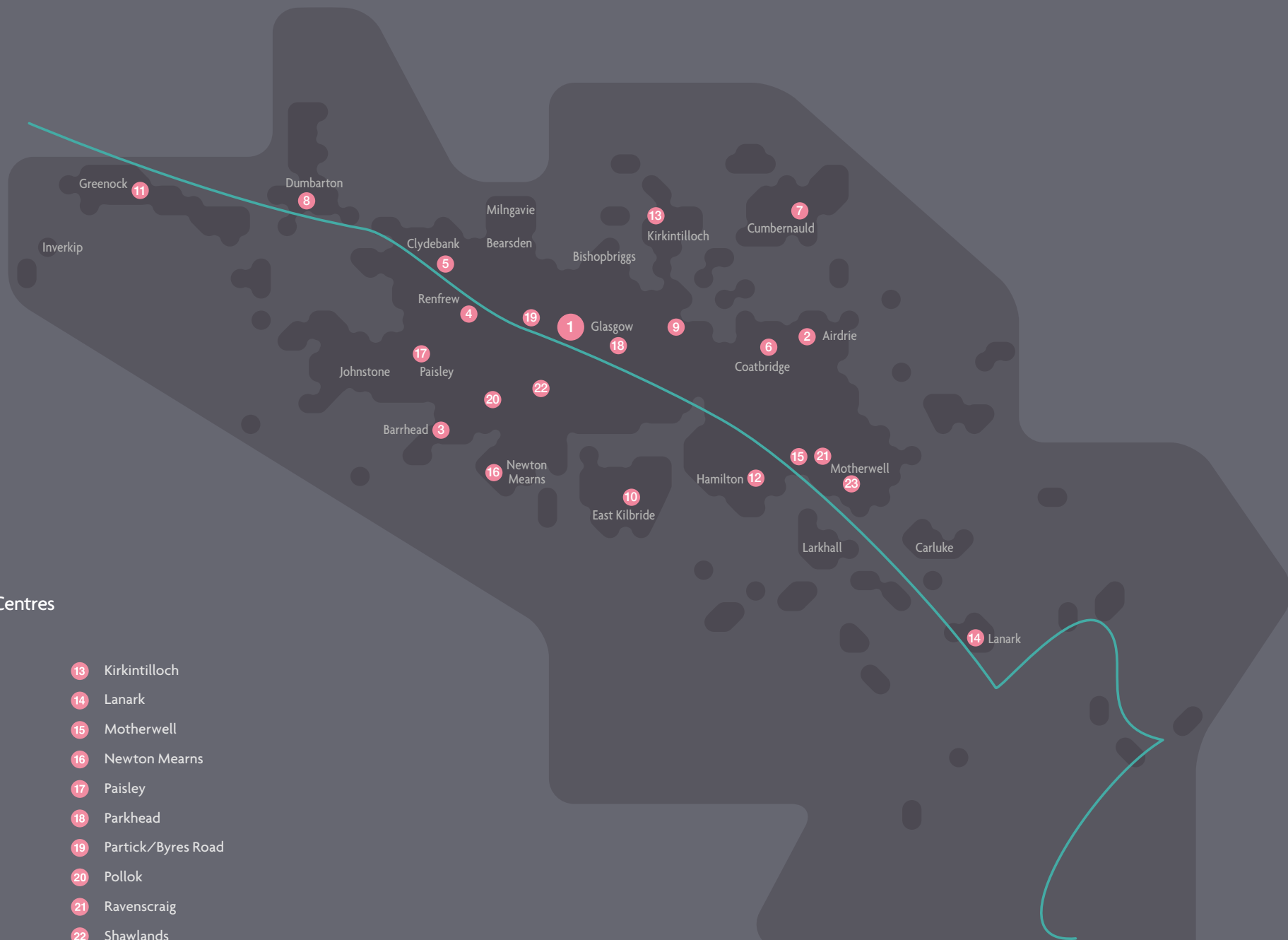


Diagram 3

Network of Strategic Centres

- | | |
|-----------------------|-----------------------|
| 1 Glasgow City Centre | 13 Kirkintilloch |
| 2 Airdrie | 14 Lanark |
| 3 Barrhead | 15 Motherwell |
| 4 Braehead | 16 Newton Mearns |
| 5 Clydebank | 17 Paisley |
| 6 Coatbridge | 18 Parkhead |
| 7 Cumbernauld | 19 Partick/Byres Road |
| 8 Dumbarton | 20 Pollok |
| 9 Easterhouse | 21 Ravenscraig |
| 10 East Kilbride | 22 Shawlands |
| 11 Greenock | 23 Wishaw |
| 12 Hamilton | |

Glasgow City Centre

6.8 The City Centre's strategic economic significance and diverse range of core functions, set it apart from all other strategic centres. Its long-term future is fundamental to the economic well-being of the city region and the Spatial Development Strategy requires that its future is secured through continuing investment and reconfiguration.

6.9 Glasgow City Centre is at the apex of the network of strategic centres due to the following characteristics:

- it is the employment, civic and cultural core of the city region;
- the scale and reach of its catchment;
- its UK significance as a retail destination;
- its central accessibility by public transport modes; and,
- its growing international role as a key visitor destination.

6.10 Like all the strategic centres in the network, the City Centre is also experiencing challenges. Despite ongoing investment, the City Centre's comparison shopping population has reduced over the last decade. It is strongly influenced by a number of existing, new or expanded major strategic centres, such as Braehead, Easterhouse and Pollok. This along with the greater resilience of other strategic centres, appears to be contributing to a shrinking of the City Centre's shopper population.

6.11 The Spatial Development Strategy requires the City Centre's role to be safeguarded by the Clydeplan Local Authorities during the exercise of their development management function and provision for this is set out in the City Centre Joint Strategic Commitment and Implementing the Plan and Development Management section of the Plan.

Policy 4

Network of Strategic Centres

Strategic centres are the hub of the city region's communities supporting a range of economic and social activities. It is recognised that the economic and social significance of Glasgow City Centre and its diverse range of core functions sets it apart from all other strategic centres.

To support the Vision and Spatial Development Strategy all strategic development proposals should:

- protect and enhance the development of the network of strategic centres in line with their role and function, challenges and future actions set out in **Schedule 2**;
- protect and enhance the long term health of Glasgow City Centre to ensure there is no detrimental impact on its role and function, as set out in **Schedule 2** and in support of Joint Strategic Commitment – Glasgow City Centre; and,
- recognise that whilst the Network of Strategic Centres is the preferred location for strategic scale development, such proposals are subject to the sequential approach set out in Scottish Planning Policy and the assessment of impact on the other Strategic Centres in the network and town centres to ensure that there is no detrimental impact on their role and function.



Schedule 2 Network of Strategic Centres

Strategic Centre	Status	Role and Function	Challenges	Future Actions
Glasgow City Centre	City Centre	<p>The City Centre is at the apex of the Network by virtue of the scale and diversity of its functions;</p> <ul style="list-style-type: none">it is a retail location of UK significance;it is the location of a number of higher and further education establishments;it is the prime office location within the city region;it is a national and international transport hub and visitor economy destination which is supported by its wide range of leisure, entertainment and cultural facilities.	<ul style="list-style-type: none">diversion of expenditure from the City Centre to other retail locations and e-tailing;spatial contraction of the prime retail pitch;deliver development opportunities;quality of the public realm;accessibility across the City Centre and connections to Glasgow Airport;parts of the area subject to flood risk.	<ul style="list-style-type: none">support the implementation of the Tax Increment Finance scheme for the Buchanan District area;take forward the City Centre Strategy;take forward the City Centre Traffic and Transportation Strategy;support the delivery of the Sauchiehall Street Business Improvement District;continue to invest in the provision of Grade A office space.
Airdrie	Town Centre	Retail, community, healthcare, cultural, leisure, civic	<ul style="list-style-type: none">retail contraction;encourage a wider mix of town centre uses;enhance activity throughout the day and evening;regenerate the historic townscape;parts of the area subject to flood risk.	<ul style="list-style-type: none">finalise the Draft Airdrie Town Centre Action Plan and take forward the agreed outcomes.
Barrhead	Town Centre	Civic, community, employment, business	<ul style="list-style-type: none">retain and sustain the regeneration initiatives;augment and consolidate the town centre's distinctive character;competition from car borne retailing;parts of the area subject to flood risk.	<ul style="list-style-type: none">establishment of a Business Improvement District;produce a Town Centre strategy and improve residual unattractive elements;enhance Lovern Water opportunity;enhance cycle routes.

Schedule 2 Network of Strategic Centres

Strategic Centre	Status	Role and Function	Challenges	Future Actions
Braehead	Commercial Centre	Retail, leisure, employment and business	<ul style="list-style-type: none"> • secure continued investment; • enhance the retail, commercial and business offer and quality of place through the provision of a range of uses to strengthen urban character; • enhance the quality of the public realm; • ensure that Braehead is central to the ongoing regeneration of Renfrew Riverside delivering new development as well as investment within the context of the Glasgow and Clyde Valley City Deal; • parts of the area subject to flood risk. 	<ul style="list-style-type: none"> • develop a Braehead Centre Strategy and Action Plan; • consider planned investment within the context of a masterplan ensuring co-ordinated action in support of the Clyde Waterfront and Renfrew Riverside City Deal projects facilitating the delivery of: <ul style="list-style-type: none"> – a range of retail, commercial and business uses to enhance the existing offer and employment opportunities subject to assessment showing that there would be no significant impact on city and town centres; – improved integration with surrounding residential areas through the provision of walking and cycling routes; – public transport improvements including the provision of a new hub; – new residential opportunities; – green network enhancements; and new civic space.
Clydebank	Town Centre	Retail, leisure, civic, employment, business, public transport hub, community	<ul style="list-style-type: none"> • quality of retail offer compared to similar sized/format town centres; • quality of environment in parts; • quality of evening/leisure offer; • public transport facilities; • parts of the area subject to flood risk. 	<ul style="list-style-type: none"> • development of key sites and buildings to enhance retail and leisure offer; animate the Forth and Clyde Canal and increase town centre population and enterprise; • Improve accessibility, particularly through an enhanced public transport interchange, and linkages to the Queens Quay 'Changing Place'.
Coatbridge	Town Centre	Retail, community, healthcare, cultural, leisure, business	<ul style="list-style-type: none"> • retail contraction; • vacancy issues and condition of stock; • narrow mix of town centre uses; • build on the success of recent investments in the town centre; • parts of the area subject to flood risk. 	<ul style="list-style-type: none"> • finalise the Draft Coatbridge Town Centre Action Plan and take forward the agreed outcomes.



Schedule 2 Network of Strategic Centres

Strategic Centre	Status	Role and Function	Challenges	Future Actions
Cumbernauld	Town Centre	Retail, civic, community, employment, education, business	<ul style="list-style-type: none"> • retail contraction; • poor quality environment for users; • vacancy issues; • lack of quality civic space; • parts of the area subject to flood risk. 	<ul style="list-style-type: none"> • finalise the Draft Cumbernauld Town Centre Action Plan and take forward the agreed outcomes.
Dumbarton	Town Centre	Retail, civic, employment, business, public transport hub, health, community	<ul style="list-style-type: none"> • vacancy issues; • competition from other retail locations; • low business/pedestrian activity; • connectivity issues; • parts of the area subject to flood risk. 	<ul style="list-style-type: none"> • delivery of development on key sites within the town centre including new Council offices and residential development; • improve the quality of connections within the town centre and along the waterfront including to Dumbarton Castle; • create/enhance green network.
Easterhouse	Town Centre	Retail, commercial, leisure, civic, community	<ul style="list-style-type: none"> • need for investment to improve the quality of the Shandwick Shopping Centre; • need to improve linkages between different parts of the town centre and to adjoining neighbourhoods; • parts of the area subject to flood risk. 	<ul style="list-style-type: none"> • deliver actions relating to the Centre set out in the Easterhouse Strategic Development Framework (SDF).
East Kilbride	Town Centre	Retail, business, economic, civic, health, community, leisure uses, public transport hub	<ul style="list-style-type: none"> • competition from other retail locations; • need for more marketable floorspace; • complicated layout and connections between the variety of uses; • improve the internal and external fabric of the shopping centre; • accessing funding opportunities; • raise the profile of the town centre and potential of the visitor economy for both the day and evening economy; • parts of the area subject to flood risk. 	<ul style="list-style-type: none"> • reconfiguration of retail floorspace and rezone the shopping centre to create differentiated shopping trips; • support investment to maintain and grow the town centre's role and function; • progress funding applications to support a range of activities including incubation units, business support, training, major refurbishments; • redevelopment of public facilities; • renew/replace/refurbish building fabric; • re-launch the shopping centre to a wider catchment with a new brand and identity.

Schedule 2 Network of Strategic Centres

Strategic Centre	Status	Role and Function	Challenges	Future Actions
Greenock	Town Centre	Retail, civic, leisure, community, employment, business, residential	<ul style="list-style-type: none"> • address the effects of declining population and continue to improve the quality of the environment; • strengthen the retail role to take account of changing shopper habits and patterns; • parts of the area subject to flood risk. 	<ul style="list-style-type: none"> • continue to improve the public realm and retail offer, including the complementary role of Port Glasgow and investigate actions needed to undertake a health check for the town centre.
Hamilton	Town Centre	Retail, business, economic, civic, education, health, community, leisure, public transport hub	<ul style="list-style-type: none"> • competition from other retail locations; • underused floorspace and key vacant buildings in town centre; • ongoing maintenance and enhancement of public realm and the accessibility of the town centre; • limited retail offer and low footfall; • parts of the area subject to flood risk. 	<ul style="list-style-type: none"> • take forward the Hamilton Business Improvement District; • review options to improve public realm and the accessibility of the core area. • improve the diversity, offer and choice to strengthen both the day and the evening economy. • encourage a range of uses to increase footfall.
Kirkintilloch	Town Centre	Retail, cultural, civic, community	<ul style="list-style-type: none"> • reduction in the quantity and quality of retail offer and competition from larger retail locations; • lack of evening activity; • lack of direct access by rail; • priority imbalance between pedestrians and traffic; • better integration between the Cowgate with Townhead areas; • parts of the area subject to flood risk. 	<ul style="list-style-type: none"> • continued improvements to public realm through the ongoing masterplan; • improved linkages with the Forth and Clyde Canal and Antonine Wall to better exploit the visitor economy potential of the town; • modernise the core retail area at Cowgate to retain vitality and enhance the town centre.
Lanark	Town Centre	Tourism and cultural, heritage assets, retail, civic, community, public transport hub	<ul style="list-style-type: none"> • limited population catchment; • quality of retail offer and vibrancy of the town centre. 	<ul style="list-style-type: none"> • develop the retail offer, evening economy and the town centre's administrative role for the wider rural area; • improve visitor economy and cultural and historical opportunities and linkages within the town centre.



Schedule 2 Network of Strategic Centres

Strategic Centre	Status	Role and Function	Challenges	Future Actions
Motherwell	Town Centre	Retail, civic, community, employment, commercial	<ul style="list-style-type: none">• retail contraction;• proximity to Ravenscraig and uncertainty over timescales for its development;• significant barriers to pedestrian movement within the town centre;• limited evening economy;• ensure that public services and facilities remain within the town centre;• parts of the area subject to flood risk.	<ul style="list-style-type: none">• finalise the Draft Motherwell Town Centre Action Plan and take forward the agreed outcomes.
Newton Mearns	Town Centre	Retail, civic, community, employment, business	<ul style="list-style-type: none">• limited scope for growth;• competition from other retail locations;• parts of the area subject to flood risk.	<ul style="list-style-type: none">• potential to reconfigure civic uses to be explored;• introduce a range of appropriate complementary uses to assist vibrancy;• enhancement of adjoining community uses to be explored;• produce a Town Centre strategy.
Paisley	Town Centre	Cultural, heritage, retail, civic, community, leisure, education, public transport hub	<ul style="list-style-type: none">• to capitalise on the potential of cultural and heritage assets to stimulate regeneration;• address underused upper floors and vacancy in core areas;• enhance and diversify the offer and choice to strengthen the evening economy;• parts of the area subject to flood risk.	<ul style="list-style-type: none">• implement Paisley Town Centre Heritage Asset Strategy and take forward a bid for UK City of Culture 2021;• deliver programme of public realm enhancement works to the historic fabric;• deliver varied events/cultural programmes;• encourage a range of uses and increase town centre population.
Parkhead	Town Centre	Retail, commercial, leisure, civic, community	<ul style="list-style-type: none">• poor quality streetscape and high street shopping environment;• vacancy issues focused around Parkhead Cross;• parts of the area subject to flood risk.	<ul style="list-style-type: none">• support delivery of the second phase of the Townscape Heritage Initiative aimed at improving shopfronts and the quality of the retail environment around Parkhead Cross.

Schedule 2 Network of Strategic Centres

Strategic Centre	Status	Role and Function	Challenges	Future Actions
Partick/Byres Road	Town Centre	Retail, commercial, leisure, civic, community	<ul style="list-style-type: none"> pressure for non-retail uses focused on the Byres Rd area; lack of usable public space and poor quality public realm; potential reduction in footfall due to closure of Western Infirmary hospital; lack of development opportunities for modern large scale retailers; parts of the area subject to flood risk. 	<ul style="list-style-type: none"> maintain an appropriate balance of retail and non-retail uses in the Byres Road area; support the approved Business Improvement District process (Byres Road only); continue to invest in the public realm as set out in the emerging Byres Road Masterplan; support delivery of the Glasgow University Campus Plan for the former Western Infirmary hospital site.
Pollok	Town Centre	Retail, commercial, leisure, civic, community	<ul style="list-style-type: none"> the need to continue to develop a diversity of town centre uses; the retail element of the centre is predominantly accessed by car; parts of the area subject to flood risk. 	<ul style="list-style-type: none"> develop the centre through delivery of the current outline planning consent for additional retail, employment and leisure uses; promote multi modal based access to the town centre.
Ravenscraig	Town Centre	Regeneration, retail, education, leisure, employment	<ul style="list-style-type: none"> revision of masterplan and extended timescale for delivery. 	<ul style="list-style-type: none"> promote and support Ravenscraig masterplan.
Shawlands	Town Centre	Retail, commercial, leisure, civic, community	<ul style="list-style-type: none"> long term erosion of its retail offer; develop the town centre as a community hub for residents; parts of the area subject to flood risk. 	<ul style="list-style-type: none"> implement the Shawlands Town Centre Action Plan Spatial Strategy; seek the retail led regeneration of the Centre focused on Shawlands Arcade.
Wishaw	Town Centre	Retail, civic, community	<ul style="list-style-type: none"> retail contraction; proximity to Ravenscraig and uncertainty over timescales; traffic congestion issues reduces the attractiveness of the town centre to users; parts of the area subject to flood risk. 	<ul style="list-style-type: none"> take forward the Town Centre Framework for Wishaw and its accompanying Action Plan.



Strategic Economic Investment Locations

6.12 The Spatial Development Strategy identifies 22 Strategic Economic Investment Locations (SEILs) (**Schedule 3 and Diagram 4**) which will support the long term vision of a rebalanced low carbon economy, boosting competitiveness and tackling inequality. The SEILs have been selected because they are the priority locations to promote the Scottish Government's key economic sectors and Scottish Enterprise's locational priorities, and are in sustainable locations. **Schedule 3** identifies each SEIL's dominant role and function, the opportunities for growth and challenges which need to be addressed (**Background Report 6**).

6.13 Access to wider UK, European and global markets is essential to support the city region's economy and development of the SEILs. The city region's competitive position is significantly dependent on its ability to access economic markets efficiently and effectively. Continuing investment, including City Deal, in the city region's infrastructure including High Speed Rail, Glasgow Airport, road, rail, active travel access and digital connectivity, will be important in securing its competitive position. The Glasgow and Clyde Valley City Deal includes a series of infrastructure projects which will make a significant contribution to the future development of the SEILs and their supporting infrastructure. The links between the City Deal and SEILs are identified in **Schedule 3**.

6.14 Given its scale and importance to the city region, Glasgow City Centre is the primary SEIL in the network in relation to its dominant roles and functions. Its location and surrounding areas support employment districts, University campuses, related research and development, cultural quarters, and emerging renewable technology focus. Its inherent accessibility by sustainable transport and its mix of economic activity and employment, results in an ability to meet a wide range of economic roles and functions and to be the centre for the new low carbon sustainable economy.

6.15 Three business clusters have been identified, which allow the SDP to align with other existing economic strategies and provide consistency in how these locations are promoted across a range of strategies.

- **Glasgow City Centre cluster** comprising, Glasgow City Centre, International Financial Service District, International Technology and Renewable Energy Zone and Creative Clyde Enterprise Area (incorporating Hydro/SECC and Pacific Quay);
- **Bio Corridor cluster** comprising BioCity Enterprise Area, West of Scotland Science Park and Queen Elizabeth University Hospital Glasgow;
- **Glasgow Airport Investment Area**.

6.16 The Spatial Development Strategy's focus on key strategic locations does not preclude additional business and industrial sites from being promoted and developed through LDPs, in response to local need.

Policy 5

Strategic Economic Investment Locations

The Strategic Economic Investment Locations (SEILs) set out in **Schedule 3** and **Diagram 4** are the city region's strategic response to delivering long-term sustainable economic growth.

To support the Vision and Spatial Development Strategy, Local Authorities should

- safeguard and promote investment in the SEILs to support their dominant role and function and to address the opportunities/challenges as identified in **Schedule 3**. This may include providing opportunities for the expansion or consolidation of these locations, where appropriate; and,
- identify the locations and circumstances when other uses commensurate to the scale of the SEILs non-dominant role and function will be supported. The Implementing the Plan and Development Management section of the Plan should be taken into account when considering non-dominant role/function uses within the SEILs.

Schedule 3 Strategic Economic Investment Locations

Strategic Economic Investment Location	Key Sectors (dominant role and function)	Opportunities/Challenges
Glasgow City Centre Cluster comprising		
Glasgow City Centre	Business and financial services; green technologies; higher and further education; visitor economy	<p>The proposed City Development Plan identifies the preparation of a City Centre Strategic Development Framework (SDF) as a priority. The SDF will encapsulate the spatial elements of the City Centre Strategy. The City Centre Strategy seeks to improve accessibility within the City Centre, and improve connectivity between the Principal Office Area, the Learning Quarter, and other City Centre Districts. City Deal investment will support the City Centre Strategy by delivering public realm, smart infrastructure, and sustainable transport projects. The University campus plans, Edinburgh Glasgow Improvement Programme (EGIP), which includes improvements to Queen Street Station, and the extension to Buchanan Galleries will all bring significant improvements to the City Centre.</p> <p>(Note that both the International Technology and Renewable Energy Zone (ITREZ) and International Financial Service District (IFSD) SEILs sit within the specific City Centre SEIL boundary).</p>
Creative Clyde Enterprise Area (Incorporating Hydro/SECC and Pacific Quay)	Creative and digital industries; visitor economy	<p>This location provides development opportunities on both banks of the River Clyde. On the south bank, its Enterprise Zone status provides incentives to encourage further development for businesses operating within the creative and digital industries, as will the improved accessibility provided by Fastlink. City Deal investment will provide improvements in pedestrian/cycle accessibility.</p> <p>The Scottish Enterprise masterplan seeks a range of complementary uses such as retail, leisure, and residential, in order to create a night-time economy. Visitor economy activity is focused on the Science Centre.</p> <p>On the north bank, the Hydro/SECC is an established high quality location which focuses on visitor economy, including business tourism.</p>
International Financial Service District (IFSD)	Business and Financial services	<p>City Deal investment will support accessibility and public realm, and sustainable transport infrastructure. The City Centre Strategy encourages new build and refurbishment developments which will provide residential, hotel, leisure, and supporting uses in order to promote a night-time economy in the initial IFSD (Broomielaw) area.</p> <p>IFSD, aimed at expanding the financial services sector, has now developed into a City Centre wide brand and is no longer spatially linked to the area around Broomielaw.</p>
International Technology and Renewable Energy Zone (ITREZ)	Green/Renewable Technologies	<p>Development opportunities remain, and the SEIL could benefit from the University of Strathclyde's campus masterplan, the City Centre Strategy's Learning Quarter and other projects. In addition, City Deal investment will improve physical connectivity with other parts of the City Centre.</p>



Schedule 3 Strategic Economic Investment Locations

Strategic Economic Investment Location	Key Sectors (dominant role and function)	Opportunities/Challenges
Bio Corridor Cluster comprising		
BioCity Enterprise Area	Life Sciences	Recent designation as an “Enterprise Area” by Scottish Government as a key location for life science based businesses. The creation of MediCity as an additional focus will further enhance the Glasgow Bio Corridor and Scottish Life Science Network bringing together academic institutions, the NHS as well as commercial operators.
Queen Elizabeth University Hospital Glasgow	Life sciences (research and development)	Opportunities through the teaching and learning centre and supporting research facilities will allow collaboration between academic, industrial and NHS sectors. Its accessibility with the Creative Clyde SEIL and the City Centre has been improved by bus service and infrastructure improvements, including Fastlink, and City Deal investment will create a new pedestrian/cycle route between the Hospital Campus, Govan, Pacific Quay and the City Centre, thus improving sustainable transport links between these key locations. Improved public transport links to wider hospital catchment. Continued investment in research, education and innovation is encouraged, particularly for life sciences.
West of Scotland Science Park	Life Sciences/Green Technologies	This is an established high quality business park for businesses operating in emerging technologies, including life sciences. Development opportunities remain within the park.
Glasgow Airport Investment Area (GAIA)		
Glasgow Airport Investment Area (GAIA)	Distribution and Logistics/ Manufacturing/Engineering/ Green Technologies/Life Sciences/Research and Development/Airport related use	City Deal investment to improve surface access to Glasgow Airport increasing connectivity to international, national and regional markets. Improving connectivity within the wider SEIL will facilitate the redevelopment and regeneration of key development sites to support growth at this location. This location is also a Strategic Freight Transport Hub which supports the operation of the wider SEIL.
Bishopton	Distribution and Logistics, Manufacturing/Engineering	Redevelopment of previously used land within Community Growth Area. Private sector investment providing fully serviced site as part of wider masterplan. M8 junction improvements/access provision required to facilitate development.

Schedule 3 Strategic Economic Investment Locations

Strategic Economic Investment Location	Key Sectors (dominant role and function)	Opportunities/Challenges
Clyde Gateway	Business and Financial Services/Distribution and Logistics	<p>Within Glasgow, the area is promoted for Use Classes 4, 5 and 6, but other uses such as residential, and hotel will also be appropriate, in line with the approved Masterplan. There has been site acquisition and clearance in order to create development sites. The new 'Smart Bridge' with the National Business District is completed, thereby increasing accessibility across the River Clyde. Surface water management and infrastructure provision is an issue within the southern part of the Glasgow section of the SEIL.</p> <p>Within South Lanarkshire the Shawfield site Phase 1, part of the National Business District, is remediated, serviced and new pedestrian walkways and bridge completed. Consent granted for class 4 and ancillary uses and site currently being marketed. Further development land in Shawfield will be brought forward in future phases, remediation and servicing will require to be undertaken. The area provides an opportunity to bring 10,000 jobs to the location. A new office and commercial district has been created on a previously derelict 5Ha site bounded by Farmeloa Road and Cambuslang Road in Rutherglen. The site has the potential to bring 1,000 jobs to the area.</p>
Clydebank Riverside*	Business and Financial Services/Life Sciences	<p>Opportunities for further development exist adjacent to recent business development at Queens Quay and Clyde Gate, which could link to existing and planned health (Golden Jubilee Hospital and proposed care home and health centre), leisure (proposed West Dunbartonshire Council leisure centre) and educational (Clydebank College) uses. West Dunbartonshire Council has committed £16m towards advance infrastructure to realise a 1,000 house development on Queens Quay.</p>
Eurocentral	Distribution and Logistics	<p>Eurocentral Scotland has been masterplanned to offer a range of serviced plots to accommodate production and distribution businesses and significant development opportunities remain. Large scale speculative development has also provided major floorspace with significant accommodation available to the market for business and distribution activities.</p> <p>Additional opportunities at Newhouse Industrial Estate and Mossend Railhead further augment the attractiveness of the SEIL for future development.</p> <p>Enhanced access to the SEIL will be secured through the M8/M73/M74 Motorway Improvement Project. City Deal funding offers further opportunities to enhance connectivity to Eurocentral from surrounding communities.</p> <p>This location is also a Strategic Freight Transport Hub which supports the operation of the wider SEIL.</p>

* Proposals likely to have a significant effect on the Inner Clyde Special Protection Area will only be supported if it can be ascertained, by means of an Appropriate Assessment, that the integrity of the European site will not be adversely affected.



Schedule 3 Strategic Economic Investment Locations

Strategic Economic Investment Location	Key Sectors (dominant role and function)	Opportunities/Challenges
Gartcosh	Business and Financial Services	<p>Significant development potential remains at Gartcosh where three large scale development areas offer a range of options for business users. The location has direct access to the motorway network (M73), a passenger rail station on site, and is in close proximity to the Gartcosh/Glenboig Community Growth Area.</p> <p>Significant opportunities also exist to augment the established Scottish Crime Campus.</p> <p>To help stimulate investment, Fusion Assets are promoting part of the site as the Gartcosh Industrial Park, where advance infrastructure works are ongoing on the first phase of a development. City Deal investment is also being investigated to improve access to the site.</p>
Hamilton International Technology Park	Business and Financial Services/Life Sciences/Creative and Digital Industries	<p>This is an established high quality business park and the key challenge is to retain this character through maintaining the environmental quality and preventing inappropriate changes of use.</p>
Hillington/Renfrew North	Distribution and Logistics, Manufacturing/Engineering, Business Services	<p>Innovative development mechanism (Simplified Planning Zone) in place to encourage growth and diversify uses in this successful sustainable business park location. A need to continue to evolve and adapt to changing market demands and facilitate the development of key sites.</p> <p>This location is also a Strategic Freight Transport Hub which supports the operation of the wider SEIL.</p>
Inverclyde Waterfront	Green Technologies/Business and Financial Services	<p>The National Renewables Infrastructure Plan (NRIP) identifies Inchgreen as a phase 2 site (i.e. further potential site) for distributed manufacturing/operations and maintenance of offshore wind infrastructure. City Deal investment will support the development of this site for renewable and specialist marine services by enabling remediation works and access improvements. There are potential opportunities for public sector funding to progress several sites, i.e. through Riverside Inverclyde Urban Regeneration Company. A flexible planning policy approach provides the scope to meet changing market demands, where appropriate.</p>
Lomondgate	Business and Financial Services/Creative and Digital Industries/Tourism	<p>Planning permission for a business park adjacent to existing international businesses and established roadside services on the A82 strategic route. Further opportunities exist within the Vale of Leven Industrial Estate within a wooded setting. Existing properties within the Vale of Leven Industrial Estate would benefit from improvements. Green Network enhancement projects have been identified.</p>
Peel Park North	Life Sciences/Creative and Digital Industries	<p>This is an established high quality business park and the key challenge is to retain this character through maintaining the environmental quality and preventing inappropriate changes of use. City Deal investment in East Kilbride road schemes will increase the accessibility of this location.</p>

Schedule 3 Strategic Economic Investment Locations

Strategic Economic Investment Location	Key Sectors (dominant role and function)	Opportunities/Challenges
Poniel	Distribution and Logistics	Part of the site has been developed for a whisky blending and storage facility. The consent on the remainder of the site has recently been extended by three years. A change of ownership and the economic downturn have delayed progress on the development of the site.
Ravenscraig	Business and Financial Services/Construction/Manufacturing/Engineering/Further and Higher Education	<p>Designation as a National Development within NPF3 reflects the importance given to the regeneration of Ravenscraig to create a sustainable settlement and there is considerable potential to accommodate a range of business and educational opportunities across the site including the continuation of manufacturing and engineering and further and higher education related activities at the New College Lanarkshire Campus.</p> <p>The masterplan for the site is currently under review by Ravenscraig Ltd to reflect current market conditions and opportunities are being examined to consider the scope for utilising Tax Incremental Financing (TIF) to unlock future opportunities on site.</p>
Robroyston	Business and Financial services	Business pavilions have been developed to provide the Novo Business Park, and the wider area within the site has been prepared for development, offering a range of development opportunities.
Scottish Enterprise Technology Park (SETP)	Life Sciences/Creative and Digital Industries/Green Technologies (Research and Development)	<p>This is an established specialised business park and the key challenge is to retain this character through maintaining the environmental quality and preventing inappropriate changes of use.</p> <p>Ongoing restructuring within the estate has created a number of small scale brownfield sites available for development. City Deal investment in East Kilbride road schemes will increase the accessibility of this location.</p>



Strategic Freight Transport Hubs

6.17 The sustainable transportation of goods and raw materials is essential to the long term growth of a low carbon economy in the city region. In order to achieve this, it is appropriate to promote a modal shift from road to rail and sea.

6.18 The Spatial Development Strategy supports this modal shift by safeguarding and promoting investment in seven Strategic Freight Transport Hubs (SFTHs) as identified in **Schedule 4, Diagram 4, Background Report 6**.

6.19 The schedule also sets out the opportunities for future growth and any challenges which need to be addressed.

6.20 The SFTHs have been selected because they maximise access to ports, rail networks and airports, with Eurocentral/Mossend, Gartsherrie, Deanside and Burnbrae facilitating the transfer of freight from road to rail, while Greenock Ocean Terminal and King George V Dock supports road to sea transfers and Glasgow Airport allows road to air transfers.

6.21 The SFTHs, when viewed collectively, link the key transport modes/networks and provide opportunities for freight to be transported by each mode. The SFTHs are also capable of accommodating the general trend within freight movements towards larger ships and containers.

Policy 6

Strategic Freight Transport Hubs

The Strategic Freight Transport Hubs set out in **Schedule 4** and **Diagram 4** comprise the strategic response to long-term sustainable freight movements into and within the city region.

To support the Vision and Spatial Development Strategy, Local Authorities should

- safeguard and promote investment in the Strategic Freight Transport Hubs to support the agreed freight mode and, where appropriate, associated passenger facilities;
- ensure that ancillary land allocations adjacent to freight facilities where appropriate, are safeguarded solely for the purposes of freight activity; for example, storage, trans-shipment, break-bulk infrastructure and related services.

Schedule 4 Strategic Freight Transport Hubs

Strategic Freight Transport Hubs	Location	Mode	Opportunities/ Challenges
Burnbrae	Linwood Renfrewshire	Road/Rail	Sustainable established freight hub in close proximity to various transport modes. Future growth would require the innovative use of existing available land.
Deanside	Hillington Renfrewshire	Rail	Adopted innovative development mechanism can facilitate future growth and enhancement of this freight hub in support of the wider SEIL. Significant expansion of the freight hub would require a comprehensive approach to development.
Eurocentral/ Mossend	Mossend North Lanarkshire	Rail/Road	Enhanced access by road to the Freight Hub will be secured following completion of the M8/M73/M74 Motorway Improvement Project. Major opportunity to further encourage the modal shift to rail likely through the planned expansion of the Mossend Railhead, including the development of a new Mossend International Rail Freightpark.
Gartsherrie	Coatbridge North Lanarkshire	Rail/Road	Established freight hub with limited future expansion opportunities. Poor accessibility to wider roads network. City Deal investment offers potential to improve road access to the site.
Glasgow Airport	Paisley Renfrewshire	Air	City Deal investment offers potential to expand freight hub in support of the Glasgow city region economy. Requirement to improve existing access to wider transport network.
King George V Dock	Govan Glasgow	Sea	Improve existing access to wider transport network.
Greenock Ocean Terminal	Greenock Inverclyde	Sea	City Deal investment will provide the opportunity to improve access, extend the quayside and deliver a dedicated cruise liner terminal. While focused on enhancing cruise liner activity, this project will also release quayside capacity for freight transport activity.



Diagram 4

Strategic Economic Investment Locations

Glasgow City Centre Cluster

- 1 Glasgow City Centre
- 2 Creative Clyde Enterprise Area (incorporating Hydro/SECC and Pacific Quay)
- 3 International Financial Service District (IFSD)
- 4 International Technology and Renewable Energy Zone (ITREZ)

Bio-Corridor Cluster

- 5 BioCity Enterprise Area
- 6 Queen Elizabeth University Hospital Glasgow
- 7 West of Scotland Science Park

Glasgow Airport Investment Area

- 8 Glasgow Airport Investment Area (GAIA) (comprising Inchinnan, Netherton Farm and Westway)

- 9 Bishopton
- 10 Clyde Gateway
- 11 Clydebank Riverside
- 12 Eurocentral
- 13 Gartcosh
- 14 Hamilton International Technology Park
- 15 Hillington/Renfrew North
- 16 Inverclyde Waterfront
- 17 Lomondgate
- 18 Peel Park North
- 19 Poniel
- 20 Ravenscraig
- 21 Robroyston
- 22 Scottish Enterprise Technology Park (SETP)

Strategic Freight Transport Hubs

- 1 Burnbrae
- 2 Deanside
- 3 Eurocentral/Mossend
- 4 Gartsherrie
- 5 Glasgow Airport
- 6 King George V Dock
- 7 Greenock Ocean Terminal

Enabling Delivery of New Homes

6.22 Housing plays a fundamental role in the overall economic, social and environmental success of the city region. Housebuilding makes an important contribution to the city region's economy and as well as creating new homes, delivers wider societal benefits through the generation of employment, and by sustaining and enhancing local community facilities such as schools, shops, recreation facilities and open spaces.

6.23 Clydeplan is committed to supporting growth in this sector by creating high quality places which deliver the right type of homes in the right locations. The Housing Land Requirement set out in this Plan will enable ambitious yet realistic levels of growth to be planned for across the city region.

6.24 The Vision and Spatial Development Strategy supports the provision of high quality and affordable housing in the right location which is central to the creation of a successful, sustainable and growing city region. This will be realised through the prioritisation of regeneration activities, the recycling of previously used land, and higher density development in support of the delivery of the Plan's compact city model.

6.25 The strategy also includes a range of large scale planned greenfield sites including the Community Growth Areas, released through earlier plans and either still under development or still to commence, as well as a range and choice of other greenfield and brownfield sites.

6.26 The land supply is being continually supplemented through Local Development Plans and the granting of planning permissions. Since the SDP (May 2012) was approved over 15,000 additional units have been added to the housing land supply offering a range of sites in terms of size and location across the city region.



6.27 The recent economic downturn has impacted significantly on the delivery of new housing. However in support of its Vision and Spatial Development Strategy and ambitions for growth, Clydeplan aims to meet the need and demand for housing in full by setting a policy context that provides for a generous supply of land and which assists in enhancing the delivery of new housing, shaping new developments and creating high quality places that will sustain and grow communities into the future.

6.28 In support of these aims, Clydeplan will continue to work with stakeholders to identify appropriate actions that contribute towards the delivery of new housing.

Delivering New Homes and Joint Action

6.29 Clydeplan seeks to fully support the housing and development industry to provide homes of the right tenure, quality and in locations which accord with its Vision and Spatial Development Strategy. A key element of the Clydeplan response is to ensure the provision of a generous and effective supply of land for housing.

6.30 Part of Clydeplan's response is to ensure that a generous supply of land is available for development. However, analysis indicates that delivery can be relatively unresponsive to the land supply, with private sector completions remaining low despite a generous land supply ([Background Report 7](#)).

Policy 7

Joint Action Towards the Delivery of New Homes

In order to enhance housing delivery and contribute to the creation of high quality places, Local Authorities, Community Planning Partners and the housebuilding and development industry will work to ensure the delivery of the homes needed to support the Vision and Spatial Strategy.

Local Authorities, at all levels and using a range of measures, should continue to work proactively and collaboratively with housing delivery stakeholders.

Joint action should seek to prioritise activities including the allocation of resources and development of innovative mechanisms, which improve housing delivery across all sectors. This should focus on the existing housing land supply and public sector estate whilst bringing forward new opportunities in accordance with **Policy 8**.

6.31 This evidence along with current market conditions, indicate that the provision of a generous land supply alone, is not sufficient to deliver a sustained recovery in housebuilding, and that other policy responses at national, strategic and local level are required to support the delivery of the Clydeplan Vision and Strategy.

6.32 All stakeholders involved with housing delivery will require to work proactively and collaboratively, to develop innovative solutions which increase both the rate and amount of new housebuilding, and to provide housing products which meet a variety of housing needs.

6.33 As part of the response the Glasgow and Clyde Valley City Deal will support infrastructure provision related to housing delivery including the Community Growth Areas.

6.34 In addition to the identification of a generous land supply in the Development Plan and implementation of the City Deal projects, other public sector activities will include:

- fostering a positive corporate culture supportive of development delivery;
- the provision of certainty through up to date development plans;
- Supplementary Guidance;
- masterplanning, development briefs and planning permissions;
- the application of proportionate and flexible arrangements for Planning Obligations seeking developers contributions towards infrastructure needed to support new developments;
- effective use of the public sector estate and land assembly including through the use of Compulsory Purchase Orders where required;
- support for registered social landlords to up-scale delivery with a range of innovative products;
- innovative approaches to the funding of infrastructure and arrangements for sharing the risk and rewards from development between the private and public sector;
- engagement with wider community planning partners and communities; and,
- direct subsidy.



6.35 The private sector also requires to respond with innovation and flexibility to develop affordable solutions and delivery models that can be made to work in current economic and market conditions and which meet housing need including the housing need of younger people, private renters and the ageing population.

6.36 By working proactively and jointly and with sustained long term activity, Clydeplan, its Local Authorities and wider stakeholders can ensure that they contribute to growth in the delivery of new homes across the city region, in support of the Vision and Spatial Development Strategy.

Assessing Housing Need and Demand in a City Region Context

6.37 The long term strategic planning for housing in the city region is informed by a Housing Need and Demand Assessment (HNDA) prepared under the context provided by the Scottish Government's Centre for Housing Market Analysis (CHMA).

6.38 A HNDA estimates the number of additional homes required to meet existing and future housing need and demand. It also captures information on the operation of the housing system to assist Local Authorities to develop policies on new housing supply, management of existing stock and the provision of housing-related services.

6.39 The HNDA provides the evidence base for identifying housing requirements including the strategic Housing Land Requirement across the city region. It also provides a shared and agreed evidence base for housing and land use planning, and enables Local Housing Strategies and Local Development Plans to be predicated on a common understanding of existing and future need and demand for new housing.

6.40 In 2014 the CHMA refreshed the HNDA guidance and provided an HNDA Tool to estimate the amount and tenure of additional future new housing. Using this refreshed context, the Clydeplan Local Authorities have worked together within the Glasgow and Clyde Valley Housing Market Partnership to produce an HNDA which was signed off by the CHMA as 'robust and credible' in May 2015 ([Background Report 2](#)).

6.41 The HNDA provides estimates of the amount and likely tenure of additional housing required to meet existing and future need and demand, from a base year of 2012. To accord with Scottish Planning Policy the appropriate time periods are 2024 and 2029: i.e. year 7 and year 12 from the estimated plan approval in 2017. Assuming Local Development Plan adoption two years after Strategic Development Plan approval, the housing estimates for years 7 and 12 provide the context for establishing the land requirement for the 5 and 10 year land supplies for Local Development Plan purposes as well as a broad indication of requirements over the longer term of 20 years.

6.42 The housing estimates produced from the HNDA (2015) are lower than the previous HNDA (2011) as a result of:

- the adoption of a different approach to backlog need to reflect only that need which requires an additional house which has significantly reduced backlog need from 85,000 units to 11,700 units;
- the use of the most up to date National Records of Scotland population and household projections which reflect recent trends in the economy and Census figures; and,
- the use of the CHMA's HNDA Tool which estimates future housing need and demand based on factors including household formation, income and house prices.

6.43 Although the housing estimates are lower than the previous HNDA, the Housing Land Requirement set out in this Plan, along with continuing additions to the supply through Local Development Plans and the granting of Planning Permissions, will enable Clydeplan to continue to plan for ambitious yet realistic growth.

Tenure

6.44 The tenure splits presented are for the private and social sectors. The private sector comprises owner occupied and private rent, whilst the social sector comprises social rented plus below market rent. These categories align with the CHMA's HNDA Tool outputs and terminology. For the purposes of consistency with Scottish Planning Policy, the private and social sectors can be taken to broadly align with market and affordable respectively. However the social category does not include some private sector affordable products such as shared equity and low cost home ownership. For this reason the term "*social and affordable*" is used to capture social housing and private sector affordable housing.

6.45 Different analytical approaches have been developed to reflect the different geographical frameworks for private and social sector housing. The social sector is based on Local Authority boundaries, which is the geography within which this housing need generally presents and is met. The private sector is based on a Housing Market Area framework (**Diagram 5**) which reflects how housing choices are exercised across administrative boundaries.

6.46 Further details are provided in the **Background Reports 2 and 8**.

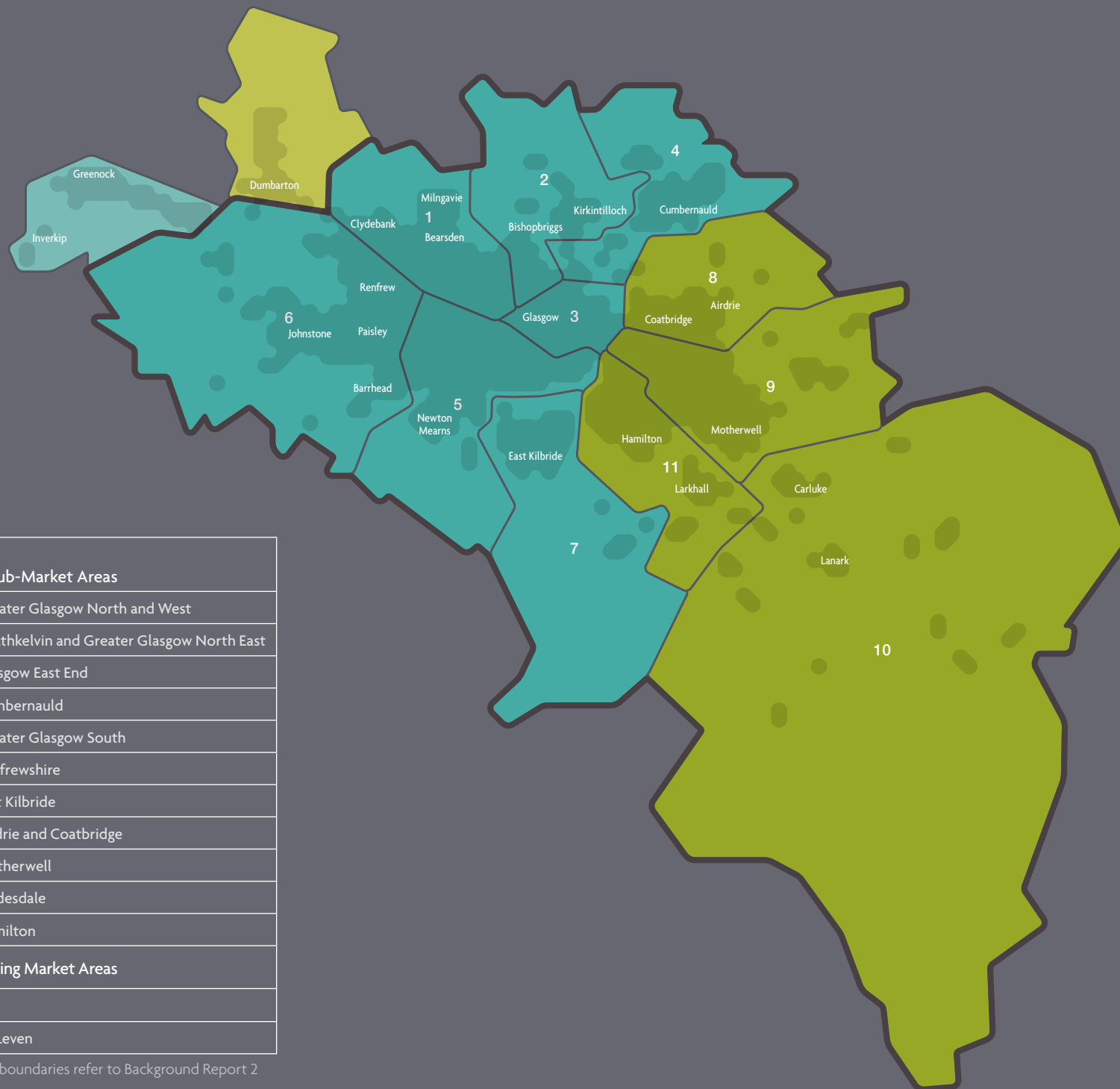




Diagram 5

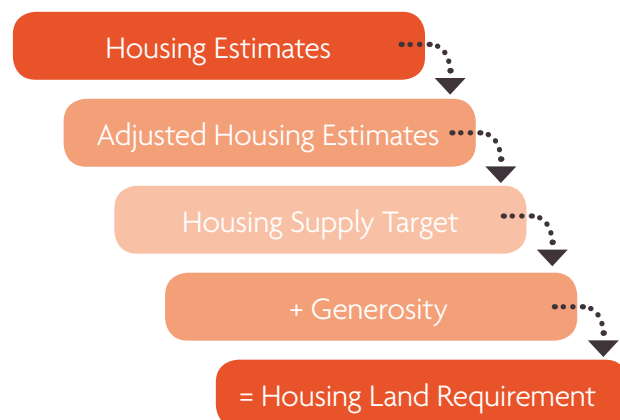
Housing Market Areas

1st Tier HMA	2nd Tier HMA	3rd Tier Housing Sub-Market Areas	
Conurbation	Central Conurbation	1	Greater Glasgow North and West
		2	Strathkelvin and Greater Glasgow North East
		3	Glasgow East End
		4	Cumbernauld
		5	Greater Glasgow South
		6	Renfrewshire
		7	East Kilbride
	Eastern Conurbation	8	Airdrie and Coatbridge
		9	Motherwell
		10	Clydesdale
		11	Hamilton
Discrete (self-contained) Housing Market Areas			
	Inverclyde		
	Dumbarton and Vale of Leven		

For detailed Housing Market Area boundaries refer to Background Report 2

Setting the Housing Land Requirement

6.47 Each of the stages involved in the process of deriving the Housing Land Requirement are described in the following paragraphs with the results set out in [Schedule 6](#).



Housing Estimates

6.48 The Housing Estimates produced from the HNDA Tool are used to inform the Housing Supply Targets which set out a more realistic estimate of additional housing that is aimed to be delivered on the ground over the plan period. Estimates, targets and the land requirement are set out for the social and private sectors.

6.49 Three demographic scenarios were considered for the future growth of the city region: Low Migration, High Migration and Sustained Growth. Using the HNDA Tool, these scenarios produced a range of Housing Estimates as detailed in [Schedule 5](#).

6.50 Based on the economic and demographic drivers impacting on the city region, particularly in relation to the assumptions of modest economic growth and modest increases for incomes and house prices, ([Background Report 2](#)) a number of the economic indicators pointed towards more muted growth than proposed under the SDP (May 2012).

6.51 Taking this evidence into account, along with the feedback through the Main Issues Report consultation process, the Sustained Growth scenario is considered to be a reasonable basis on which to base the future planning for the strategic Housing Land Requirement for the city region and will enable Clydeplan to plan for a more positive and ambitious outlook than the evidence suggests may occur.

6.52 The Sustained Growth scenario is therefore used to set the Housing Supply Targets and Housing Land Requirement which have ultimately been set at levels above the High Migration scenario enabling Clydeplan to plan for ambitious yet realistic levels of growth.

Adjusted Housing Estimates

6.53 The Housing Estimates from the HNDA Tool have been adjusted for the private sector in order to reflect the manner in which this sector operates within market areas, with house buyers searching and moving house irrespective of Local Authority boundaries. This has involved two principle adjustments: apportionment of mobile demand (the proportion of total demand that would move more widely within the city region) throughout the Housing Market Area framework, and a comparison of all projected demand with all projected stock.

6.54 These adjustments have resulted in the private sector estimates increasing overall for the 2012–2029 period by nearly 3,000 units ([Schedule 6](#)) due largely to stock changes, and the estimates for Glasgow City reducing with commensurate increases in other Local Authority areas due to adjustments for mobile demand. The HNDA and its accompanying [Technical Report 07 Strategic Housing Estimates](#), contains full details of the approach.

6.55 The social sector Housing Estimates from the HNDA Tool are generated at Local Authority level. These figures were not subject to the mobility adjustment applied to the private sector, as the need for housing in this sector generally presents and is met at Local Authority geography and is therefore considered to be less mobile.



Schedule 5 Housing Estimates by Tenure 2012–2029						
Scenario		Social Sector	%	Private Sector	%	Total
Sustained Growth	total	39,320	43	52,540	57	91,860
	pa	2,310		3,090		5,400
High Migration	total	38,330	36	69,040	64	107,370
	pa	2,260		4,060		6,320
Low Migration	total	33,610	44	42,360	56	75,970
	pa	1,980		2,490		4,470

pa: per annum

Figures subject to rounding

Social Sector: Social Rent and Below Market Rent

Private Sector: Owner Occupied and Private Rent

Source:

Background Report 2

Housing Supply Targets

6.56 Using the Adjusted Housing Estimates, Housing Supply Targets take account of both policy and practical considerations in relation to the number of homes aimed to be delivered within each Local Authority area and functional Housing Market Area, taking into account a range of factors including:

- local and wider economic, social and environmental factors including for example City Deal;
- issues of capacity, resources and deliverability; and,
- the likely pace and scale of delivery based on completion rates and recent development levels.

6.57 Across the city region the diverse geographical, economic and social challenges facing Local Authorities and the development sector around the delivery of new housing have been factored into the approach to the setting of Housing Supply Targets (**Background Report 8**).

6.58 Private sector targets have been increased, which has had the effect of increasing all tenure targets, to reflect both the population and economic growth ambitions of the Clydeplan Vision and Spatial Development Strategy (**Schedules 6 and 7**) and anticipated levels of delivery.

6.59 There has been a downward adjustment of the social sector targets to reflect the likely availability of resources as well as past completion rates and a broadly compensatory upward adjustment of the private sector targets. The resultant Housing Supply Targets are considered to be realistic and deliverable.

6.60 The identification of an all-tenure Housing Supply Target recognises the potential role of the private sector in providing a range of affordable housing types, not just through the application of quota policies to otherwise wholly private developments. New housing provided in any tenure will contribute to meeting the overall Housing Supply Targets which have been identified across Clydeplan. Assumptions regarding the likely tenure of the provider should not impose artificial or unnecessary restrictions on new housing provision.

Generosity

6.61 In compliance with Scottish Planning Policy, generosity is to be added to Housing Supply Targets to establish the Housing Land Requirement. In the setting of realistic and deliverable targets, the social sector targets have been generally reduced on the basis of resource availability assumptions with the balance being generally reallocated to the private sector.

6.62 In order to provide flexibility, support the housebuilding industry and provide for long term growth, a generosity level of 15% has been applied to the Housing Supply Target (**Schedules 6 and 8**).

6.63 **Schedule 6** illustrates the impact that the adjustments have made to the initial Housing Estimates to take account of the anticipated tenure balance and generosity. These adjustments have the effect of setting private sector and all-tenure Housing Land Requirements which not only exceed the Housing Estimates for the Sustained Growth Scenario chosen for the Plan, but also those for the more optimistic High Migration scenario.

6.64 These requirements are considered to support the delivery of Clydeplan's ambitions for growth inherent in its Vision and Spatial Development Strategy.

Housing Land Requirement

6.65 The Housing Land Requirement can be met from a number of sources, most notably from sites in the established land supply which are considered effective or expected to become effective in the plan period, sites with planning permission, proposed new land allocations in Local Development Plans, potential new sites identified in the Urban Capacity Study (**Background Report 9**) and the land supply will be supplemented from the granting of new planning permissions and other additional windfall sites. The private sector Housing Land Requirement should be met at Housing Sub-Market Area to provide for local and mobile housing demand as set out in **Schedule 9**.

6.66 Regardless of the indicative surpluses and shortfalls (based on 2013 housing supply data) shown in **Schedules 9 and 10**, it will be for Local Development Plans to ensure, in accordance with **Policy 8** and informed by up to date housing land supply data, that sufficient housing land is allocated which is effective, or capable of becoming so, such as to meet the Housing Land Requirement for each Housing Sub-Market Area and each Local Authority as set out in **Schedules 8, 9 and 10**. In light of the additional funding for the Affordable Housing Supply Programme to 2021, LDPs may allocate additional land over-and above the social sector Housing Land Requirement if evidence indicates that this is appropriate and would support the delivery of additional social sector housing.

Policy 8

Housing Land Requirement

In order to provide a generous supply of land for housing and assist in the delivery of the Housing Supply Targets in support of the Vision and Spatial Development Strategy, Local Authorities should:

- make provisions in Local Development Plans for the all tenure Housing Land Requirement by Local Authority set out in **Schedule 8**, for the Private Housing Land Requirement by Housing Sub-Market Area set out in **Schedule 9** and for the Private Housing Land Requirement by Local Authority set out in **Schedule 10**;
- allocate a range of sites which are effective or expected to become effective in the plan periods to meet the Housing Land Requirement, for each Housing Sub-Market Area and for each Local Authority, of the SDP up to year 10 from the expected year of adoption;
- provide for a minimum of 5 years effective land supply at all times for each Housing Sub-Market Area and for each Local Authority; and,
- undertake annual monitoring of completions and land supply through Housing Land Audits.

Local Authorities should take steps to remedy any shortfalls in the five-year supply of effective housing land through the granting of planning permission for housing developments, on greenfield or brownfield sites, subject to satisfying each of the following criteria:

- the development will help to remedy the shortfall which has been identified;
- the development will contribute to sustainable development;
- the development will be in keeping with the character of the settlement and the local area;
- the development will not undermine Green Belt objectives; and,
- any additional infrastructure required as a result of the development is either committed or to be funded by the developer.



Schedule 6 Housing Supply Targets and Housing Land Requirement (GCV Area)

		2012–2024			2024–2029			2012–2029		
		Social Sector	Private Sector	Total	Social Sector	Private Sector	Total	Social Sector	Private Sector	Total
Housing Estimates Sustained Growth Scenario ¹	total	31,730	39,810	71,540	7,590	12,730	20,320	39,320	52,540	91,860
	per annum	2,640	3,320	5,960	1,520	2,550	4,070	2,310	3,090	5,400
Adjusted Housing Estimates ¹	total	31,860	41,760	73,620	7,870	13,650	21,520	39,730	55,410	95,140
	per annum	2,660	3,480	6,140	1,570	2,730	4,300	2,340	3,260	5,600
Housing Supply Targets ²	total	22,310	50,950	73,260	8,980	18,750	27,730	31,290	69,700	100,990
	per annum	1,860	4,250	6,110	1,800	3,750	5,500	1,840	4,100	5,940
Housing Land Requirement ²	total	25,660	58,590	84,250	10,330	21,570	31,900	35,990	80,160	116,150
	per annum	2,140	4,880	7,020	2,070	4,310	6,380	2,120	4,720	6,840
GCV Housing Land Supply 2013 ^{3,4}	total	15,700	70,840	86,540	2,170	28,890	31,060	17,870	99,730	117,600
	per annum	1,310	5,900	7,210	430	5,780	6,210	1,050	5,870	6,920

Figures subject to rounding

Social Sector: Social Rent and Below Market Rent

Private Sector: Owner Occupied and Private Rent

Housing Land Requirement is the Housing Supply Target plus 15% generosity

Housing Land Supply includes 2012/2013 completions

Sources:

1. Background Report 2

2. Background Report 8

3. Background Report 7

4. Background Report 9

Schedule 7 All Tenure Housing Supply Targets by Local Authority

Local Authority		2012–2024			2024–2029			2012–2029		
		Social Sector	Private Sector	Total	Social Sector	Private Sector	Total	Social Sector	Private Sector	Total
East Dunbartonshire		630	1,610	2,240	0	20	20	630	1,630	2,260
East Renfrewshire		540	2,270	2,810	230	750	980	770	3,020	3,790
Glasgow City		12,000	17,970	29,970	5,000	7,580	12,580	17,000	25,550	42,550
Inverclyde		1,100	2,050	3,150	400	850	1,250	1,500	2,900	4,400
North Lanarkshire		2,640	10,080	12,720	1,100	4,200	5,300	3,740	14,280	18,020
Renfrewshire		1,800	6,050	7,850	750	1,260	2,010	2,550	7,310	9,860
South Lanarkshire		2,640	9,120	11,760	1,100	3,340	4,440	3,740	12,460	16,200
West Dunbartonshire		960	1,800	2,760	400	750	1,150	1,360	2,550	3,910
GCV	total	22,310	50,950	73,260	8,980	18,750	27,730	31,290	69,700	100,990
	per annum	1,860	4,250	6,110	1,800	3,750	5,550	1,840	4,100	5,940

Figures subject to rounding

Social Sector: Social Rent and Below Market Rent

Private Sector: Owner Occupied and Private Rent

Source:

Background Report 8



Schedule 8 All Tenure Housing Land Requirement by Local Authority

Local Authority		2012–2024			2024–2029			2012–2029		
		Social Sector	Private Sector	Total	Social Sector	Private Sector	Total	Social Sector	Private Sector	Total
East Dunbartonshire		720	1,850	2,570	0	30	30	720	1,880	2,600
East Renfrewshire		620	2,610	3,230	260	830	1,120	880	3,470	4,350
Glasgow City		13,800	20,670	34,470	5,750	8,720	14,470	19,550	29,390	48,940
Inverclyde		1,270	2,360	3,630	460	980	1,440	1,730	3,340	5,070
North Lanarkshire		3,040	11,590	14,630	1,270	4,830	6,100	4,310	16,420	20,730
Renfrewshire		2,070	6,950	9,020	860	1,450	2,310	2,930	8,400	11,330
South Lanarkshire		3,040	10,490	13,530	1,270	3,840	5,110	4,310	14,330	18,640
West Dunbartonshire		1,100	2,070	3,170	460	860	1,320	1,560	2,930	4,490
GCV	total	25,660	58,590	84,250	10,330	21,570	31,900	35,990	80,160	116,150
	per annum	2,140	4,880	7,020	2,070	4,310	6,380	2,120	4,720	6,840

Figures subject to rounding

Social Sector: Social Rent and Below Market Rent

Private Sector: Owner Occupied and Private Rent

Housing Land Requirement is the Housing Supply Target plus 15% generosity

Source:

Background Report 8

Housing Land Supply

6.67 For the purposes of strategic planning, it is essential to consider the longer term supply of land available to meet housing need and demand for the planning periods from the base year of 2012, to 2024 and 2029. The Local Authority Housing Land Audits (**Background Report 7**) estimate the programming of housing sites for a seven year period and together with an Urban Capacity Study undertaken in 2013 (**Background Report 9**), these two sources provided an estimate of the potential future housing land supply in the city region to 2037.

6.68 This evidence indicated that in 2013 there was a substantial supply of land for housing in the Clydeplan area, with just under 118,000 all tenure units (social and private) programmed in the 2013–29 period and more than 34,000 additional units identified into the longer term to 2037. This land supply comprised committed sites where a start had been made (350 sites, 14,350 units), uncommitted sites with planning permission (520 sites, 35,000 units), sites in Local Development Plans (240 sites, 13,900 units) and other proposed housing sites (665 sites, 54,500 units).

6.69 There is a range and choice of brownfield and greenfield sites in locations around the city region. The Community Growth Areas, mainly large scale greenfield sites released through the 2006 Structure Plan, are an element of the longer term supply and sustainable expansion of the city region, but comprise only a small proportion of land regarded as effective in the shorter term.

6.70 The private sector Housing Land Requirement (80,160) exceeds the Adjusted Housing Estimates (55,410) by 45%, whilst the all tenure requirement (116,150) exceeds the Adjusted Housing Estimates (95,140) by 22%.

6.71 Programming of sites in the social sector, particularly for the medium to longer term, is at lower levels than is likely to be delivered. This sector is more reliant on windfall sites which enter Housing Land Audits closer to the point of delivery as a result of a number of factors including: the effect of the five year horizon used for resource planning in Strategic Housing Investment Plans; sites negotiated through planning permissions which are originally private tenure but for which the tenure may switch to social and affordable; and sites identified through public sector asset management such as school closures, again often not identified until closer to the point of delivery.



Schedule 9 Private Housing Land Requirement by Housing Sub-Market Area

		Private Land Supply 2013 ¹			Housing Land Requirement ²			Indicative Surplus/Shortfall ³		
Central Conurbation		2012–24	2024–29	2012–29	2012–24	2024–29	2012–29	2012–24	2024–29	2012–29
Greater Glasgow North and West		8,540	4,630	13,170	7,430	3,670	11,100	1,110	960	2,070
Strathkelvin and Greater Glasgow North East		4,300	1,430	5,730	3,300	1,040	4,340	1,000	390	1,390
Glasgow East		8,830	3,130	11,960	7,650	2,530	10,180	1,180	600	1,780
Cumbernauld		5,030	1,210	6,240	2,900	1,210	4,110	2,130	0	2,130
Greater Glasgow South		10,860	3,620	14,480	9,330	3,060	12,390	1,530	560	2,090
Renfrewshire		9,250	2,590	11,840	8,160	2,030	10,190	1,090	560	1,650
East Kilbride		3,430	1,720	5,150	3,140	1,150	4,290	290	570	860
Total Central Conurbation		50,240	18,330	68,570	41,910	14,690	56,600	8,330	3,640	11,970
Eastern Conurbation										
Airdrie and Coatbridge		3,590	1,320	4,910	4,060	1,690	5,750	-470	-370	-840
Motherwell		5,570	4,280	9,850	4,640	1,930	6,570	930	2,350	3,280
Hamilton		3,820	1,390	5,210	3,150	1,150	4,300	670	240	910
Clydesdale		2,330	1,310	3,640	1,570	760	2,330	760	550	1,310
Total Eastern Conurbation		15,310	8,300	23,610	13,420	5,530	18,950	1,890	2,770	4,660
Conurbation		65,550	26,630	92,180	55,330	20,220	75,550	10,220	6,410	16,630
Discrete Market Area Dumbarton and Vale of Leven		2,390	590	2,980	1,040	430	1,470	1,350	160	1,510
Discrete Market Area Inverclyde		2,900	1,670	4,570	2,220	920	3,140	680	750	1,430
GCV										
GCV	total	70,840	28,890	99,730	58,590	21,570	80,160	12,250	7,320	19,570
	per annum	5,900	5,780	5,870	4,880	4,310	4,720	1,020	1,460	1,150

Figures subject to rounding

1. Includes 2012/2013 completions

2. Housing Supply Target plus 15% generosity

3. Shortfall shown by minus sign

Source:

Background Report 8

Schedule 10 Private Housing Land Requirement by Local Authority

Local Authority		Private Land Supply 2013 ¹			Housing Land Requirement ²			Indicative Surplus		
		2012–24	2024–29	2012–29	2012–24	2024–29	2012–29	2012–24	2024–29	2012–29
East Dunbartonshire		2,550	190	2,740	1,850	30	1,880	700	160	860
East Renfrewshire		3,220	1,120	4,340	2,610	860	3,470	610	260	870
Glasgow City		23,770	10,770	34,540	20,670	8,720	29,390	3,100	2,050	5,150
Inverclyde		2,950	1,670	4,620	2,360	980	3,340	590	690	1,280
North Lanarkshire		14,190	6,810	21,000	11,590	4,830	16,420	2,600	1,980	4,580
Renfrewshire		7,870	1,810	9,680	6,950	1,450	8,400	920	360	1,280
South Lanarkshire		12,540	5,290	17,830	10,490	3,840	14,330	2,050	1,450	3,500
West Dunbartonshire		3,750	1,230	4,980	2,070	860	2,930	1,680	370	2,050
GCV	total	70,840	28,890	99,730	58,590	21,570	80,160	12,250	7,320	19,570
	per annum	5,900	5,780	5,870	4,880	4,310	4,720	1,020	1,460	1,150

Figures subject to rounding

1. Includes 2012/2013 completions

2. Housing Supply Target plus 15% generosity

Source:

Background Report 8



Housing Need, Affordability and Specialist Provision

6.72 In addition to the quantification of need from the HNDA Tool and its translation from Housing Estimates to Housing Supply Targets and Land Requirements, a number of other key matters are identified in the HNDA and through the CHMA appraisal process, which require to be taken forward through Development Plans, local housing strategies and other related strategies.

6.73 An overarching purpose of development plans and local housing strategies is to promote effective local housing systems, which are sustainable and meet the needs and demands of current and future residents. Alongside the HNDA, local evidence will provide additional detail that acknowledges local diversity, such as urban and rural variation.

6.74 The housing sector has a significant contribution to make towards achieving the national health and wellbeing outcomes, which are central to the integration of health and social care services. The housing contribution covers not only enabling independent living for people through ensuring sufficient supply of affordable, accessible and adaptable homes, but also in reducing and preventing avoidable admissions to hospital and alleviating delayed discharges through actions to address domestic energy efficiency, affordable warmth, and adapting existing homes, all of which will also be targeted to address inequalities across areas and groups.

6.75 Specific broad policy challenges include the following:

- continuing unmet need and high demand for quality social rented housing;
- affordability remaining an acute issue in some localities and owner occupation out of reach for many first time buyers;
- a continuing requirement for affordable housing options within the private sector, such as shared equity and shared ownership, to assist households onto the housing ladder;
- the need to work proactively with housing providers to develop and deliver a wide range of affordable products, including social rent, through to entry-level housing products, that address housing need;
- the substantial growth in private renting and potential for further investment in this sector;
- the ageing population and welfare reform influencing demand for smaller sized properties;
- the ageing population and changing aspirations driving the need for more care to be delivered in people's homes, self-directed support and personalised housing services;
- the potential for stock restructuring to address locally identified mismatch of demand and supply;
- stock quality issues including fuel poverty, energy efficiency and the need to retrofit existing older stock highlighted in Scotland's Sustainable Housing Strategy 2013;
- a high level of flatted dwellings particularly in Glasgow City; and,
- the need to gain a better understanding of the needs of Gypsy/Travellers and Travelling Showpeople across the region.

6.76 It will be for each Local Authority to consider the detailed profile of local housing need and demand, and to decide to what extent additional guidance regarding specialist provision requirements, to provide necessary housing choice, is appropriate to set out alongside housing supply targets.

6.77 Given the scale and nature of housing need identified in the HNDA, consideration should be given to housing policies, across a range of locations and circumstances, to address matters which include affordability, demographics and the ageing population, specialist housing need, tenure composition, house type and size.

6.78 The Housing Supply Targets set for the social sector (31,290) have been reduced by 8,030 units from the Housing Estimates (39,320) based on resource planning assumptions with the balance transferred to the private sector in the expectation that other affordable products and unmet social need will be delivered by the private sector.

6.79 Given the limits to the level of delivery that can be provided by the social sector alone, the interaction between private and social and affordable products through affordable housing quota policies will be a key planning mechanism for enhancing social and affordable housing delivery.

6.80 The generosity of the land supply overall, will assist in the delivery of the social sector targets through affordable housing policies which are currently operating in five of the city region authorities and have contributed to average delivery of 1,600 units per annum. The Housing Supply Targets along with the Housing Estimates in the HNDA provide justification for affordable housing policies.

6.81 Innovative funding arrangements, delivery models and housing products should continue to be explored and developed by both public and private providers. These activities will include continuing collaborative ventures with registered social landlords and the private sector in order to explore the potential to up-scale development delivery.

Policy 9

Housing – Affordable and Specialist Provision

In order to support the delivery of affordable housing, including social and specialist provision housing, and meet housing need, in support of the Vision and Spatial Development Strategy, Local Authorities should through appropriate mechanisms including Local Development Plans, Single Outcome Agreements, Local Housing Strategies, Supplementary Planning Guidance, and masterplans:

- develop appropriate policy responses where required, including affordable housing, specialist housing and development contributions policies, to deliver housing products taking account of the Housing Need and Demand Assessment (May 2015) as well as local evidence and circumstances; and,
- ensure that any affordable housing, specialist housing and development contributions policies, are applied in a manner that enables the delivery of housing developments.





City Region as a Low Carbon Place

7

Climate Change

7.1 The Scottish Government's commitment to a low carbon economy through reduced carbon emissions and adapting to climate change is embodied in legislation. NPF3 confirms the role of the planning system in facilitating mitigation of and adaptation to climate change and ensuring that sustainable infrastructure networks build resilience to climate change.

7.2 NPF3 emphasises the continuing challenge of adaptation and the importance of continual evolving action in order to strengthen longer-term resilience. This impacts on a range of planning-related activities such as infrastructure (existing and proposed), waste and water management, investment in air connections, enhancing ecosystem services and contributing to the Climate Change Action Programme. Clydeplan will support the development of a city region Climate Change Adaption Strategy and Action Plan.

Delivering Heat and Electricity

7.3 Delivering a low carbon future, in support of the Scottish Government's ambition to achieve at least an 80% reduction in greenhouse gas emissions by 2050, is central to the Vision and Development Strategy.

7.4 The majority of greenhouse gas emissions relate directly to the city region's urban environment either in terms of its built fabric or transport network. The use of low and zero carbon generating technologies is encouraged where appropriate. The Vision and Spatial Development Strategy, through its focus on regeneration and renewal of urban areas, the delivery of green infrastructure and the integration of land use and sustainable transport, targets a reduction of these types of emissions.

7.5 A key challenge for urban areas is the retro fitting of energy efficiency measures in the existing building stock and in this context the application, through building standards, of energy efficient measures to both renewal and new build projects is key (Background Report 10).

7.6 Local Development Plans should seek to understand the opportunities arising from above and below ground spatial planning issues. For example, the provision of ground source heat pumps could release the potential for brownfield sites for development that otherwise would prove too difficult to develop.

7.7 In support of the transition to a low carbon economy Clydeplan recognises the potential of heat mapping to identify opportunities for the co-location of developments with a high heat demand, with sources of heat, and the development of heat networks. The design and the incorporation of energy efficient technologies within new developments and retrofitting in existing buildings, where appropriate, will have an important role to play.

Onshore Wind Spatial Framework

7.8 Aligned to increasing energy efficiency and reducing carbon emissions, is security of energy supply. In this context an onshore wind energy spatial framework (Diagram 6) identifies areas within the city region that are likely to be the most appropriate for onshore wind farm development. Part Two of Background Report 10 Low and Zero Carbon Generating Technologies outlines the methodology used in devising the Onshore Wind Spatial Framework illustrated in Diagram 6.

7.9 In order to protect communities and international and nationally important environmental designations and resources, the spatial framework identifies all areas outwith the areas with potential for wind farm development as areas of significant protection. Local Development Plans, in confirming the detailed boundaries of these areas, may indicate lesser separation distances from settlements to reflect local circumstances. In these areas wind energy developments will only be acceptable if they can demonstrate that any significant effects on the qualities of the area can be substantially overcome by siting, design or other mitigation.

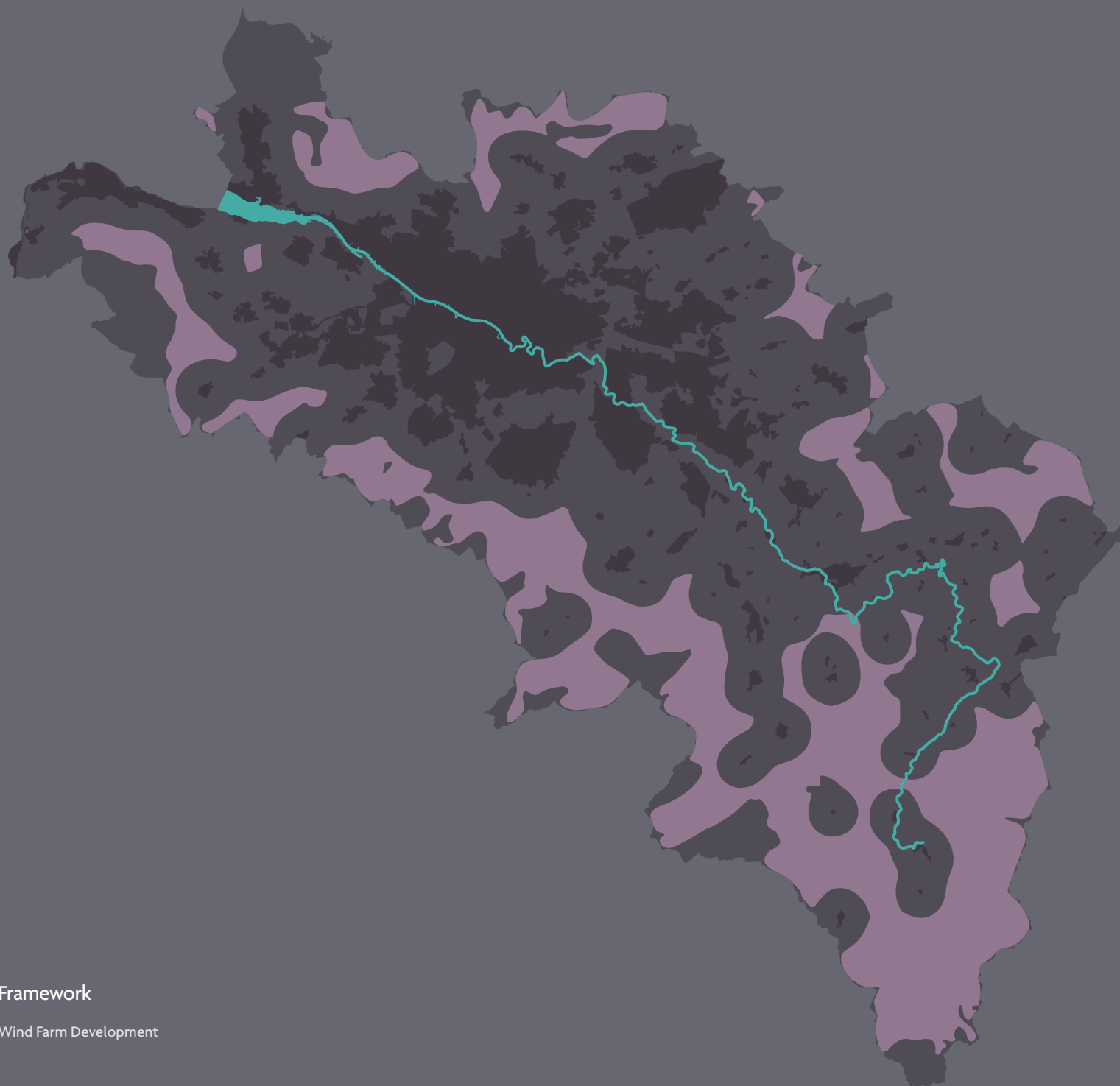


Diagram 6

Onshore Wind Spatial Framework

 Areas with Potential for Wind Farm Development

 Urban

Policy 10

Delivering Heat and Electricity

In support of the transition to a low carbon economy and realisation of the Vision and Spatial Development Strategy, support should be given, where appropriate, to alternative renewable technologies and associated infrastructure.

Heat Mapping

Subject to the satisfactory resolution of data access issues, Supplementary Guidance will be prepared to address cross boundary issues for strategic heat infrastructure.

Local Development Plans should:

- consider the use of heat mapping to support developments, infrastructure or retrofit projects which deliver energy efficiency and the recovery of energy that would otherwise be wasted both in the specific development and in the surrounding area; and,
- set out the factors to be taken into account in considering proposals for energy development dependent on the scale of the proposal and its relationship to the surrounding area.

Renewable Heat

Local Development Plans should support renewable energy and heat targets by:

- seeking to identify key settlements or major growth areas with potential for district and heating networks, and promoting district heating and cooling networks including across Local Authority boundaries; and,
- seeking to identify opportunities for heat efficiency and renewable heat, for example waste water treatment works and industries producing surplus heat.

Onshore Wind

In order to support onshore wind farms, Local Development Plans should finalise the detailed spatial framework for onshore wind for their areas in accordance with SPP, confirming which scale of development it relates to and the separation distances around settlements. Local Development Plans should also set out the considerations which will apply to proposals for wind energy development, including landscape capacity and impacts on communities and natural heritage. Proposals should accord with the spatial framework set out in **Diagram 6** and finalised in Local Development Plans.

Planning for Zero Waste

7.10 The Scottish Government's Zero Waste Plan (ZWP) sets out its vision for a zero waste society by focusing on a waste hierarchy.

7.11 Clydeplan recognises waste as an economic resource which can support the creation of a low carbon city region. Policy 10 supports re-use of waste heat and the co-location of uses within business environments which support the integration of efficient energy and waste innovation.



Waste Hierarchy



Prevent

If you can't prevent then...



Prepare for reuse

If you can't prepare for re-use then...



Recycle

If you can't recycle, then...



Recover other value

If you can't recover value, then...



Dispose

Landfill if no alternative available.

Policy 11

Planning for Zero Waste

In order to support the Vision and Spatial Development Strategy and to meet the targets set out in the Zero Waste Plan, development proposals for waste management facilities will generally be acceptable subject to local considerations, in the locations set out below:

- land designated for industrial, employment or storage and distribution uses;
- degraded, contaminated or derelict land;
- working and worked out quarries;
- sites that have the potential to maximise the re-use of waste heat through co-location with heat users;
- existing or redundant sites or buildings that can be easily adapted; and,
- existing waste management sites, or sites that were previously occupied by waste management facilities.

Landfill

7.12 The SDP recognises that, even with high recycling targets, there will be wastes from which no further value can be recovered and which will require to be put to landfill. A requirement for a ten-year rolling capacity for landfill has been set by the Scottish Government however, it is recognised that this will reduce over time in order to achieve the long-term ZWP target of a maximum of 5% to landfill by 2025. The ten year rolling landfill capacity requirement for the SDP area is 10.1 million tonnes (ZWP, 2013, Annex B Regional Capacity Table).

7.13 Currently there is adequate capacity within existing and approved sites within the city region to satisfy this requirement. The ten-year rolling landfill capacity requirements will be updated annually by SEPA and this will be kept under review by Clydeplan.





08



City Region as a Natural, Resilient Place

Maximising Green Network Benefits through Integrated Green Infrastructure

8.1 One of the city region's greatest assets is the Glasgow and the Clyde Valley Green Network (GCVGN), a network of urban greenspaces incorporating green, blue and grey space which facilitates the movement of people and species and connects them to the wider environment. The GCVGN is a significant component of Central Scotland Green Network, identified as a National Development in National Planning Framework 3, and is a fundamental aspect of the Vision and Spatial Development Strategy ([Background Report 11](#)). The GCVGN will also link with the Clyde Marine Region Plan.

8.2 Green infrastructure, such as naturalised sustainable drainage systems, play areas and habitat patches, can make an important contribution to the GCVGN when green infrastructure components are connected to the wider GCVGN.

8.3 Effective targeting and delivery of well-designed green infrastructure, particularly in new developments and retrofitting within existing developments, can enhance and augment the GCVGN and deliver multiple benefits and opportunities for:

- healthier lifestyles and social interaction;
- climate change mitigation and adaptation;
- enhancement of biodiversity;
- integrating urban and rural areas; and,
- developing sustainable economic activity.

8.4 The scale of opportunity to expand and enhance the GCVGN is substantial as the constituent components of the Network have the potential to deliver greater benefits than they currently do, such as vacant and underused land.

8.5 Realisation of the opportunities will be aided by the Plan's promotion of sustainable patterns of development and the adoption of an integrated approach to creating high quality places. This role is particularly important in relation to promoting healthy sustainable lifestyles and reducing health inequalities within disadvantaged communities, which is a Central Scotland Green Network priority. Given the scale of opportunity for the development of the GCVGN across the city region, prioritisation of delivery is key.



8.6 **Diagram 7, Schedule 11** identifies 16 Strategic Delivery Areas which are locations where the opportunity exists to address matters relevant to the four GCVGN priorities;

- health issues particularly associated with low activity levels;
- climate change adaptation measures, particularly for flooding;
- poor access to greenspace; and,
- habitat creation.

8.7 The opportunities for delivery are associated with land uses which could deliver greater societal and wildlife benefits. These are:

- new build development of scale;
- vacant and derelict land; and,
- underperforming greenspace.

8.8 In addition to the Green Network Strategic Delivery Areas, the Spatial Development Strategy recognises the significant potential that Community Growth Areas in particular, as developments of significant scale, can make to the overall delivery of the city region's Green Network.

Policy 12

Green Network and Green Infrastructure

In support of the Vision and Spatial Development Strategy and the delivery of the Glasgow and the Clyde Valley Green Network, Local Authorities should

- identify, protect, promote and enhance the Green Network, including cross-boundary links with adjoining Local Authorities;
- ensure that development proposals, including the Community Growth Areas, integrate the Green Network and prioritise green infrastructure from the outset, based upon an analysis of the context within which the development will be located; and,
- prioritise the delivery of the Green Network within the Strategic Delivery Areas (**Diagram 7, Schedule 11**).

Schedule 11 Green Network Strategic Delivery Areas

Location	Local Authority	Green Network Priority				Community Growth Area
		Health	Access	Climate Change	Habitats	
1 Upper Greenock	Inverclyde	●	●	●		
2 East Greenock	Inverclyde	●	●	●	●	
3 Port Glasgow	Inverclyde	●	●	●	●	
4 Dumbarton	West Dunbartonshire	●	●	●		
5 Bowling	West Dunbartonshire		●	●	●	
6 Clydebank	West Dunbartonshire	●	●	●	●	
7 Erskine	Renfrewshire			●	●	
8 Johnstone/Black Cart Corridor	Renfrewshire		●	●	●	●
9 Renfrew	Renfrewshire		●	●	●	
10 Yoker/Whitecrook	Glasgow	●	●	●	●	
11 Glasgow West End	Glasgow		●	●		
12 Govan/Ibrox	Glasgow	●	●	●		
13 Toryglen	Glasgow		●	●		
14 Clyde Gateway	Glasgow/South Lanarkshire	●	●	●	●	
15 Gartloch/Gartcosh	Glasgow/North Lanarkshire	●	●	●	●	●
16 Ravenscraig	North Lanarkshire		●	●	●	

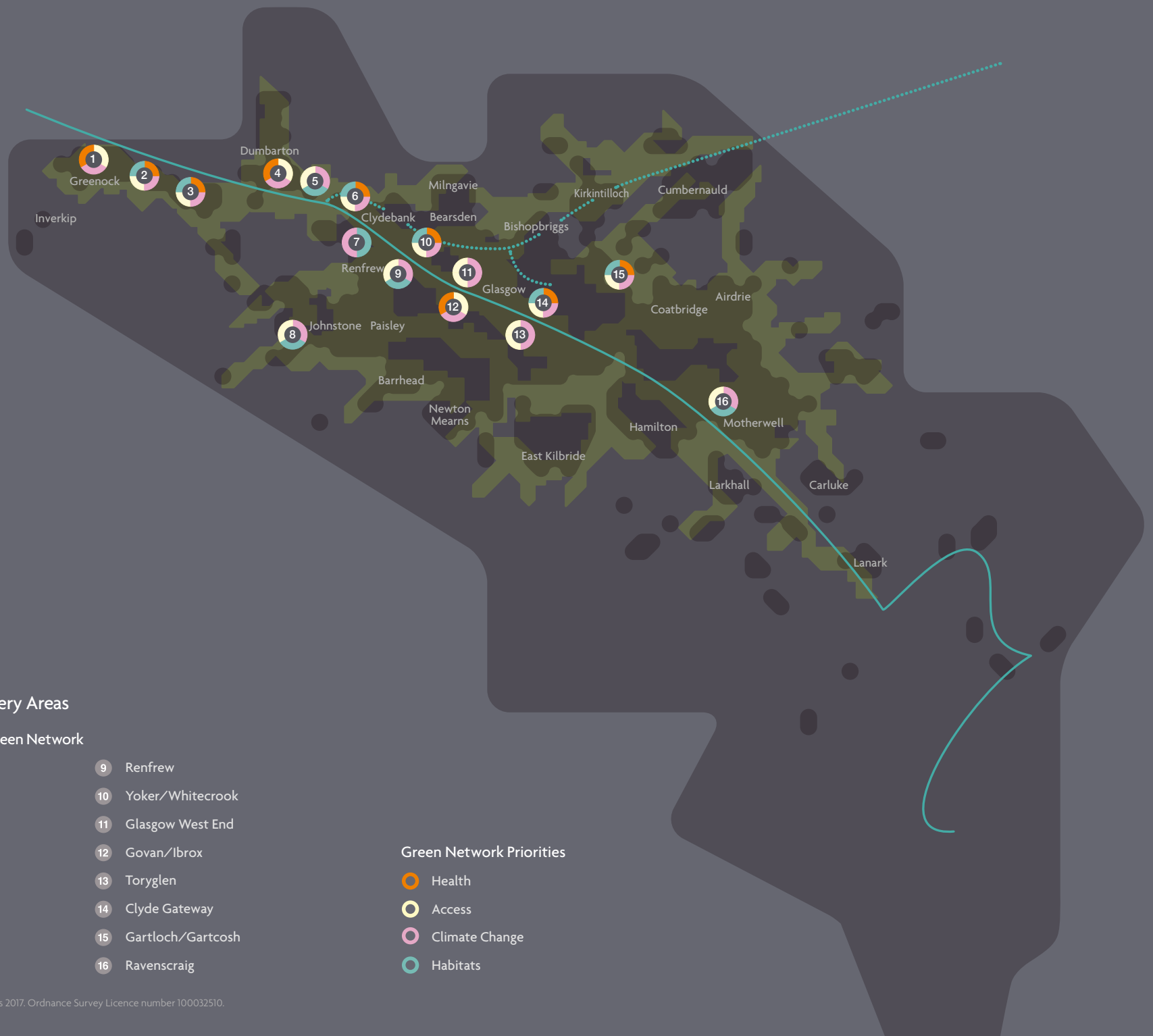


Diagram 7

Green Network Strategic Delivery Areas

 Glasgow and the Clyde Valley Green Network

- | | |
|---------------------------------|----------------------|
| 1 Upper Greenock | 9 Renfrew |
| 2 East Greenock | 10 Yoker/Whitecrook |
| 3 Port Glasgow | 11 Glasgow West End |
| 4 Dumbarton | 12 Govan/Ibrox |
| 5 Bowling | 13 Toryglen |
| 6 Clydebank | 14 Clyde Gateway |
| 7 Erskine | 15 Gartloch/Gartcosh |
| 8 Johnstone/Black Cart Corridor | 16 Ravenscraig |

Green Network Priorities

-  Health
-  Access
-  Climate Change
-  Habitats

Forestry and Woodland

8.9 Trees, woodland and forestry make a significant contribution to the economy, environment and communities of the city region as an integral, multi-faceted component of the Spatial Development Strategy.

8.10 They have strong links to the delivery of the Central Scotland Green Network. They support the rural economy, provide leisure opportunities, improve natural flood management, support biodiversity, and contribute to meeting carbon reduction targets. They are able to contribute to such a wide range of issues as their use, management and expansion sit at the interface of planning, environmental and forestry policy.

8.11 The planning system has a responsibility to protect ancient semi-natural woodlands, native or long-established woods, hedgerows and individual trees with high conservation or landscape value and, whenever appropriate, planning permissions should make adequate provision for the preservation or compensatory planting of trees. The Scottish Government have also set a woodland creation target to deliver 100,000 hectares of new woodland by 2022 and to increase coverage to 25% of Scotland's land area by the second half of the century.

8.12 Clydeplan has a role in addressing the potential tensions between the multiple roles of forestry and woodland, promoting appropriate woodland creation and in ensuring an eco-systems approach is taken when considering competing land uses. The Clydeplan Forestry and Woodland Strategy has been developed to address this and sets out 'preferred', 'potential' and 'sensitive' expansion opportunities, details about forestry and woodland types and provides a strategic direction for the expansion of softwood forests, energy forests, mixed woodlands, native woodlands and urban woodlands in the city region.

8.13 The Forestry and Woodland Strategy (**Background Report 12**) or replacement Supplementary Guidance will inform:

- the preparation of Local Development Plans;
- the development of detailed and local guidance;
- planning decisions which would affect woodland creation, management and removal; and,
- funding decisions with regards to the Scottish Rural Development Programme 2014-20.

Policy 13

Forestry and Woodland

In support of the Vision and Spatial Development Strategy and to achieve the national woodland coverage targets set out in the Scottish Forestry Strategy (2006), development proposals, where appropriate, should

- support the retention and expansion of forestry and woodland (or multi-functional woodland resource) in keeping with the Forestry and Woodland Strategy and related Spatial Framework (**Background Report 12**); and,
- minimise the loss of existing trees and include, where appropriate, the planting of new trees, woodlands and forestry in support of the Scottish Government's Control of Woodland Removal Policy or as replaced by Supplementary Guidance referred to below.

Supplementary Guidance will be produced to replace the Forestry and Woodland Strategy (**Background Report 12**). This will update the information and guidance currently contained within it, including that set out at **paragraph 8.12**. The Supplementary Guidance should be submitted to Ministers within 1 year of the date of approval of this plan.



Green Belt

8.14 The Green Belt is central to the sustainable planning of the city region and complements the positive action-orientated Green Network programme.

8.15 In terms of the sustainability and low carbon focus of the Vision, the Green Belt is an important strategic tool which has a significant role to play in supporting the delivery of the Spatial Development Strategy and in achieving the following strategic objectives:

- directing planned growth to the most appropriate locations;
- supporting regeneration;
- creating and safeguarding identity through place-setting and protecting the separation between communities;
- protecting and enhancing the quality, character, landscape setting and identity of settlements;
- protecting open space and sustainable access and opportunities for countryside recreation;
- maintaining the natural role of the environment, whether in terms of floodplain capacity, carbon sequestration or biodiversity;
- supporting the farming economy of the city region; and,
- meeting requirements for the sustainable location of rural industries including biomass, renewable energy, mineral extraction and timber production.

Policy 14

Green Belt

In support of the Vision and Spatial Development Strategy, Local Authorities should:

- designate within Local Development Plans, the inner and outer boundaries of the Green Belt to ensure the objectives set out in **paragraph 8.15** are achieved; and,
- collaborate to ensure consistency across Local Development Plan areas when defining or altering Green Belt boundaries.

Promoting Responsible Extraction of Resources

8.16 Developing the city region's indigenous natural resources of coal, oil and gas recognises the important contribution that they make to the sustainable economic growth of the city region by providing materials for construction, contributing to the diversification of energy supply, and supporting employment. The planning system has a responsibility to safeguard workable mineral resources and facilitate their responsible use, ensuring that they are not sterilised by development. At the same time, there is a need to address restoration of past minerals extraction sites in and around the city region.

Aggregates

8.17 There are sufficient hard rock operational reserves to meet demand in the city region, but consented reserves of sand and gravels are forecast to be constrained beyond 2021. As a result additional locations will be required across the city region to ensure that distances from source to market are minimised. **Background Report 13** sets out Clydeplan's approach to sustainable minerals extraction.

Policy 15

Natural Resource Planning

Mineral Resources Spatial Framework

An adequate and steady supply of minerals will be maintained. This will include a land bank for construction aggregates equivalent to at least 10 years extraction - Supplementary Guidance will set out how this is to be achieved.

Proposals for mineral extraction will be supported where they are in accordance with the Vision and Spatial Development Strategy and with Local Development Plans. Proposals should balance economic benefit against the protection of the environment and local communities from their potential impacts.



Unconventional Onshore Oil and Gas Extraction

8.18 A Petroleum Exploration and Development Licence (PEDL) covers the north east part of the city region covering parts of East Dunbartonshire Council and North Lanarkshire Council. There is a current moratorium on onshore unconventional onshore oil and gas developments including hydraulic fracturing and underground coal gasification. This moratorium will remain in place until at least Spring 2017 when the Scottish Government concludes its consultation and evidence gathering on these issues. It is anticipated that Scottish Planning Policy will be updated as required at some point beyond this date. Future development proposals should be considered in the context of any updated SPP and also in terms of **Diagram 10 Assessment of Development Proposals**.

Managing Flood Risk and Drainage

8.19 Securing improvements to water and drainage capacity and water quality as well as reducing flood risk through the adoption of a precautionary approach, are fundamental in supporting the long term sustainable development of the city region.

8.20 With regard to water and drainage capacities, a water catchment management based approach is required. In the city region this is promoted through the joint working approach and delivery of the Metropolitan Glasgow Strategic Drainage Plan (MGSDP) which is a NPF3 National Development.

8.21 The MGSDP's Vision and Guiding Principles which focus on flood risk reduction, water quality improvement, enabling economic development and habitat improvement delivered through integrated investment planning that supports the Vision and Spatial Development Strategy.

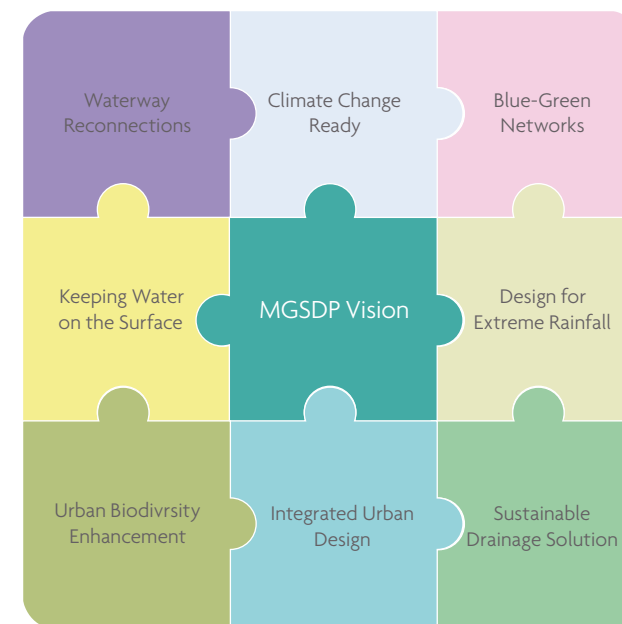
8.22 Maintaining and improving the quality of rivers, lochs, estuaries, coastal waters and ground-waters is a requirement of the EU Water Framework Directive (WFD). The approach adopted to achieve this by the Scottish Government, through the Water Environment and Water Services (Scotland) Act 2003, is river basin management planning.

8.23 Clydeplan is covered by the Clyde Area Management Plan which is supplementary to the River Basin Management Plan for the Scotland river basin district.

8.24 Clydeplan recognises the many benefits that implementation of the WFD can bring particularly in relation to delivering the Glasgow and the Clyde Valley Green Network, biodiversity, visitor economy, regeneration, climate change and health and well being.

8.25 Key impacts on the water bodies within the city region include urban drainage, diffuse pollution from rural sources and managing the impacts from the area's industrial past. The SDP area has 67% (108) of its defined water bodies at less than good status.

8.26 The scale of overall improvements proposed by 2021 and 2027 is set out in **Schedule 12**. In order to achieve this, water bodies currently at good or high status will be protected from deterioration and action taken to enhance and restore the others. The detailed measures are set out in the Clyde Area Management Plan and will require joint working between SEPA, Scottish Water, the Clydeplan Local Authorities, Forestry Commission, Scottish Natural Heritage, and land and riparian owners.





Schedule 12 Planned Water Body Improvements, 2021 to 2027

	2021	2027
Percentage of surface water bodies at good (or high) ecological status	61%	96%
Percentage of ground waters at good status	71%	80%

8.27 The Flood Risk Management Act (2009) places an onus on Local Authorities to work together to reduce flood risk. Clydeplan supports the development of a Clyde and Loch Lomond Flood Risk Management Plan which will set out how flood risk will be managed, coordinated, funded and delivered between 2016 and 2022. The importance of the city region's functional flood plain to store and convey flood water will be an important consideration.

8.28 The key strategic objectives for water management across the city region will be to:

- secure improvements to water and drainage capacity;
- secure improvements to water quality;
- reduce flood risk;
- address the implications of sea level rises in the Firth of Clyde;
- achieve the objectives and targets set out in the Water Framework Directive, the Flood Risk Management Act (2009) and Water Environment and Water Services (Scotland) Act 2003; and,
- support the Clyde and Loch Lomond Flood Risk Management Plan and the Scotland and Clyde Area River Basin Management Plans.

Policy 16

Improving the Water Quality Environment and Managing Flood Risk and Drainage

To support the Vision and Spatial Development Strategy and to achieve the objectives set out in **paragraph 8.28** Local Development Plans and development proposals should protect and enhance the water environment by

- adopting a precautionary approach to the reduction of flood risk;
- supporting the delivery of the Metropolitan Glasgow Strategic Drainage Plan;
- supporting the delivery of the Glasgow and the Clyde Valley Green Network; and,
- safeguarding the storage capacity of the functional floodplain and higher lying areas for attenuation.

Marine Planning

8.29 The introduction of the Marine (Scotland) Act 2010 seeks the better management of the competing demands on marine resources. The publication of the National Marine Plan (March 2015) seeks to ensure that the increasing demands for the use of the marine environment are managed, economic development of marine industries are encouraged and environmental protection is incorporated into the land use planning decision making process at the Local Authority level.

8.30 Marine planning will also have a role to play in supporting climate change adaptation and in linking green and blue networks.

8.31 Within Scottish Marine Regions, regional marine plans will be developed by regional Marine Planning Partnerships. Clydeplan will be covered by the Clyde marine region. Land use development plans will require to be aligned with the National Marine Plan and subsequent regional marine plan. Until such times as the Clyde marine region plan has been prepared, Local Development Plans and planning decisions should have regard to the Firth of Clyde Marine Spatial Plan (July 2010).

8.32 In support of the Vision and Spatial Development Strategy Clydeplan will work with and support the creation of a Clyde Marine Partnership and the development of a regional marine plan for the Clyde marine region. Matters to be considered by the Clyde marine region plan includes onshore infrastructure for marine developments and related activity including renewable energy; coastal and flood defence; ports, public access, visitor economy and recreation; protected sites and species; links to green infrastructure; waste water infrastructure; scheduled monuments; carbon capture and storage; and landscape.



09





Promoting Sustainable Transport

9.1 The ability to move people and goods effectively and efficiently is vital to growing and sustaining the city region's economy, improving access to employment, education, healthcare and leisure facilities, improving social inclusion and air quality, and reducing harmful emissions.

9.2 Modal shift from private to public transport supports moves towards a low carbon economy. Increasing active travel through the creation and improvement of walking and cycling networks and the promotion of behaviour change will also have an important role to play in achieving these goals as well as improving health and reducing inequalities.

9.3 Key current strategies and plans for the city region include the Scottish Government's Strategic Transport Projects Review (in particular Project 24 West of Scotland Strategic Rail Enhancements and Project 26 Rail Enhancements between Inverclyde/Ayrshire and Glasgow) and related Infrastructure Investment Plan, and Strathclyde Partnerships for Transport's (SPT) Regional Transport Strategy and related Delivery Plan.

9.4 Significant investment has been made in the city region's transport infrastructure since SDP (May 2012).

9.5 Investment in public transport and active travel connectivity includes the Subway modernisation programme, smartcard ticketing, park and ride, Fastlink bus rapid transit, the Edinburgh-Glasgow Improvement Programme (EGIP) and further development of the National Cycle Network, significantly improving the public transport offer of the city region and the country as a whole.

9.6 In terms of road connectivity, the recent completion of the M74, the M80 Stepps to Haggs upgrade and the ongoing M8/M73/M74 improvements project have been recent significant investments in central Scotland's motorway network.

9.7 In terms of connectivity by sea, Greenock Ocean Terminal is the key strategic deep-water port facility within the city region and an important national destination for cruise ships in support of the visitor economy.

9.8 The Glasgow and Clyde Valley City Deal proposes a number of transport related schemes including the Glasgow Airport Access Project, the Strathclyde Bus Investment Programme and improved transport infrastructure in support of several Community Growth Areas which will improve strategic connectivity and support the delivery of the Spatial Development Strategy.

9.9 Focusing on the future, work continues regarding such initiatives as High Speed Rail connectivity, low carbon vehicles, the City Centre Transport Strategy, improved integration between modes, roll-out of smartcard to other modes, further Fastlink corridors and improvements to bus networks, services and infrastructure.

9.10 The Vision and Spatial Development Strategy is designed to promote sustainable transport options and to further integrate land use and transport. In support of this a step change is required in the way people and goods move both internally and externally to the city region in order to reduce carbon emissions and urban air pollution particularly in terms of:

- maximising the use of existing transport infrastructure recognising the important role of bus services as the principal public transport mode across the city region in order to reduce carbon emissions and urban air pollution;
- improving the level and quality of public transport provision particularly in terms of frequency and reliability, including supporting proposals to extend rail electrification;
- a focus on regional rail and bus hubs and interchanges, and on strategic corridor improvements, including expansion of park and ride;
- support for measures such as integrating ticketing e.g. SPT's Smartcard, and regional real time passenger information systems which will support the public transport offer across the city region;
- increasing the levels of active travel through the provision of safe and convenient opportunities for walking and cycling;
- modal shift from private to public modes and in terms of freight movement by rail or water;
- support for the provision of a network of electric vehicle charging points; and,
- support for water-based travel.



9.11 **Diagram 8** sets out the public transport corridors and related Spatial Development Strategy locations, **Schedule 13** highlights the core transport corridors within the city region and a range of potential broad level strategic options and interventions which could meet the need for step change. A number of these provide travel opportunities not only within the region, but serve a cross boundary function connecting the region nationally and with neighbouring areas. These corridors are supported by a framework of local services and connections.

9.12 The aspiration for transport on these corridors is to provide effective and efficient integrated connectivity, specifically serving the city region and its travel to work area, to provide high quality, frequent (nominally 10–15 minute frequency), reliable, high capacity transport by the most appropriate mode within each corridor. Interchange between, and integration of, modes and land use will be fundamental to the successful delivery of this aspiration.

9.13 Given the significant levels of recent and ongoing investment across the city region's strategic road, rail and public transport networks, aligned to the very early stage in the development and delivery of the City Deal Infrastructure Fund projects, it is considered appropriate that Clydeplan working with Transport Scotland and SPT commit to undertaking a strategic review (working with other stakeholders) to consider potential areas for further study around the city region. Subject to approval by the respective partners, this study will seek to identify agreed future actions and interventions in support of the Vision and Spatial Development Strategy and will also factor into SPT's review of their Regional Transport Strategy.

Policy 17

Promoting Sustainable Transport

Transport Scotland, SPT and the Clydeplan Local Authorities will work together to deliver the planned and programmed investment in the city region's transport network as set out in the Strategic Transport Projects Review, Regional Transport Strategy, Glasgow and Clyde Valley City Deal Infrastructure Fund, Local Transport Strategies and related programmes. In addition consideration should be given the potential broad level strategic options and interventions set out in **Schedule 13**.

Building on current and previous studies, plans and strategies, Clydeplan will seek to prioritise work to identify future land-use and transport integration solutions, in partnership with Transport Scotland and SPT, across the city region, and seek to identify future actions and interventions in support of the Vision and Spatial Development Strategy.

Schedule 13 Public Transport Corridors and the Range of Potential Options in Support of Modal Shift

Transport Corridor	Strategic Development Locations	Strategic Significance	Public Transport Change: Potential Options
Radial Corridors			
① Glasgow North	Lambhill/Possil	Forth and Clyde Canal	Quality bus corridor
② Springburn/Sighthill/ Bishopbriggs/ Kirkintilloch/Kilsyth	Kirkintilloch	Strategic Centre	Quality bus corridor; EGIP; park and ride
③ North East Steps/Cumbernauld/Stirling	Robroyston, Gartcosh, Cumbernauld	CGAs, SEILs, Strategic Centre, City Deal	New rail station at Robroyston; quality bus corridor; EGIP; park and ride
④ Eastern (M8) Corridor	Easterhouse, Glenboig, Airdrie, Coatbridge, Eurocentral, Mossend, Broomhouse	Strategic Centres, CGA, SEIL, Strategic Freight Transport Hub, City Deal	Quality bus corridor/Bus Rapid Transit; park and ride
⑤ Gateway/Motherwell/Ravenscraig	Clyde Gateway, Parkhead, Ravenscraig, Motherwell, Wishaw, Carluke, Lanark	National Development, Clyde Gateway, Strategic Centres, SEILs, City Deal	Improve heavy rail frequencies; quality bus corridor/Bus Rapid Transit; park and ride; Motherwell interchange
⑥ Hamilton/M74	Newton, Hamilton, Larkhall, Poniel	Strategic Centre, SEIL, CGAs, City Deal	Improve heavy rail frequency and revise routings; improve core bus frequencies and routing; park and ride; improve inter-modal interchange
⑦ Rutherglen/East Kilbride	East Kilbride	Strategic Centre, SEILs, CGA, City Deal	Heavy rail conversion to Light Rail Transit (LRT); quality bus corridor; interchange improvements; park and ride
⑧ Shawlands/Newton Mearns/Ayrshire	Shawlands, Newton Mearns	Strategic Centres	Heavy rail to LRT; quality bus corridor
⑨ Pollok/Barrhead	Pollok, Barrhead	Strategic Centre, City Deal	Quality bus corridor; park and ride
⑩ Paisley/Johnstone/Ayrshire	Paisley, Hillington, Johnstone	Strategic Centre, SEILs, CGA	Quality bus corridor
⑪ Glasgow Airport/ Bishopton/Inverclyde	Clyde Waterfront, Braehead, Glasgow Airport, Bishopton, Inverclyde	Clyde Waterfront, Strategic Centre, SEILs, CGA, Strategic Freight Transport Hub, City Deal	Modernise Subway; quality bus corridors and Bus Rapid Transit; interchange improvements; cross-river links; surface access improvements to Glasgow Airport



Schedule 13 Public Transport Corridors and the Range of Potential Options in Support of Modal Shift

Transport Corridor	Strategic Development Locations	Strategic Significance	Public Transport Change: Potential Options
12 Clyde Waterfront Corridor	Clyde Waterfront, Clydebank, Partick, Dumbarton, Vale of Leven	Strategic Centres, SEILs, City Deal	Modernise Subway; improve rail frequency and service quality; quality bus corridor and Bus Rapid Transit; Partick Interchange; Clydebank Interchange
13 Great Western Road/Dalmuir	Clydebank	Strategic Centre, City Deal	Improve heavy rail frequency and service; quality bus corridor and Bus Rapid Transit
14 Maryhill/Bearsden/Milngavie	West of Scotland Science Park	SEIL	Improve heavy rail service frequency; quality bus corridor
Non-radial Corridors			
A Barrhead to Renfrew, Glasgow Airport and Riverside North	Clyde Waterfront, Barrhead, Paisley, Renfrew, Glasgow Airport, Braehead, Clydebank	Clyde Waterfront, Strategic Centres, SEILs, Strategic Freight Transport Hub, City Deal	Quality bus corridors; cross-river links
B Cumbernauld to Motherwell	Cumbernauld, Gartcosh, Airdrie, Coatbridge, Ravenscraig	National Development, Strategic Centres, SEILs, CGAs, Strategic Freight Transport Hub; City Deal	Improve heavy rail services; quality bus corridor; park and ride; improve interchanges
C Motherwell to East Kilbride	Hamilton, East Kilbride	Strategic Centres, SEILs, CGAs, City Deal	Quality bus corridors
Glasgow City Centre			
City Centre	City Centre	City region core; employment centre, tourism; Higher and Further Education, cultural centre, SEILs, Strategic Centre, City Deal	New High Speed Rail station EGIP and other heavy rail improvements; modernise subway; cross-city links; heavy rail conversion to LRT (South Electrics); City Centre Transport Strategy; Fastlink; service integration; interchange improvements
Glasgow Subway	City Centre, Clyde Waterfront, Partick/Byres Road, Universities and Further Education, West End Cultural Quarter	City region core, Clyde Waterfront, Strategic Centres, SEILs	Continue to modernise Subway; improved integration with all modes

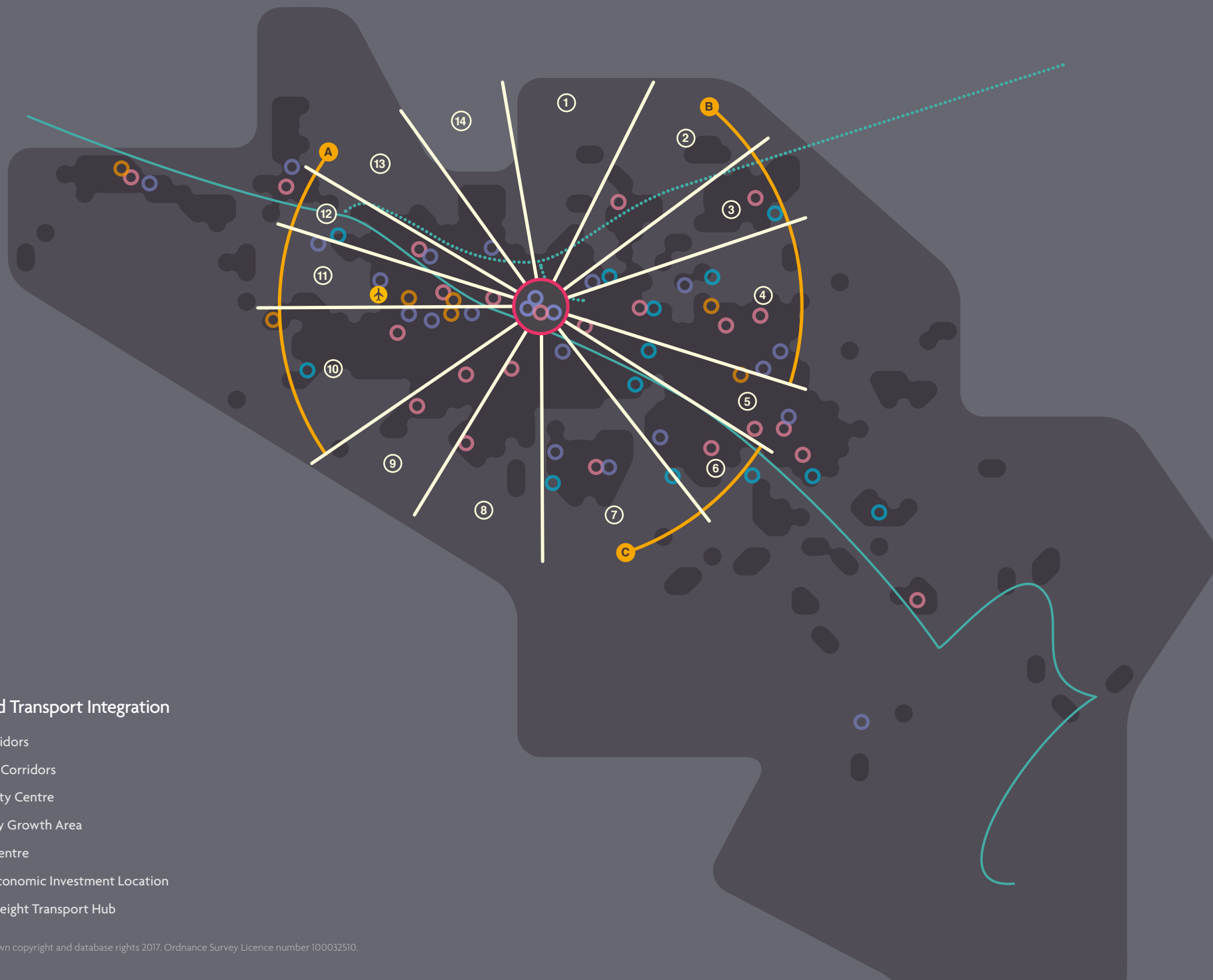




Diagram 8

Land Use and Transport Integration

-  Radial Corridors
-  Non-radial Corridors
-  Glasgow City Centre
-  Community Growth Area
-  Strategic Centre
-  Strategic Economic Investment Location
-  Strategic Freight Transport Hub



Active Travel – Walking and Cycling

9.14 High quality places and the location of development should provide safe and convenient opportunities for walking and cycling. Linking the city region's open spaces will help reduce carbon emissions and improve air quality, deliver improved health and well-being benefits, and make walking and cycling much more attractive and practical everyday options.

9.15 The Vision and Spatial Development Strategy supports pedestrian and cyclist friendly environments that are connected by a strategic walking and cycling network for both active travel and recreation purposes.

9.16 A strategic walking and cycling network combines long-distance recreational routes, and more localised routes that have significant potential to encourage active travel, for example between residential areas and workplaces. In support of a National Long Distance Cycling and Walking Network and Central Scotland Green Network, the development of a strategic walking and cycling network will be important. An indicative network is identified in **Diagram 9 (Background Report 14)**.

Connectivity and Wider Economic Markets

9.17 High quality access to wider UK, European and global markets, and among the city region's Strategic Centres and Strategic Economic Investment Locations (SEILs), is essential to support the SDP Vision and Spatial Development Strategy particularly in relation to attracting and retaining investment in the city region's economy and in support of the SEILs and Strategic Centres.

Policy 18

Strategic Walking and Cycling Network

In support of the Vision and Spatial Development Strategy and in recognition of the health and well being benefits of walking and cycling for both active travel and recreation, the following is required:

- prioritisation of investment to ensure the delivery of the indicative strategic walking and cycling network as set out in **Diagram 9**;
- Local Development Plans to identify and safeguard existing walking and cycling networks and to promote opportunities for the enhancement of the strategic walking and cycling network; and,
- development proposals to maintain and enhance the strategic walking and cycling network, including where applicable the Glasgow and Clyde Valley City Deal projects and the Central Scotland Green Network National Development.

9.18 Recognising its position as a peripheral northern European economy, the city region's competitive position is significantly dependent upon its ability to access its various economic markets efficiently and effectively. In this context advances in information technology connectivity will be important as will the role of Glasgow Airport, the development of a UK wide High Speed Rail network and the city regions Strategic Freight Hubs.

9.19 The City Deal Airport Access project led by Renfrewshire Council will seek to deliver improved connectivity to Glasgow Airport.

Glasgow Airport

9.20 Clydeplan is serviced to a greater or lesser extent by three airports, Glasgow, Edinburgh and Prestwick. Edinburgh and Prestwick lie outwith the boundaries of the SDP and decisions on their long term development lie with other organisations.

9.21 NPF3 recognises Glasgow Airport as a National Development and as a key component of Scotland's and the city region's economic infrastructure. It is the city region's primary linkage with its national and international business and visitor economy markets, with both sectors being important to the city region's long term future economic competitiveness.

9.22 Strategic airport enhancements will be required to support the gateway and hub functions of the airport which will be secured through the airport's masterplan and related economic activity delivered by the SEILs located around the airport.

9.23 To support these enhancements accessibility by both road and public transport require to be addressed in the context of the airport's masterplan and surface access strategy in order to:

- increase the modal share of public and active transport modes for passengers and employees to and from the airport;
- improve journey times to and from the airport for public and active transport modes such that they are increasingly competitive with the private car; and,
- improve journey time reliability to and from the airport via the M8.

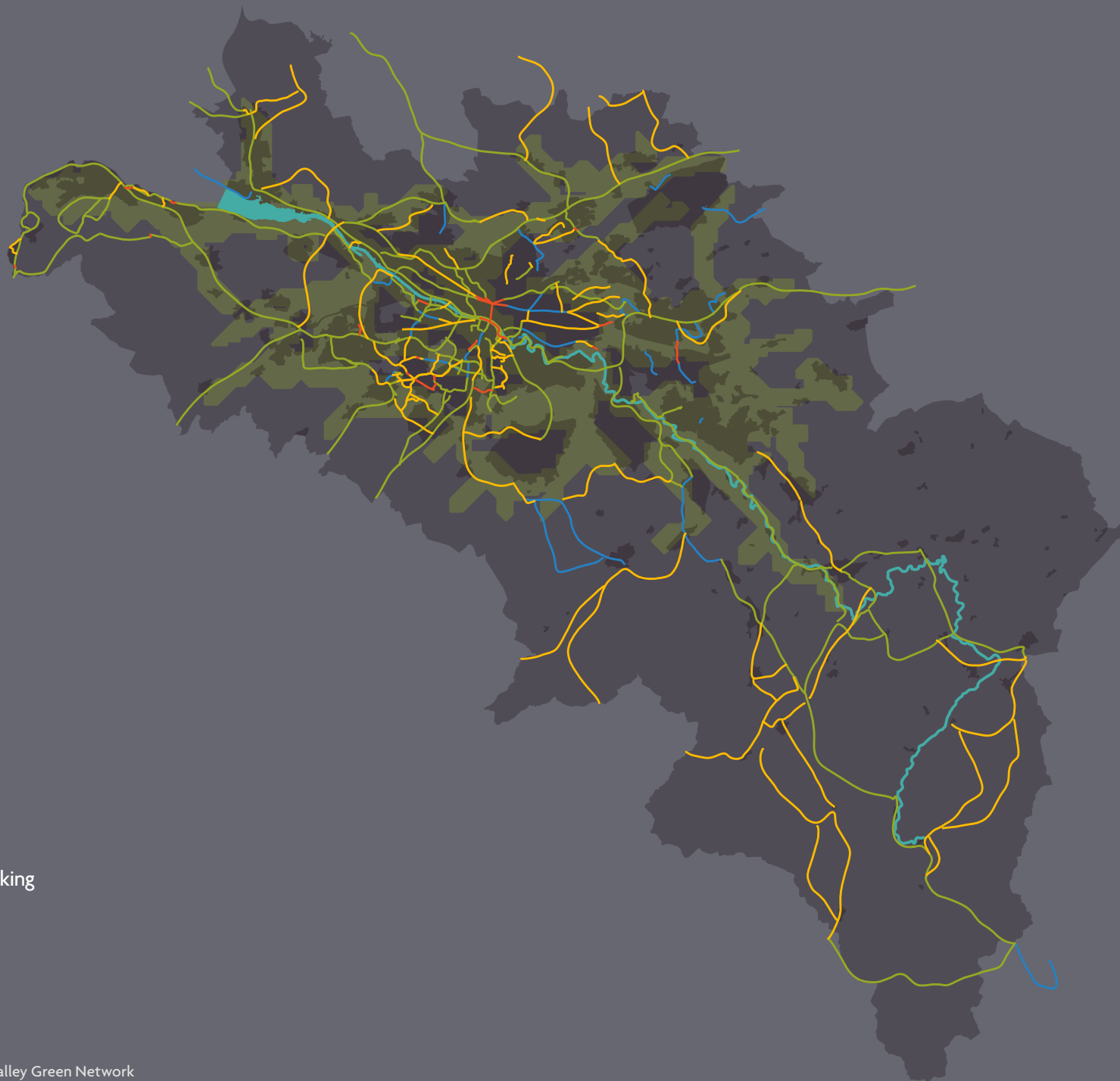


Diagram 9

Indicative Strategic Walking and Cycling Network

- Existing
- Planned
- Aspirational
- Barrier
- Glasgow and the Clyde Valley Green Network



Policy 19

Glasgow Airport and Sustainable Transport Access

In support of improving sustainable transport access to Glasgow Airport, crucial for the long term economic competitiveness of both the airport and the wider city region, and delivery of the Vision and Spatial Development Strategy:

- stakeholders should work together to agree the most appropriate sustainable transport solution as part of the wider package of transport investment underpinning the Spatial Development Strategy; and,
- an early commitment to resolve capacity problems on the M8 adjacent to the airport in recognition that a sustainable transport solution will not be implemented in the short term and that road access via the M8 remains central to Glasgow Airport's future.

High Speed Rail

9.24 High Speed Rail (HSR) provides a sustainable alternative to short and medium haul air travel. HSR has the potential to enhance the city region's economic activity and connectivity to the rest of the UK and Europe and to strengthen links between Scotland's cities.

9.25 HSR is identified as a National Development in National Planning Framework 3. The Scottish Government are currently assessing the case for bringing forward a link between Edinburgh and Glasgow in anticipation of the subsequent link to the rest of the UK. This would support economic growth by improving journey times and release wider capacity on Scotland's rail network.

9.26 It is recognised that any HSR programme has substantial lead-in times and early action to facilitate its long-term development needs to be taken. The key strategic requirement is a decision on a central Glasgow location for the HSR rail terminus and the safeguarding of its linkages through sustainable transport networks to the rest of the city region.

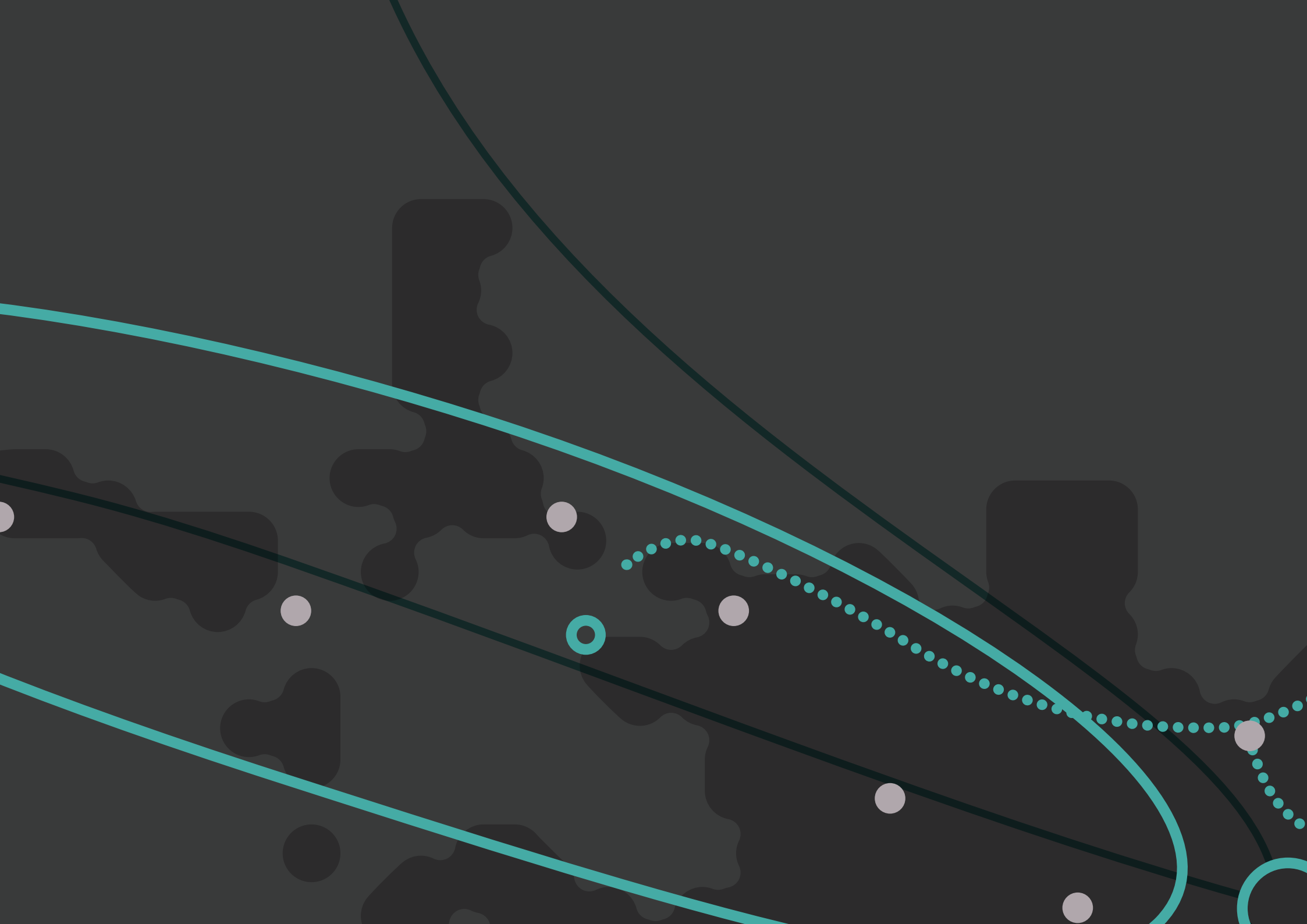
Policy 20

High Speed Rail

In support of the Vision and Spatial Development Strategy, High Speed Rail affords the opportunity to improve the city regions wider connectivity.

Following the identification of a location in central Glasgow for a High Speed Rail terminus, Glasgow City Council and related stakeholders are required to secure and safeguard:

- the related development land;
- the options for sustainable transport connections between the terminus and the rest of the city region; and,
- the route and development land options located within Local Authorities through whose administrative areas the High Speed Rail may pass en route to a central Glasgow terminus.





10

Implementing the Plan and Development Management

Implementing the Plan

10.1 A wide range of leadership activities will be required to deliver the Vision of a successful, sustainable and resilient compact city region as set out in this Plan. This will require coordinated and collaborative multi-agency and multi-sector action across all levels of government and between a range of public and private bodies including the development industry, planning, regeneration, housing, health, transport and other key infrastructure providers ([Policy 2](#)). The SDP Action Programme will have an important role to play and will be updated at least every two years.

10.2 The ongoing role of Clydeplan will be in co-ordinating, facilitating and encouraging other delivery partners to align activities, investment and resource allocation decisions in fulfilment of its Vision.

Assessment of Development Proposals

10.3 Clydeplan advocates a consistent approach to the consideration of development proposals across the city region. Development proposals which are in locations or at a scale or of a nature not identified in the SDP could undermine the Vision and Spatial Development Strategy. The following provides guidance on how to determine whether development proposals accord with the SDP.

Strategic Scales of Development

10.4 To assist the development management process and provide consistency across the city region, the thresholds for strategic scales of development which are considered strategic are provided within [Schedule 14](#). However this Schedule does not cover all possible types and/or scales of development. In particular, small scale developments could raise significant issues in their own right or in terms of the precedent set for example the cumulative impact of small scale retail developments or small scale housing developments in the Green Belt or on greenfield sites.

Spatial Development Strategy Core Components and Indicative Compatible Development

10.5 The purpose of [Schedule 15](#) is to identify indicative development considered appropriate for the general location, role and function of each of the core spatial components of the Spatial Development Strategy.



Purpose of Diagram 10: Assessment of Development Proposals

10.6 The purpose of [Diagram 10: Assessment of Development Proposals](#) is to aid consistent application and implementation of the SDP and should be used by Local Authorities when assessing strategic scale development proposals or other proposals that may impact on the Plan strategy. This Diagram should be used to determine whether strategic scale development proposals ([Schedule 14](#)) comply with the policies, schedules and diagrams of the SDP.

Complying with the Strategic Development Plan

10.7 Strategic development proposals whose scale, location and development compatibility support the Vision and Spatial Development Strategy ([Diagram 10: Box 1](#)) will be deemed to accord with the SDP. Development proposals which do not support the Vision and Spatial Development Strategy will be regarded as a departure from the SDP. As such, they require to be assessed against [Diagram 10: Box 2](#).

10.8 It should be noted that both acceptable and unacceptable departures from the SDP, as defined in [Diagram 10: Box 2](#), are contrary to the Strategic Development Plan.

Schedule 14 Strategic Scales of Development

This schedule is intended to clarify the scale of development likely to impact on the SDP Vision and Spatial Development Strategy. Strategic development proposals also require to be assessed against *Schedule 15: Indicative Compatible Development* and *Diagram 10: Assessment of Development Proposals*. The relevant policies in Scottish Planning Policy also require to be taken into consideration particularly in respect to promoting town centres.

Greenfield Housing	10 or more units outwith the Community Growth Areas or sites outwith those identified in LDPs
Retail Developments	Over 5,000m ² within or 2,500m ² outwith the network of strategic centres (Schedule 2)
Office (Class 4), General Industry (Class 5) and Storage and Distribution (Class 6) Developments	Gross floorspace ≥10,000m ² or area of the site ≥2ha
Electricity Generation	Where the capacity ≥20 MW (Policy 10)
Wind Turbines	≥20 MW generating capacity (Policy 10)
Waste Management Facilities	Where capacity ≥25,000 tonnes pa. For sludge treatment, capacity ≥50 tonnes (wet weight) per day of residual sludge (Policy 11)
Transport and Infrastructure Projects	Construction of new or replacement roads, railways, tramways, waterways, aqueducts or pipelines which exceed 8 km (Policy 17, Policy 19, Policy 20)
Mineral Extraction Proposals	Site area ≥2 ha (Policy 15)
Other Development	<p>Not falling within classes above:</p> <ul style="list-style-type: none"> • where the gross floor space ≥5,000 m²; or, • where the area ≥2 ha; or, • generating ≥500 vehicles per day.

Small scale developments could raise significant issues in their own right or in terms of the precedent set, for example the cumulative impact of small scale retail developments or small scale housing developments in the Green Belt or on greenfield sites.



Schedule 15 Spatial Development Strategy Core Components – Indicative Compatible Development¹

Spatial Development Strategy Core Components	Indicative forms of development in line with Spatial Development Strategy
Clyde Waterfront *	Economic activity, housing, visitor economy, fixed and green infrastructure, culture, leisure, education, health and active travel, public transport
Clyde Gateway *	Economic activity, housing, visitor economy, fixed and green infrastructure, culture, leisure, education, health and active travel, public transport
Ravenscraig *	Economic activity, housing, retail, visitor economy, fixed and green infrastructure, culture, leisure, education, health and active travel, public transport
Glasgow City Centre *	Economic activity, retail, housing, visitor economy, public transport, culture, education, regional and local governance, public realm and active travel
Community Growth Areas *	Housing, economic activity, infrastructure – including public transport and active travel, green infrastructure, social and community facilities
River Clyde	Visitor economy, active travel
Forth and Clyde Canal	Visitor economy, active travel
Green Network	Green Infrastructure, woodland creation, visitor economy, sustainable access including active travel and natural leisure facilities, biodiversity, biomass planting
Network of Strategic Centres * (Policy 4, Schedule 2, Diagram 3)	Retail, culture, education, leisure, health and active travel, public realm, public transport, residential, employment, local governance, civic and community uses
Strategic Economic Investment Locations (Policy 5, Schedule 3, Diagram 4)	Economic activity, support for key employment sectors, public transport, active travel, green network
Strategic Freight Transport Hubs (Policy 6, Schedule 4, Diagram 4)	Freight facilities, trans-shipment facilities, freight storage, freight parks, associated passenger facilities

*mixed use focus

1. The indicative forms of development set out in this diagram should not be read as exhaustive. They are illustrative of the range and types of development which Clydeplan would expect as part of the Spatial Development Strategy. With its focus on minimising the development and carbon footprint of the city region, Clydeplan would anticipate a mix of uses in locations as part of the process of regeneration and contributing to sustainable development.

Diagram 10 Assessment of Development Proposals





Box 2 — Departures from the Strategic Development Plan

Is the development proposal an acceptable departure from the Strategic Development Plan having regard to the following criteria and any other material considerations?

The development proposal

- makes a significant contribution to sustainable development particularly through enabling shift to sustainable travel modes and the contribution to carbon reduction;
- provides significant net economic benefit including the need to accommodate inward investment that would otherwise be lost to the city region or Scotland;
- responds to economic issues, challenges and opportunities, including the protection of jobs or the creation of a significant number of net additional permanent jobs to the city region;
- meets a specific locational need;
- protects, enhances and promotes natural and cultural heritage, including green infrastructure, landscape and the wider environment;
- improves health and well-being by offering opportunities for social interaction and physical activity, including sport and recreation; and,
- supports the provision of digital connectivity in new developments and rural areas.

..... NO

The development proposal is an unacceptable departure from the Strategic Development Plan and is therefore deemed contrary to the Strategic Development Plan.

..... YES

The development proposal is an acceptable departure from the Strategic Development Plan.

Subject to Local Development Plan assessment





Glossary

Action Programme

A process and document to identify the steps needed to achieve the particular goals and proposals of the Strategy.

Active travel

Refers to travel and transport modes which focus on physical activity, e.g. walking, cycling in contrast to vehicular travel and dependency on carbon based fuels.

Biodiversity

The range and diversity of ecosystems; plants, animals, species and genes, and the ecological processes that support them.

Biomass

Biological materials, e.g. plant and wood residues which may be used to generate energy, normally via incineration.

Brownfield land

Land which has previously been developed. The term may encompass vacant or derelict land; infill land; land occupied by redundant or unused buildings; and developed land within the settlement boundary where further intensification of use is considered suitable. A brownfield site should not be presumed to be suitable for development, especially in Green Belt and other countryside areas.

City region

A concept which transcends individual Local Authority boundaries and joins more than one city, town or administrative area together in terms of strategic planning for economic development, physical planning or strategic housing – and in terms of governance arrangements, such as through Clydeplan itself. The Glasgow city region comprises eight Local Authorities in such a governance arrangement.

Compact City Model

A strategic land use planning concept, which promotes higher urban densities and mixed land uses around an efficient public transport system, and a development 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 and delivers infrastructure at lower unit and per capita cost.

Creative industries

Refers to a range of economic activities which are concerned with the generation or exploitation of knowledge and information. They may also be referred to as the cultural industries, especially in Europe, or the creative economy.

Development footprint

The total area of land taken up by physical development.

Digital industries

A term to describe the wide range of companies involved in digital technology such as digital film, photography, sound, design, graphics and marketing.

Eco-systems Approach

The ecosystem approach is a strategy for the integrated management of land, water and living resources that promotes conservation and sustainable use in an equitable way.

Forestry and Woodland Strategy (FWS)

A thematic strategy on the growing strategic significance of forestry and woodland resources which is both integral to the overall Spatial Development Strategy but which is also developed as a standalone document designed to guide Forestry Commission Scotland and other relevant bodies in their operational development of and investment in development of the forestry resource.

Glasgow City Centre

Defined by the north and west sections of the M8, the River Clyde and High Street/Saltmarket.

Greenfield land

Land which has never previously been developed, or fully restored formerly derelict land which has been brought back into active or beneficial use for agriculture, forestry, environmental purposes or outdoor recreation.

Green infrastructure

A strategically planned and delivered network of high quality green spaces and other environmental features, designed and managed as a multifunctional resource capable of delivering a wide range of environmental and quality of life benefits for local communities. Green infrastructure includes parks, open spaces, woodlands and paths.

High Speed Rail (HSR)

Rail passenger transport operating at significantly higher speeds than the normal speed of rail traffic.

Specific definitions by the EU include 200 km/h for upgraded track and 250 km/h (160 mph) or faster for new track.

Housing Market Area (HMA)

Areas within which households are willing to move to buy a house (excluding moves which are employment or retirement-led). These areas are used to reflect the mobility of demand across the city region. They are relatively self contained from other HMAs, but are interlinked.

Housing Need and Demand Assessment (HNDA)

The Scottish Government in 2008 introduced a new approach to planning for housing. Alongside SPP and Local Housing Strategy (LHS) Guidance, Local Authority planning and housing departments are required to work together in a Housing Market Partnership, to produce an HNDA that will provide the evidence base for identifying future housing requirements by Housing Market Areas, across all tenures, and will inform SDPs, LHSs and LDPs.

Key Agencies

Under the Planning etc. (Scotland) Act 2006, a body which the Scottish Ministers specify as relevant to the preparation of development plans.

Key sectors

Specific economic sectors, in which Scotland and the city region have a potential competitive advantage and which have been targeted by the Scottish Government and its Agencies for investment assistance, promotion and growth.



Life sciences

These comprise all fields of science involving the scientific study of living things; plants, animals and humans.

Local Development Plan (LDP)

The more detailed planning layer of the Development Plan system in Scotland. Within the four city regions the strategic vision and direction is established by the Strategic Development Plan.

Local Housing Strategy (LHS)

Section 89 of the Housing (Scotland) Act 2001 requires Local Authorities to undertake a comprehensive assessment of housing needs and conditions, and to produce strategies to tackle the housing problems in their area.

Low carbon

A process or activity which seeks to minimise consumption of carbon fuels and thereby reduce subsequent output of carbon dioxide and other greenhouse gas emissions into the atmosphere.

Metropolitan Glasgow Strategic Drainage Plan (MGSDP)

A formal partnership project established between Glasgow City Council, Scottish Water, Scottish Enterprise and SEPA; incorporating the Scottish Government, Clydeplan, Scottish Canals, Clyde Gateway Urban Regeneration Company and other Local Authorities to address long-term investment in water and drainage infrastructure across the city region core. It is included in National Planning Framework 3 by the Scottish Government as a National Development.

Mobile Housing Demand

The proportion of the total projected housing demand that can be accommodated within any sub-market area of a relevant Housing Market Area.

National Development

A designation of certain projects in the National Planning Framework as a mechanism for establishing the need for these developments in Scotland's national interest. Major transport, energy and environmental infrastructure projects may fall within this category of development.

National Planning Framework (NPF)

A spatial strategy for Scotland's future. It guides development, setting out strategic development priorities to support the Scottish Government's central purpose; sustainable economic growth.

Scottish Planning Policy (SPP)

The Scottish Government's planning policy for the development and use of land.

Sequential Approach

A planning principle that seeks to identify, allocate or develop certain types or locations of land before others. For example, preference given to brownfield land before greenfield sites and town centres before out of centre.

Service-based economy

An economy concentrated in sectors such as financial services, business services, health and education rather than in the production of manufactured products.

Spatial Vision

A broad strategic direction and framework for the long-term geographical development of an area based on common goals within an understanding of the nature of that area and its needs and demands within the wider influences and forces that will affect that area.

Spatial Development Strategy (SDS)

A long-term integrated multi-sector spatial plan for physical development and its future geography in the city region and its eight constituent Local Authority administrative areas.

Strategic Development Plan (SDP)

Under the Planning etc. (Scotland) Act 2006, the SDP is the replacement plan for the previous generation of Structure Plans. It is intended to address the overall Vision and Spatial Development Strategy for the long-term development of a city region. It requires the formal approval of Scottish Ministers and has a number of stages set out in legislation and regulations.

Strategic Economic Investment Location (SEIL)

A sustainable location within the Spatial Development Strategy, specifically identified because of its ability to meet the role and function needed to foster investment and development in key economic sectors.

Strategic Development Planning Authority (SDPA)

In Scotland, a local governmental body comprising more than a single planning authority working with partners to address the long term strategic development of a city region. In the Glasgow and the Clyde Valley context, its SDPA comprises eight Local Authorities.

Sustainable development

Development which is framed in the integration of environmental sustainability by living within the capacity of natural environmental systems; economic sustainability by ensuring continued prosperity and employment opportunities; and social sustainability by ensuring social inclusion, equity, personal wellbeing and a good quality of life.

Sustainable economic growth

Economic growth which takes place without depleting non-renewable resources.

Sustainable transport

Any means of transport with low impact on the environment, and includes walking, cycling, urban public transport, carsharing, and other forms that are fuel-efficient, space saving and promote healthy lifestyles.

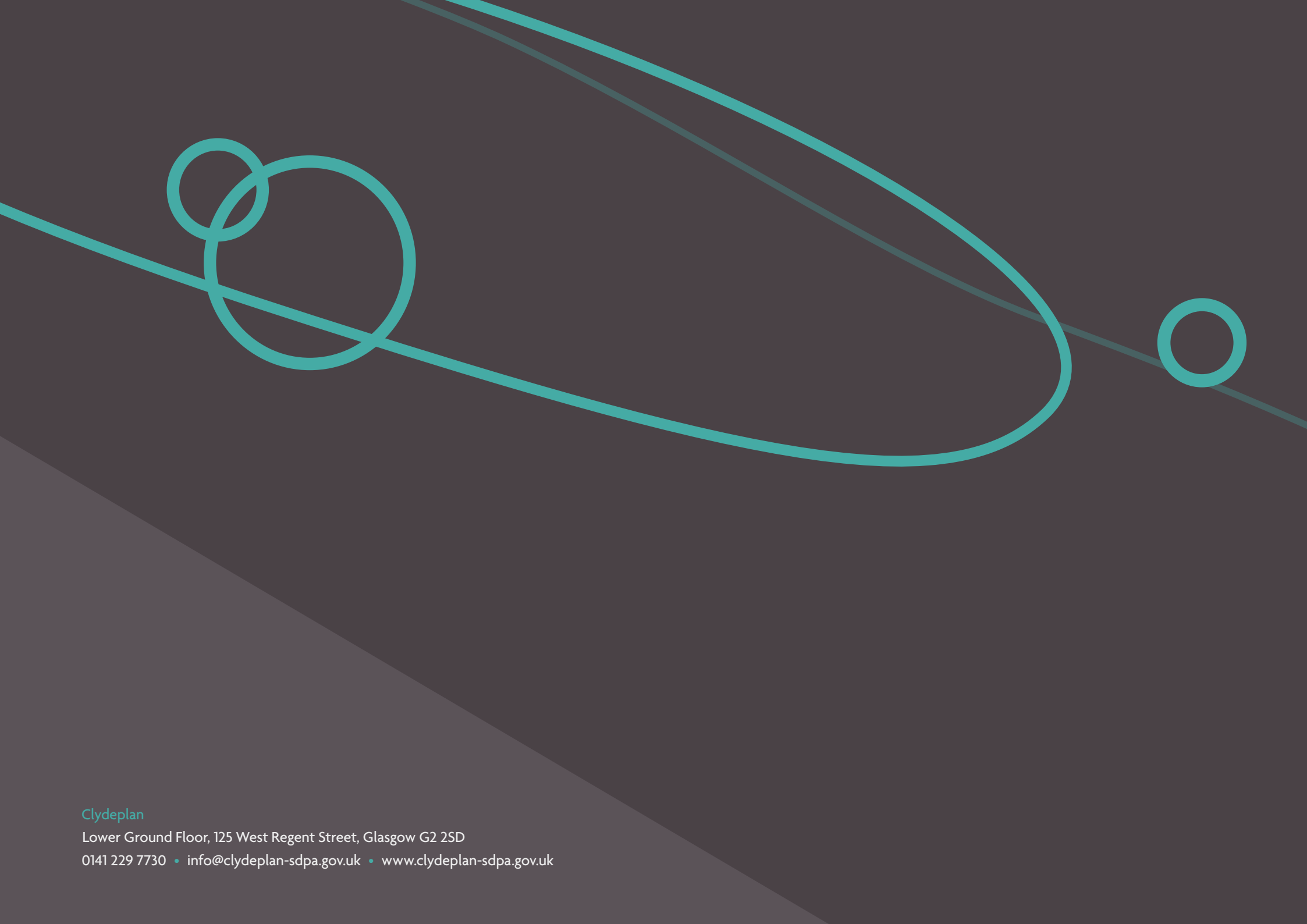
Urban Regeneration Company

An organisation set up by central government to coordinate targeted regeneration and development in depressed city areas. First introduced in the early 1980's their aims typically included the improvement of the local environment, making it more attractive to business; to give grants to businesses setting up or expanding within the area; to renovate and reuse buildings; and to offer advice and practical help to businesses considering moving to the location.

Background Reports

- 1 Economic Outlook and Scenarios for the Glasgow and Clyde Valley City Region 2013 – 2038
- 2 Glasgow and the Clyde Valley Housing Need and Demand Assessment (May 2015)
- 3 Climate Change Adaptation
- 4 Vacant and Derelict Land 2014
- 5 Network of Strategic Centres
- 6 Strategic Economic Investment Locations
- 7 Land Supply for Housing Monitoring Report 2013
- 8 Beyond the Housing Need and Demand Assessment
- 9 Urban Capacity Study 2013
- 10 Low and Zero Carbon Generating Technologies
- 11 Green Network
- 12 Forestry and Woodland Strategy
- 13 Minerals
- 14 Active Travel – Strategic Walking and Cycling Network





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