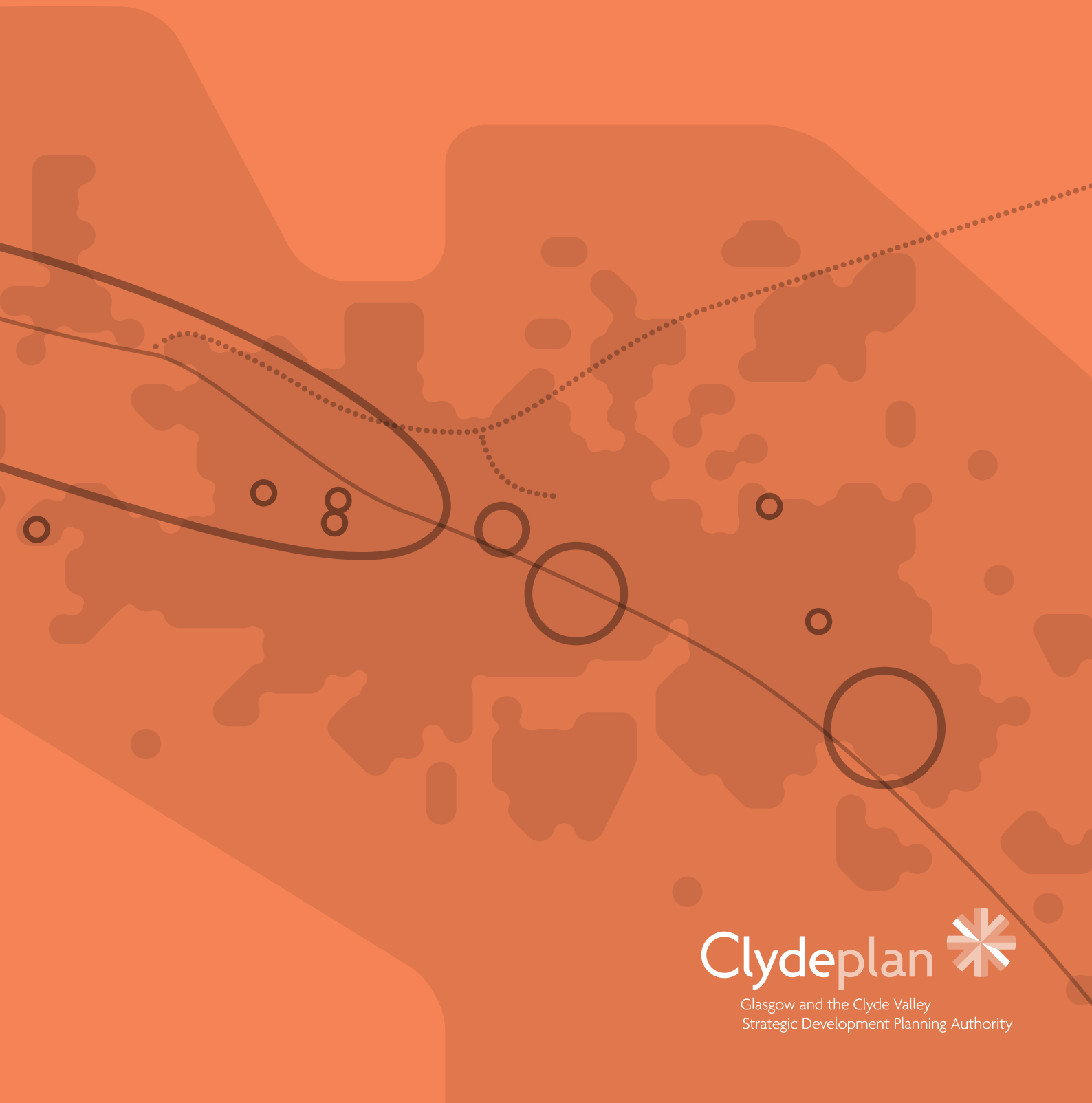
Strategic Development Plan

Proposed Plan

January 2016

Additional Information to Support Background Report 6
Strategic Economic Investment Locations



Clydeplan

Glasgow and the Clyde Valley
Strategic Development Planning Authority

Introduction

These Strategic Economic Investment Location proformas aim to provide a comprehensive overview of each of the 22 Strategic Economic Investment Locations identified in the Strategic Development Plan. The Proformas contain a range of information including:

- Local Authority within which the site is located
- SEIL's strengths
- Site history
- Site address
- Site reference number
- Total Gross area
- Ownership (if known)
- Status of the site, i.e.:
- SDP level/LDP level (in which land supply)
- In a geographical area for a particular land use
- Planning Permission Status: PPP or Full
- Current Uses Classes on site
- What sectors have been designated for this location?
- Availability, i.e.:
    - Site is not likely to be developed, site preparation is required;
    - Site is likely to be available; preparation commenced, or preparation programmed with funding in place;
    - Site is marketed.
- Any relevant additional information on the SEIL
- Existing Designated sectors
- Connectivity analysis for the SEIL

The proformas are in the following order:

- Glasgow City Centre
- Clyde Gateway (Glasgow City Council element)
- Creative Clyde Enterprise Area (incorporating Hydro/SECC and Pacific Quay)
- International Financial Service District (IFSD)
- International Technology and Renewable Energy Zone (ITREZ)
- Queen Elizabeth University Hospital Glasgow
- Robroyston
- West of Scotland Science Park
- Inverclyde Waterfront
- Biocity Scotland Proposed Enterprise Area
- Eurocentral
- Gartcosh
- Ravenscraig
- Bishopton
- Glasgow Airport Investment Area (GAIA)
- Hillington / Renfrew North
- Clyde Gateway (South Lanarkshire Council element)
- Hamilton International Technology Park
- Peel Park North
- Poniel

- Scottish Enterprise Technology Park (SETP)
- Clydebank Riverside
- Lomondgate

City Centre Strategic Economic Investment Location (SEIL)

Introduction

The aim of document is to provide overview of the City Centre Strategic Economic Investment Location (SEIL), situated within the GCV city region, and set out the key characteristics and information for it in order to provide a stronger evidence base for strategic decisions and monitoring purposes.

In terms of supporting a rebalanced low carbon economy for the city-region with its focus on key existing and new economic sectors, the Strategic Development Plan (SDP) identifies the SEILs based upon their ability to offer specific roles and functions within the new rebalanced economy.

These SEILs have been selected to support the Scottish Government's key sectors, Scottish Enterprise locational priorities and the growth in rebalancing economic sectors. As strategic priorities, they best reflect the need for sustainable locations to address long-term drivers of change. The SEILs package of key strategic locations focused on the future key economic sectors does not preclude other economic activity sites being promoted and developed through LDPs in response to local requirements.

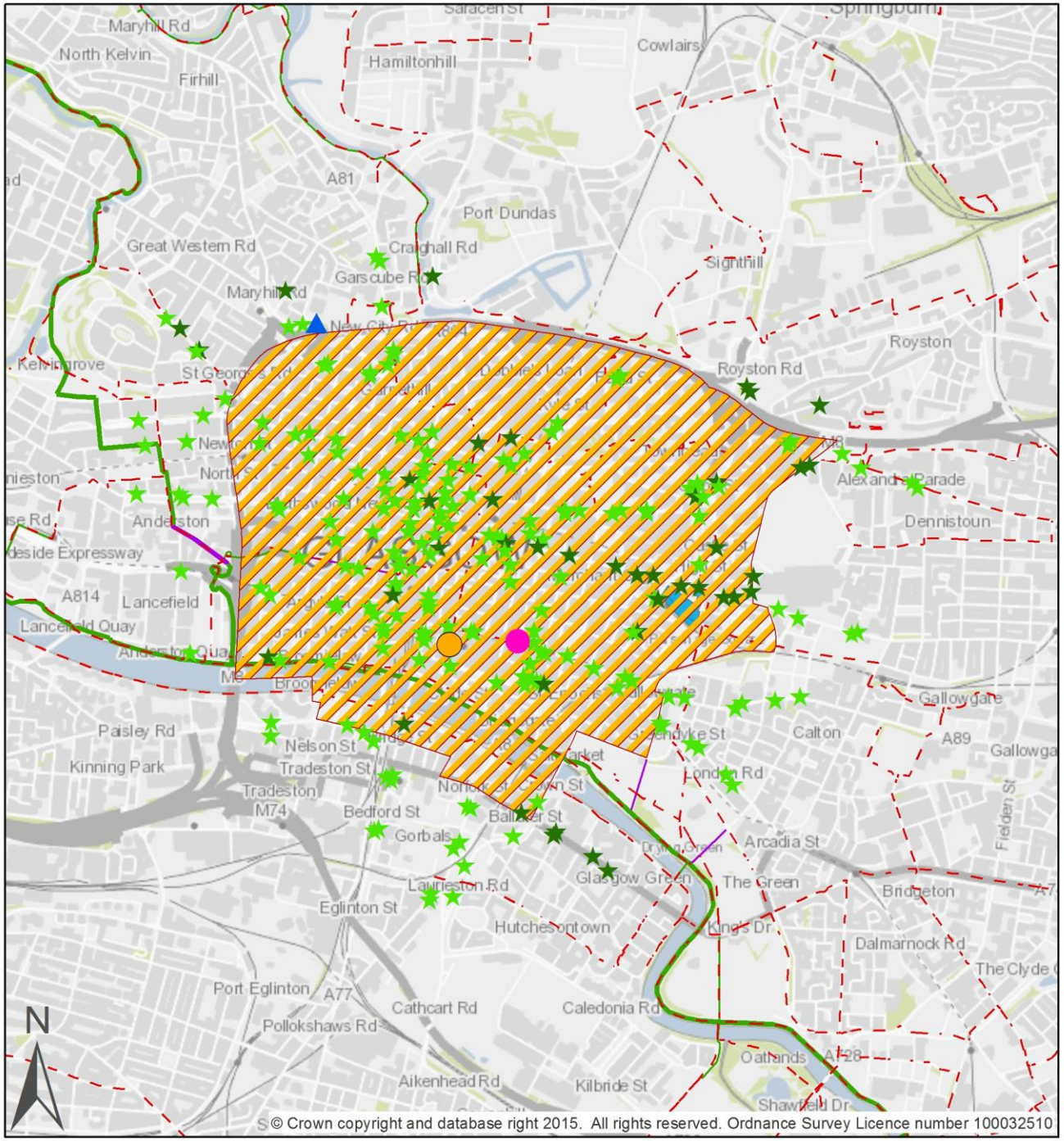
Methodology

The evidence underpinning this work has been provided by each of the respective Local Authorities and augmented with inputs from Scottish Enterprise and the commercial sector

This will provide a baseline picture for our refreshed monitoring purposes and will also feed into the SDP and LDP Action programmes

Glasgow City Centre	
Criteria	
Local Authority within which the site is located	Glasgow City Council
SEIL strengths	City Centre • Largest office location in the country and commercial hub of the West of Scotland • High density office environment supported by access to large, highly skilled workforce • Agglomeration of business activities including services to the public, back office functions and company HQ's • Developments in the pipeline: Broadway 2, and Atlantic Quay, Broomielaw

	• Highly accessible by motorway network and national/local public transport hub. • Proximity to complementary retail, leisure, entertainment and education activities. • High quality public realm
Site history	As the metropolitan core of the SDP, the city centre has excellent private and public transport accessibility.
Site address	City Centre
Site reference number	-
Total Gross area	344 ha
Ownership (if known)	Various
Status of the site, i.e.:	
SDP level 1. In the industrial land supply	N/A
LDP level 1. In the industrial land supply	N/A
2. In a geographical area for a particular land use	N/A
Planning Permission Status:	
PPP or Full	Various Full/PPP
Current Uses Classes on site	Vide range, including office, commercial, retail, leisure, entertainment, residential.
What sectors have been designated for this location?	Business and financial services; green technologies; higher and further education, visitor economy
Availability, i.e.:	
1) Site is not likely to be developed, site preparation is required;	N/A
2) Site is likely to be available; preparation commenced, or preparation programmed with funding in place;	N/A
3) Site is marketed.	N/A



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Clydeplan

Glasgow and the Clyde Valley
Strategic Development Planning Authority

Location: City Centre, Glasgow City Council

Cluster: Glasgow City Centre

Key Sectors: Business and Financial Services / Green Technologies / Higher and Further Education / Visitor Economy

SEIL Boundary	396Ha
Industrial Land Supply 2014 Marketable Land	1.7Ha

Connectivity

Closest Rail Station to SEIL (walking distance):

Argyll St	71m

Closest Subway Station to SEIL (walking distance):

St Enoch	409m

Closest Motorway Access Junction to SEIL (along road network):

M8 J17/A82	327m

Number of Bus Stops within 600m of SEIL:	243
Frequency of service between 7-10am	
6+ buses per hour	192
Between 1-5 buses per hour	51

Local Authority Core Paths 2010

Cycling Routes (Sustrans, November 2015)

Traffic-Free Route (National Cycle Network/Other)

On-Road Route (National Cycle Network/Other)

Clyde Gateway (GCC element) Strategic Economic Investment Location (SEIL)

Introduction

The aim of document is to provide overview of the Clyde Gateway (GCC element) Strategic Economic Investment Location (SEIL), situated within the GCV city region, and set out the key characteristics and information for it in order to provide a stronger evidence base for strategic decisions and monitoring purposes.

In terms of supporting a rebalanced low carbon economy for the city-region with its focus on key existing and new economic sectors, the Strategic Development Plan (SDP) identifies the SEILs based upon their ability to offer specific roles and functions within the new rebalanced economy.

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Methodology

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Clyde Gateway	
Criteria	
Local Authority within which the site is located	Glasgow City Council/South Lanarkshire

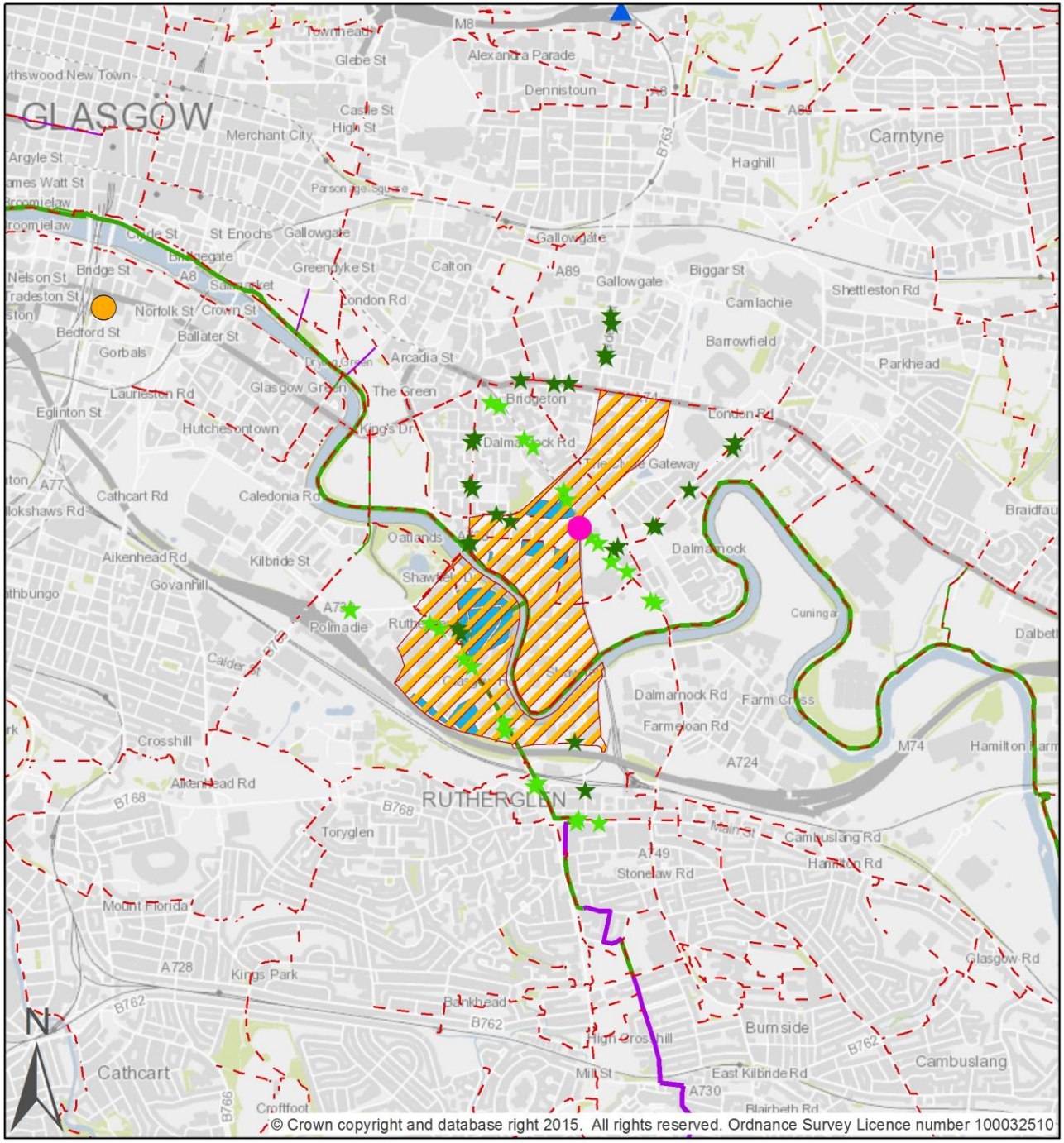
SEILs strengths	○ Ownership:
	  ○ Mixed ownership but there has been a major commitment to public sector land acquisition and assembly through the URC
	○ Planning Status:
	○ National Planning Priority
	  ○ Identified as Development Framework Site in Proposed LDP
	  ○ Approved Masterplan for National Business District at Shawfield

	○ Various consents granted. ○ Scale and Flexibility: ○ Major redevelopment remediation/infrastructure provision underway to create development sites ○ First phase of Clyde Gateway East Business Park (three units) now complete with 2 units occupied. ○ Series of opportunities aimed at different market sectors ○ Promoted for Class 4, 5 and 6 ○ Location: ○ Excellent road access to the motorway network (junction 2 of M74) ○ Inner urban area with access to bus and rail services giving excellent connectivity to central Glasgow (Rutherglen station < 1km) ○ Adjacent to Rutherglen town centre ○ Adjacent to centres of population/potential workforce ○ Established industrial skills base ○ Shawfield/Dalmarnock Smart Bridge linking to reconstructed Dalmarnock Train Station ○ Key Economic Drivers: ○ National Priority ○ Commonwealth Games 2014 ○ Existing industrial base with key sectors of enabling technologies and construction well represented. ○ Proposals at an advanced stage for National Business District at Shawfield and Rutherglen Low Carbon zone
Site history	Area comprises predominently pre 1900 units. Substantial areas of vacant ground, many occupied by showpeople's caravans. Significant development issues with showpeople's vehicles and equipment on the road and vacant sites. Area has high public transport accessibility and is serviced onto dual c'wa/exp'way/dd road. An assessment in 2010/11 identified >300 units in this location, however the recent completion of the EERR will have had an impact on this. The Shawfield area lies within Clyde Gateway which has been identified as a national and strategic regeneration priority. A key component of the overall strategy for Clyde Gateway is the creation of a new National Business District within the Shawfield area building upon; the employment uses already to be found there, the excellent connectivity presented by the newly opened M74 project, the East End Regeneration Route and improvements at Dalmarnock and Rutherglen Railway Stations along with its strategic location on Rutherglen Road and Glasgow Road. The National Business District will also provide a highly strategic location for employment in a Glasgow and national context
Site address	GCC element - London Road/Dalmarnock Road/ SLC element - Shawfield Rutherglen
Site reference number	GCC – n/a SLC There are a number of sites currently on the industrial land supply – additional sites are being added as they are acquired and prepared for development.

	Current Land supply sites 2012 – CR/0053/01 Clydeside Rd 1.92ha cat 2 CR/0054/01 Southcroft Rd 1.5ha Cat 2 CR/0054/02 Southcroft Rd 1 0.69ha Cat 2 CR/0054/03 Southcroft Rd 2 0.3ha Cat 2 CR/0060/05 Ashton Road 0.33ha Cat 3 CR/0052/01 Southcroft Rd 0.28ha Cat 14
Total Gross area	63.6 ha (Glasgow) SLC- 54.9ha
Ownership (if known)	Clyde Gateway URC Mixed
Status of the site, i.e.:	
SDP level 1. In the industrial land supply	Yes
LDP level 1. In the industrial land supply	Yes
2. In a geographical area for a particular land use	Yes, it is within Clyde Gateway Development Framework Site
Planning Permission Status:	
PPP or Full	PPP and Full PPs exist within this location PPP December 2012. CR/12/0099. Infrastructure improvements, remediation of contamination and creation of development platforms for class 4 (Business), class 5 (industrial), class 6 (storage/distribution) and office uses along with ancillary commercial, leisure and retail uses with selective demolition of existing buildings and associated works.
Current Uses Classes on site	Classes 4/5/6 and showpeople (GCC) Class 4,5,6 &11 (SLC)
What sectors have been designated for this location?	
Availability, i.e.:	
1) Site is not likely to be developed, site preparation is required;	
2) Site is likely to be available; preparation commenced, or preparation programmed	Yes

with funding in place;	
3) Site is marketed.	See PPP and full PPs details above
Additional information* All info in this section is from SLC at present	<u>SLC Information</u> • There are a number of existing uses shown here that will need to be considered in the future phasing of development of the Infrastructure and Development Framework. • Those uses include Shawfield Stadium itself, an important landmark use, but awkwardly located and on an underutilised site. Also of importance is the existing Morris Furniture Building, an important business and employer. • Ther is a mix of industrial, commercial (trades counters) and leisure/recreation current land uses on site .there is also Significant areas of vacant/derelict land/buildings • East End relief road forms western boundary of site • Site lies between 2 junctions on M74. The A730 Glasgow Road/Rutherglen road passes through site and has bus services connecting area to centre of Glasgow Rutherglen rail station is located on the eastern boundary of the site. Dalmarnock station lies to the north. • The development framework proposes various improvements to transport infrastructure Extract from PPP submission "Key to the connectivity of the Shawfield site and the development area to the north of the site is the provision of a new pedestrian/cycle bridge over the River Clyde. This SMART Bridge provides a vital link to and from the site, improving connectivity to Dalmarnock while providing a link to the public realm proposals within Shawfield. NCN Route 756 is within the site and this route could become traffic free in sections, helping to reduce the barriers to cycling. Improving bus services and infrastructure along the Glasgow Road corridor will be critical to improving the accessibility of Shawfield. Walk distances from this corridor to most of the Shawfield site are within the 400m recommended walking distance, or 5 minute walk, thus reducing the barriers to bus travel. Due consideration is also made to providing a secondary bus route to include for future travel demands. Railways station improvements are proposed at Dalmarnock and the users of the Shawfield site will be able to benefit from these improvements. Coupled with improvements in connectivity to Dalmarnock and Rutherglen, rail travel is a viable travel mode to the site." • The Shawfield Travel Plan Framework (STPF) will provide a mechanism to promote sustainable travel • There any known development constraints on and relating to the siteand these are being addressed by above application (CR/12/0099) this is also the same for the environmental issues -

	being addressed by above application (CR/12/0099) • There is limited provision at present of retail and other related services currently on site but there is a leisure/retail/commercial area proposed as part of the proposed redevelopment of the area. Phase 2 includes 4,000 square metres of retail space. And 5,000 square metres of leisure space. Rutherglen town centre within walking distance • The development framework includes green network and public realm proposals • If the site was de-allocated for industrial purpose there is the likelihood there would be development interest for non-employment uses



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Clydeplan

Glasgow and the Clyde Valley
Strategic Development Planning Authority

Location: Clyde Gateway, Glasgow City Council/ South Lanarkshire Council

Cluster: N/A

Key Sectors: Business and Financial Services / Distribution and Logistics

SEIL Boundary	118.5Ha
Industrial Land Supply 2014 Marketable Land	13.7Ha

Connectivity

Closest Rail Station to SEIL (walking distance):

Dalmarnock	23m

Closest Subway Station to SEIL (walking distance):

Bridge Street	2663m

Closest Motorway Access Junction to SEIL (along road network):

M8 J14	2202m

Number of Bus Stops within 600m of SEIL:	51
Frequency of service between 7-10am	
6+ buses per hour	25
Between 1-5 buses per hour	26

Local Authority Core Paths 2010

Cycling Routes (Sustrans, November 2015)

Traffic-Free Route (National Cycle Network/Other)

On-Road Route (National Cycle Network/Other)

Creative Clyde (Incorporating Pacific Quay, Science Centre, SECC/Hydro) Strategic Economic Investment Location (SEIL)

Introduction

The aim of document is to provide overview of the Creative Clyde Strategic Economic Investment Location (SEIL), situated within the GCV city region, and set out the key characteristics and information for it in order to provide a stronger evidence base for strategic decisions and monitoring purposes.

In terms of supporting a rebalanced low carbon economy for the city-region with its focus on key existing and new economic sectors, the Strategic Development Plan (SDP) identifies the SEILs based upon their ability to offer specific roles and functions within the new rebalanced economy.

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Methodology

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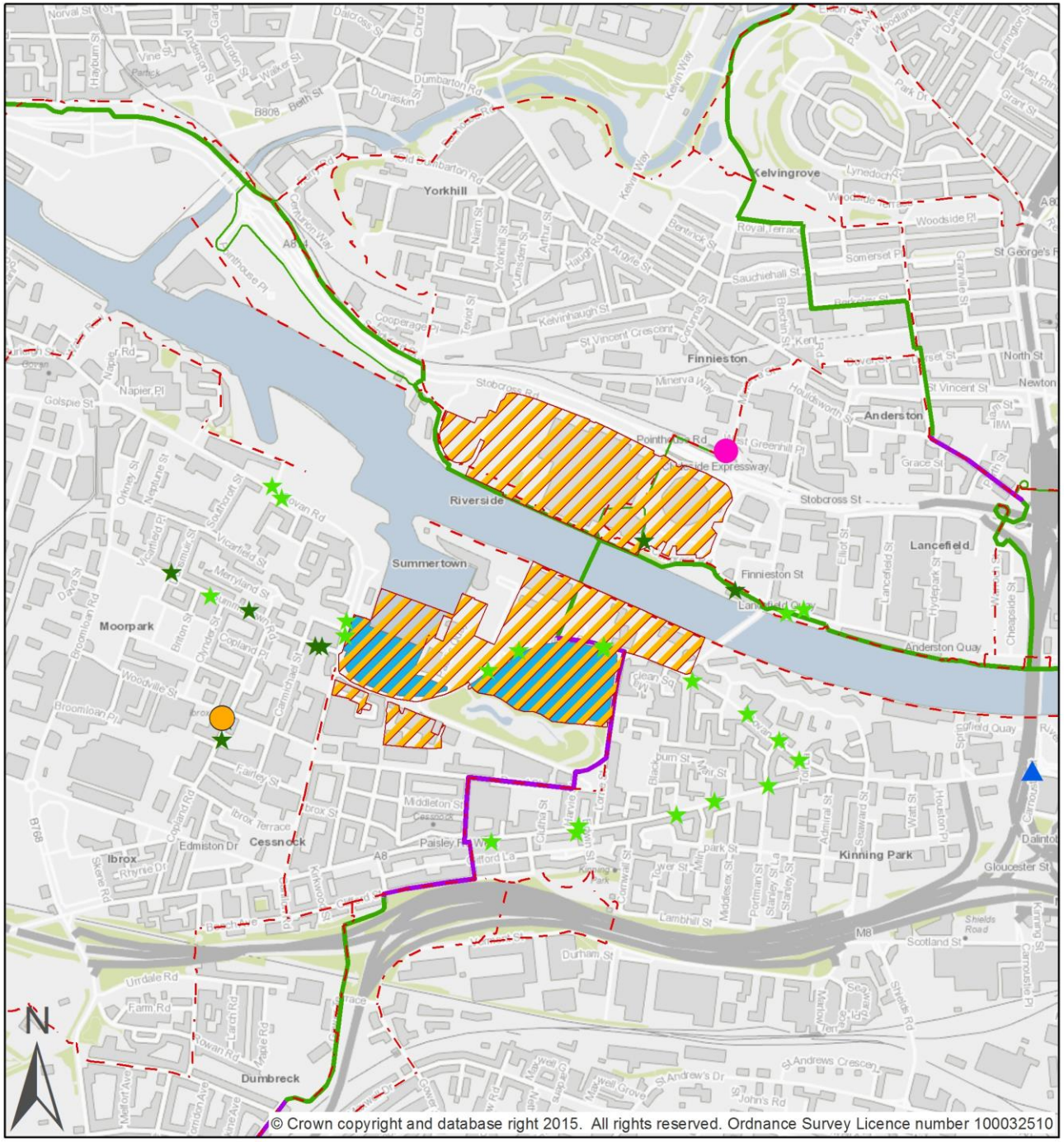
Creative Clyde	
Criteria	
Local Authority within which the site is located	Glasgow City Council
SEIL strengths	• Builds on Digital Media Quarter • Established Creative and Digital Industries key sector location with further development opportunities available • Digital Media Quarter providing purpose built modern accommodation for the creative industries • Development co-ordinated through Scottish Enterprise Masterplan aspiring to provide flexible space accommodating a range of uses including residential, retail and leisure as well as office space. • Delivery of 'Next Generation' broadband access • Fastlink dedicated rapid transport system will improve public

	transport access to the city centre. • Area defined as Pacific Quay in the SDP is located within the wider Creative Clyde Enterprise Area offering investment incentives and simplified planning regulations.
Site history	Substantial development over the last 10 years, including the Science Centre and Imax, BBC and Scottish Television. Current masterplan being progressed. Area now identified as an Enterprise Area (Creative Clyde). Located within Clyde Waterfront Strategic Development Corridor. Fastlink improves access with City Centre. Serviced onto dual c'wa/exp'way/dd road.
Site address	Govan Road
Site reference number	
Total Gross area	-
Ownership (if known)	Scottish Enterprise
Status of the site, i.e.:	
SDP level 1. In the industrial land supply	Yes
LDP level 1. In the industrial land supply	Yes
2. In a geographical area for a particular land use	Yes
Planning Permission Status:	
PPP or Full	Masterplan approved Feb 2012. Full and PPP for development
Current Uses Classes on site	Class 4
What sectors have been designated for this location?	Creative and digital industries; visitor economy
Availability, i.e.:	
1) Site is not likely to be developed, site preparation is required;	
2) Site is likely to be available; preparation commenced, or preparation programmed with funding in place;	Site is likely to be developed as a mixed use area including hotels, Live/Work Units, Residential and a small neighbourhood retail centre

3) Site is marketed.	



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Clydeplan

Glasgow and the Clyde Valley
Strategic Development Planning Authority

Location: Creative Clyde Enterprise Area (incorporating Hydro/SECC and Pacific Quay), Glasgow City Council

Cluster: Glasgow City Centre

Key Sectors: Creative and Digital Industries / Visitor Economy

SEIL Boundary	20Ha
Industrial Land Supply 2014 Marketable Land	9Ha

Connectivity

Closest Rail Station to SEIL (walking distance):

Exhibition Centre	778m

Closest Subway Station to SEIL (walking distance):

Ibrox	837m

Closest Motorway Access Junction to SEIL (along road network):

M8 J20/A8	1181m

Number of Bus Stops within 600m of SEIL:	29
Frequency of service between 7-10am	
6+ buses per hour	21
Between 1-5 buses per hour	8

Local Authority Core Paths 2010

Cycling Routes (Sustrans, November 2015)

Traffic-Free Route (National Cycle Network/Other)

On-Road Route (National Cycle Network/Other)

International Financial Services District (IFSD) Strategic Economic Investment Location (SEIL)

Introduction

The aim of document is to provide overview of the international Financial Services District Strategic Economic Investment Location (SEIL), situated within the GCV city region, and set out the key characteristics and information for it in order to provide a stronger evidence base for strategic decisions and monitoring purposes.

In terms of supporting a rebalanced low carbon economy for the city-region with its focus on key existing and new economic sectors, the Strategic Development Plan (SDP) identifies the SEILs based upon their ability to offer specific roles and functions within the new rebalanced economy.

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Methodology

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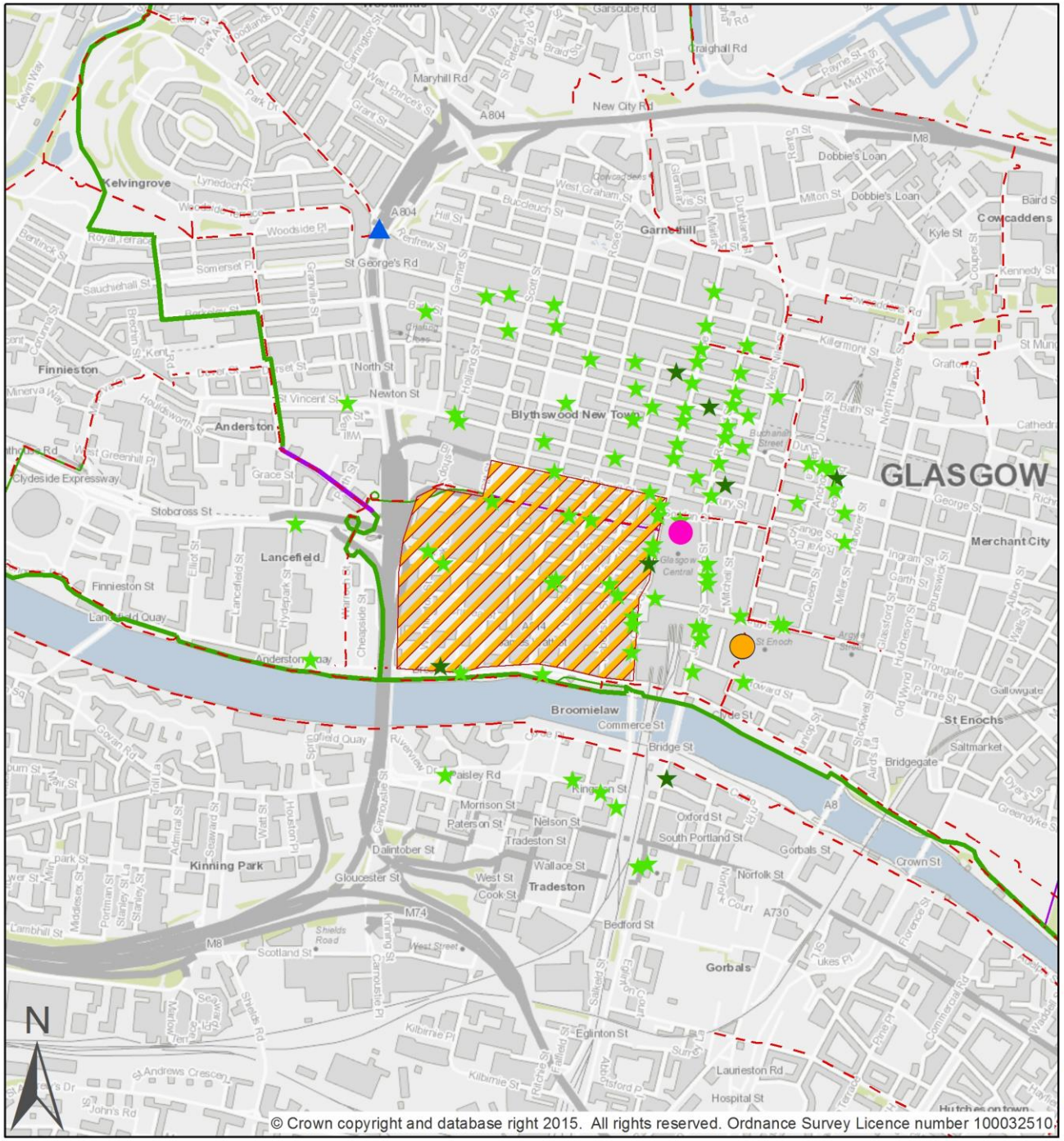
International Financial Services District	
Criteria	
Local Authority within which the site is located	Glasgow City Council
SEIL strengths	• Established Business and Financial Services key sector location with further development opportunities available • Accessible by motorway network and city centre national/local public transport hub. • Access to highly skilled workforce with new supply of financial services graduates produced by the City's educational institutions each year • IFSD 'brand' has international reputation - cluster of global firms including JP Morgan, Esure and Barclays.

	• Excellent digital connectivity through major investment • Supply of open plan grade A new build and refurbished office floorspace aimed at National and International Financial Operations • Vacant sites represent significant development opportunities. • High quality public realm
Site history	International Financial Services District emerging as a 'brand' for promoting development within City Centre. City Centre Strategy identifies Districts within City Centre. Excellent public and private transport accessibility.
Site address	Broomielaw to Bothwell Street initially, emerging as City Centre wide
Site reference number	N/A
Total Gross area	N/A
Ownership (if known)	Various
Status of the site, i.e.:	N/A
SDP level 1. In the industrial land supply	N/A
LDP level 1. In the industrial land supply	N/A
2. In a geographical area for a particular land use	N/A
Planning Permission Status:	
PPP or Full	PPP and Full permissions exist for development within this location.
Current Uses Classes on site	Class 4 offices, Retail, Housing, Hotels, entertainment, leisure.
What sectors have been designated for this location?	Business and financial services
Availability, i.e.:	
1) Site is not likely to be developed, site preparation is required;	N/A
2) Site is likely to be available; preparation commenced, or preparation programmed	N/A

with funding in place;	
3) Site is marketed.	N/A



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Clydeplan

Glasgow and the Clyde Valley
Strategic Development Planning Authority

Location: International Financial Services District, Glasgow City Council

Cluster: Glasgow City Centre

Key Sectors: Business & Financial Services

SEIL Boundary	33Ha
Industrial Land Supply 2014 Marketable Land	0Ha

Connectivity

Closest Rail Station to SEIL (walking distance):

Glasgow Central	86m

Closest Subway Station to SEIL (walking distance):

St Enoch	409m

Closest Motorway Access Junction to SEIL (along road network):

M8 J18/A804	1021m

Number of Bus Stops within 600m of SEIL:	94
Frequency of service between 7-10am	
6+ buses per hour	86
Between 1-5 buses per hour	8

Local Authority Core Paths 2010

Cycling Routes (Sustrans, November 2015)

Traffic-Free Route (National Cycle Network/Other)

On-Road Route (National Cycle Network/Other)

ITREZ Strategic Economic Investment Location (SEIL)

Introduction

The aim of document is to provide overview of the ITREZ Strategic Economic Investment Location (SEIL), situated within the GCV city region, and set out the key characteristics and information for it in order to provide a stronger evidence base for strategic decisions and monitoring purposes.

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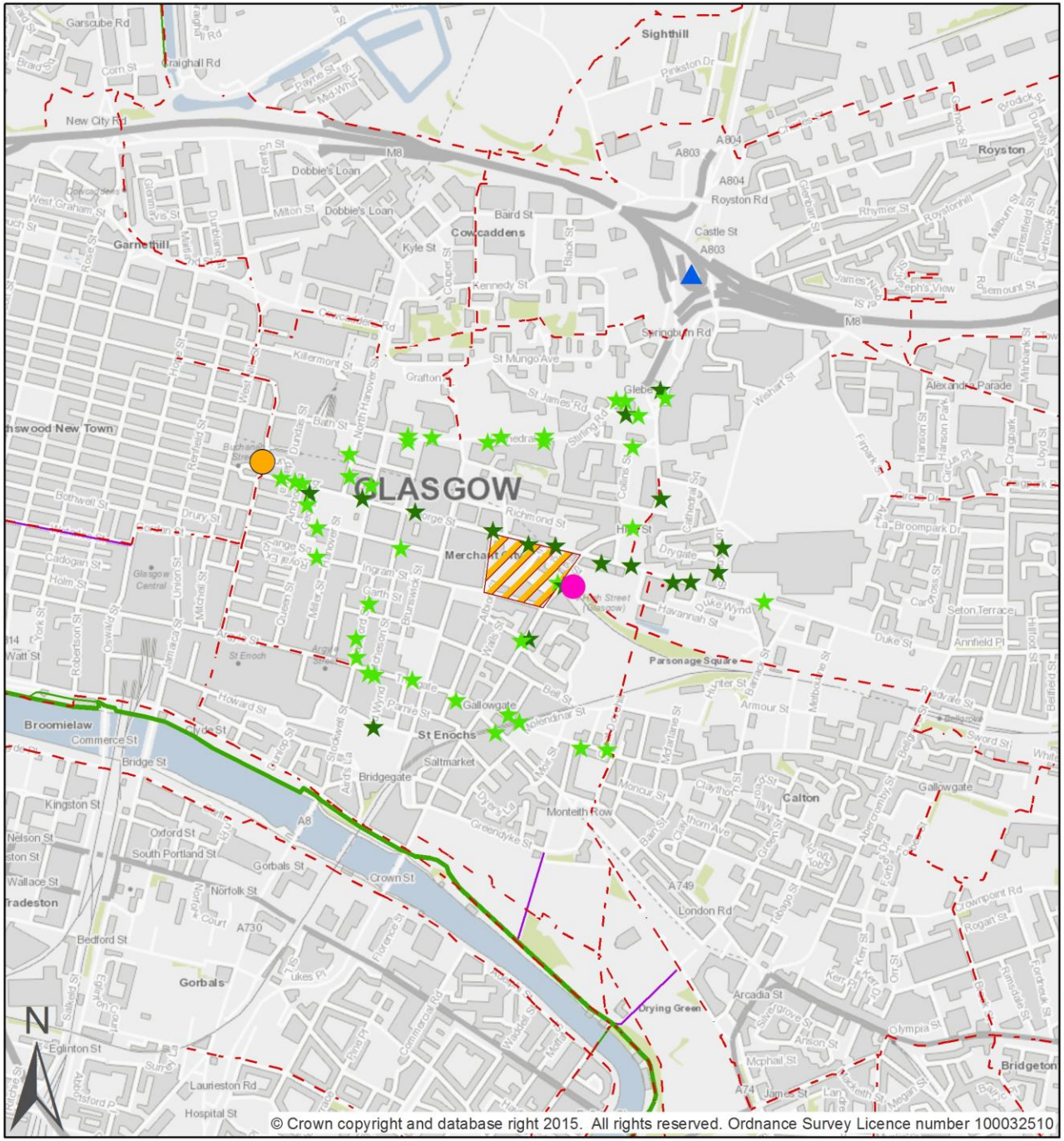
ITREZ	
Criteria	
Local Authority within which the site is located	Glasgow City Council
SEIL strengths	• Established Green Technologies key sector location with further development opportunities available • Co-location of Strathclyde University and renewables industry creating opportunities for collaboration • Purpose built accommodation for Renewable Energy R&D sector i/ University of Strathclyde's Technology Innovation Centre (TIC) ii/ Scottish Enterprise's "inovo" Industry Engagement Building (IEB): • Proximity to City Centre Facilities • Highly accessible by motorway network and national/local

	public transport network.
Site history	Boundaries have changed significantly. Historically the area include College Business Park to the east of high st, however it is now much reduced to the vacant land between George St and Ingram St. Excellent public and private transport links.
Site address	George St/High St/Ingram St
Site reference number	N/A
Total Gross area	
Ownership (if known)	-
Status of the site, i.e.:	
SDP level 1. In the industrial land supply	No
LDP level 1. In the industrial land supply	No
2. In a geographical area for a particular land use	No
Planning Permission Status:	
PPP or Full	- (TIC and Inovo buildings complete and occupied)
Current Uses Classes on site	Class 4 U/C
What sectors have been designated for this location?	Green/renewable technologies
Availability, i.e.:	
1) Site is not likely to be developed, site preparation is required;	Opportunities to develop remain. Some site preparation may be required. Opportunity site remain.
2) Site is likely to be available; preparation commenced, or preparation programmed with funding in place;	No
3) Site is marketed.	-



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Clydeplan

Glasgow and the Clyde Valley
Strategic Development Planning Authority

Location: International Technology and Renewable Energy Zone, Glasgow City Council

Cluster: Glasgow City Centre

Key Sectors: Green/Renewable Technologies

SEIL Boundary	3Ha
Industrial Land Supply 2014 Marketable Land	0Ha

Connectivity

Closest Rail Station to SEIL (walking distance):

High St	83m

Closest Subway Station to SEIL (walking distance):

Buchanan Street	886m

Closest Motorway Access Junction to SEIL (along road network):

M8 J15/A803	974m

Number of Bus Stops within 600m of SEIL:	60
Frequency of service between 7-10am	
6+ buses per hour	38
Between 1-5 buses per hour	22

Local Authority Core Paths 2010

Cycling Routes (Sustrans, November 2015)

Traffic-Free Route (National Cycle Network/Other)

On-Road Route (National Cycle Network/Other)

Queen Elizabeth University Hospital Glasgow Strategic Economic Investment Location (SEIL)

Introduction

The aim of document is to provide overview of the Queen Elizabeth University Hospital Glasgow Strategic Economic Investment Location (SEIL), situated within the GCV city region, and set out the key characteristics and information for it in order to provide a stronger evidence base for strategic decisions and monitoring purposes.

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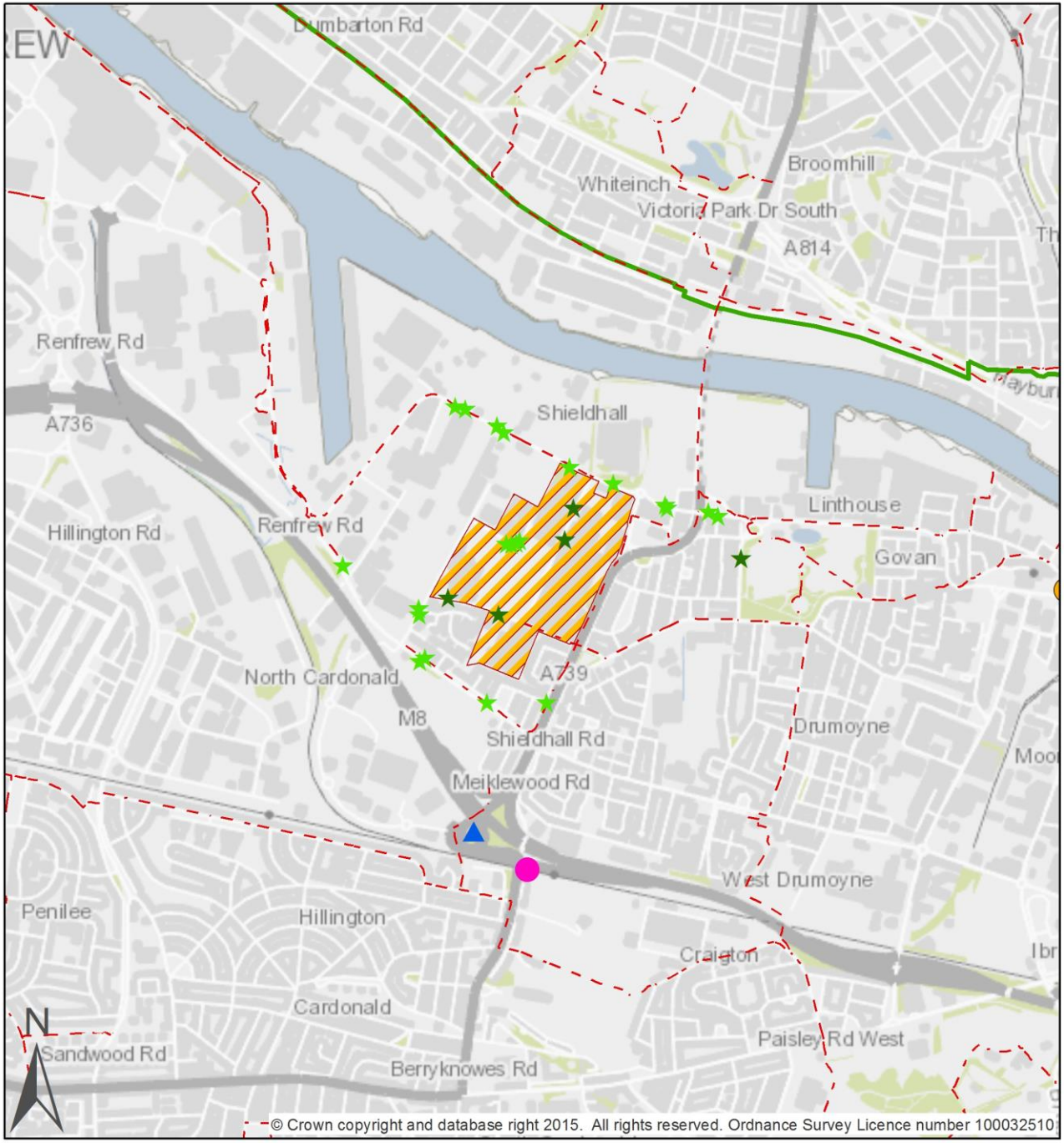
Queen Elizabeth University Hospital Glasgow	
Criteria	
Local Authority within which the site is located	Glasgow City Council
SEIL strengths	• Opportunities through the teaching and learning centre and supporting research facilities will allow collaboration between academic, industrial and NHS sectors. • Its accessibility with the Creative Clyde SEIL and the City Centre has been improved by 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.
Site history	Recently built modern hospital is one of the largest acute hospitals in the UK and home to major specialist services such as renal medicine,

	transplantation and vascular surgery, with state-of-the-art Critical Care, Theatre and Diagnostic Services.
Site address	1345 Govan Rd, Govan, Glasgow G51 4TF
Site reference number	
Total Gross area	28Ha
Ownership (if known)	NHS Scotland
Status of the site, i.e.:	
SDP level 1. In the industrial land supply	Yes
LDP level 1. In the industrial land supply	Yes
2. In a geographical area for a particular land use	Yes
Planning Permission Status:	
PPP or Full	
Current Uses Classes on site	Class 4 R&D (teaching and learning centre and supporting research facilities) and Use Class 8
What sectors have been designated for this location?	Life sciences (research and development)
Availability, i.e.:	
1) Site is not likely to be developed, site preparation is required;	
2) Site is likely to be available; preparation commenced, or preparation programmed with funding in place;	
3) Site is marketed.	



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Clydeplan

Glasgow and the Clyde Valley
Strategic Development Planning Authority

Location: Queen Elizabeth University Hospital Glasgow, Glasgow City Council

Cluster: Bio Corridor

Key Sectors: Life Sciences (Research and Development)

	SEIL Boundary	28Ha
	Industrial Land Supply 2014 Marketable Land	0Ha

Connectivity

Closest Rail Station to SEIL (walking distance):

	Cardonald	1438m

Closest Subway Station to SEIL (walking distance):

	Govan	2781m

Closest Motorway Access Junction to SEIL (along road network):

	M8 J25/A739	1330m

Number of Bus Stops within 600m of SEIL:	26
Frequency of service between 7-10am	
6+ buses per hour	21
Between 1-5 buses per hour	5
Local Authority Core Paths 2010	

Cycling Routes (Sustrans, November 2015)

- Traffic-Free Route (National Cycle Network/Other)
- On-Road Route (National Cycle Network/Other)

Robroyston Strategic Economic Investment Location (SEIL)

Introduction

The aim of document is to provide overview of the Robroyston Strategic Economic Investment Location (SEIL), situated within the GCV city region, and set out the key characteristics and information for it in order to provide a stronger evidence base for strategic decisions and monitoring purposes.

In terms of supporting a rebalanced low carbon economy for the city-region with its focus on key existing and new economic sectors, the Strategic Development Plan (SDP) identifies the SEILs based upon their ability to offer specific roles and functions within the new rebalanced economy.

These SEILs have been selected to support the Scottish Government's key sectors, Scottish Enterprise locational priorities and the growth in rebalancing economic sectors. As strategic priorities, they best reflect the need for sustainable locations to address long-term drivers of change. The SEILs package of key strategic locations focused on the future key economic sectors does not preclude other economic activity sites being promoted and developed through LDPs in response to local requirements.

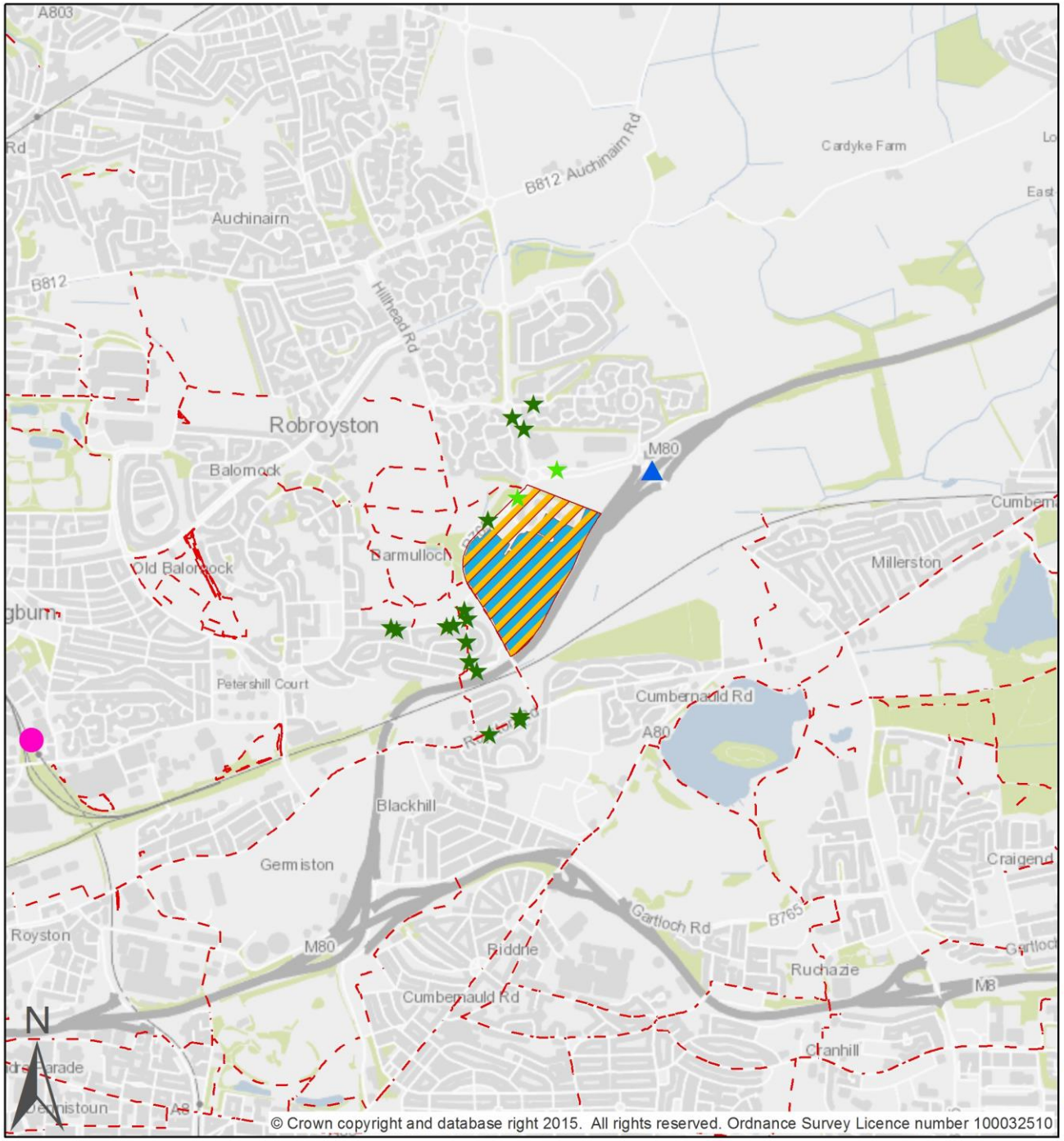
Methodology

The evidence underpinning this work has been provided by each of the respective Local Authorities and augmented with inputs from Scottish Enterprise and the commercial sector

This will provide a baseline picture for our refreshed monitoring purposes and will also feed into the SDP and LDP Action programmes

Robroyston	
Criteria	
Local Authority within which the site is located	Glasgow City Council
SEIL strengths	• Major investment opportunity (20ha) for a single user or cluster of users. • Vacant offices available and wider area prepared for development. • Good motorway access • Part of Robroyston/Millerston Community Growth Area which will deliver supporting housing, town centre and transport infrastructure including train station and other public transport enhancement.
Site history	An area of 5ha was reserved for single user in previous Structure Plan. Now forms part of the general land supply. Site has below base public

	transport accessibility but direct Access to Motorway.
Site address	Saughs Road
Site reference number	
Total Gross area	27.2 ha
Ownership (if known)	Scottish Enterprise
Status of the site, i.e.:	
SDP level 1. In the industrial land supply	Yes
LDP level 1. In the industrial land supply	Yes
2. In a geographical area for a particular land use	Yes
Planning Permission Status:	
PPP or Full	
Current Uses Classes on site	Class 4 Business (Office) Units
What sectors have been designated for this location?	Business and financial services
Availability, i.e.:	
1) Site is not likely to be developed, site preparation is required;	No planning permissions currently
2) Site is likely to be available; preparation commenced, or preparation programmed with funding in place;	Infrastructure in place
3) Site is marketed.	



Clydeplan

Glasgow and the Clyde Valley
Strategic Development Planning Authority

Location: Robroyston, Glasgow City Council

Cluster: N/A

Key Sectors: Business and Financial services

	SEIL Boundary	27Ha
	Industrial Land Supply 2014 Marketable Land	20.3Ha

Connectivity

Closest Rail Station to SEIL (walking distance):

	Barnhill	2623m

Closest Subway Station to SEIL (walking distance):

	Buchanan Street	5347m

Closest Motorway Access Junction to SEIL (along road network):

	M80 J2	919m

Number of Bus Stops within 600m of SEIL:	18
Frequency of service between 7-10am	
6+ buses per hour	2
Between 1-5 buses per hour	16

Local Authority Core Paths 2010

Cycling Routes (Sustrans, November 2015)

Traffic-Free Route (National Cycle Network/Other)

On-Road Route (National Cycle Network/Other)

West of Scotland Science Park Strategic Economic Investment Location (SEIL)

Introduction

The aim of document is to provide overview of the West of Scotland Science Park Strategic Economic Investment Location (SEIL), situated within the GCV city region, and set out the key characteristics and information for it in order to provide a stronger evidence base for strategic decisions and monitoring purposes.

In terms of supporting a rebalanced low carbon economy for the city-region with its focus on key existing and new economic sectors, the Strategic Development Plan (SDP) identifies the SEILs based upon their ability to offer specific roles and functions within the new rebalanced economy.

These SEILs have been selected to support the Scottish Government's key sectors, Scottish Enterprise locational priorities and the growth in rebalancing economic sectors. As strategic priorities, they best reflect the need for sustainable locations to address long-term drivers of change. The SEILs package of key strategic locations focused on the future key economic sectors does not preclude other economic activity sites being promoted and developed through LDPs in response to local requirements.

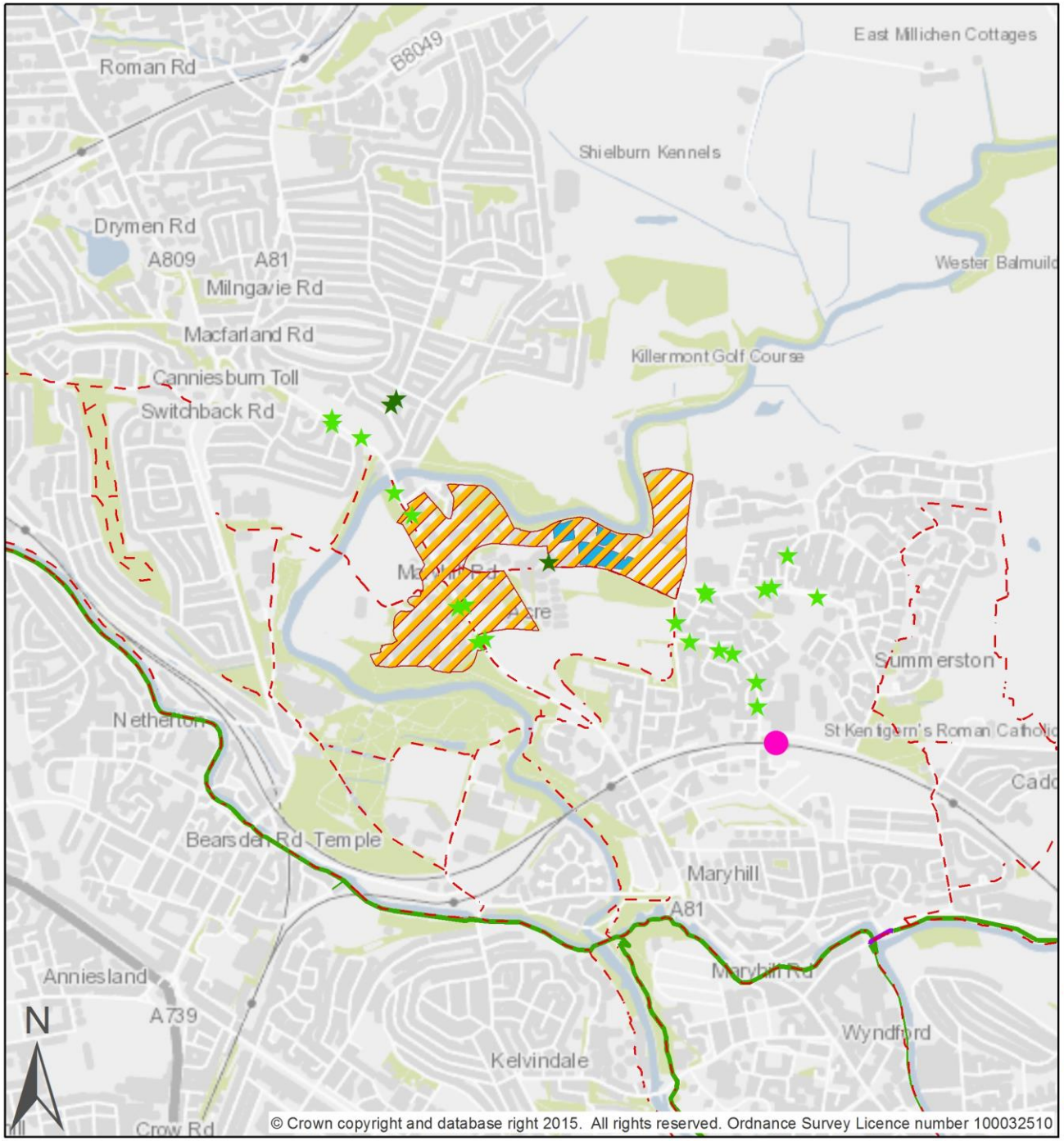
Methodology

The evidence underpinning this work has been provided by each of the respective Local Authorities and augmented with inputs from Scottish Enterprise and the commercial sector

This will provide a baseline picture for our refreshed monitoring purposes and will also feed into the SDP and LDP Action programmes

West of Scotland Science Park	
Criteria	
Local Authority within which the site is located	Glasgow City Council
SEIL strengths	• Established Life Sciences key sector location with further development opportunities available • Purpose built accommodation for knowledge based economic sectors • Opportunities for indigenous start up and expanding businesses as well as inward investment. • Campus layout enabling clustering of activities relating to life sciences and energy
Site history	Modern well maintained Science Park in parkland setting. Several recently completed developments. Science park covered by CCTV system. Location has base public transport accessibility and is serviced onto dual c'wa/exp'way/dd road.

Site address	Maryhill Road
Site reference number	
Total Gross area	32.7ha
Ownership (if known)	Scottish Enterprise
Status of the site, i.e.:	
SDP level 1. In the industrial land supply	Yes
LDP level 1. In the industrial land supply	Yes
2. In a geographical area for a particular land use	Yes
Planning Permission Status:	
PPP or Full	
Current Uses Classes on site	Class 4 R&D, Children's Nursery
What sectors have been designated for this location?	Life sciences; green/renewable technologies
Availability, i.e.:	
1) Site is not likely to be developed, site preparation is required;	
2) Site is likely to be available; preparation commenced, or preparation programmed with funding in place;	3 sites available for development
3) Site is marketed.	



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Clydeplan

Glasgow and the Clyde Valley
Strategic Development Planning Authority

Location: West of Scotland Science Park, Glasgow City Council

Cluster: Bio Corridor

Key Sectors: Life Sciences/ Green Technologies

SEIL Boundary	33Ha
Industrial Land Supply 2014 Marketable Land	2.1Ha

Connectivity

Closest Rail Station to SEIL (walking distance):

Summerston	719m

Closest Subway Station to SEIL (walking distance):

Hillhead	4200m

Closest Motorway Access Junction to SEIL (along road network):

M8 J17/A82	4790m

Number of Bus Stops within 600m of SEIL:	24
Frequency of service between 7-10am	
6+ buses per hour	21
Between 1-5 buses per hour	3

Local Authority Core Paths 2010

Cycling Routes (Sustrans, November 2015)

Traffic-Free Route (National Cycle Network/Other)

On-Road Route (National Cycle Network/Other)

Inverclyde Waterfront Strategic Economic Investment Location (SEIL)

Introduction

The aim of document is to provide overview of the Inverclyde Waterfront Strategic Economic Investment Location (SEIL), situated within the GCV city region, and set out the key characteristics and information for it in order to provide a stronger evidence base for strategic decisions and monitoring purposes.

In terms of supporting a rebalanced low carbon economy for the city-region with its focus on key existing and new economic sectors, the Strategic Development Plan (SDP) identifies the SEILs based upon their ability to offer specific roles and functions within the new rebalanced economy.

These SEILs have been selected to support the Scottish Government's key sectors, Scottish Enterprise locational priorities and the growth in rebalancing economic sectors. As strategic priorities, they best reflect the need for sustainable locations to address long-term drivers of change. The SEILs package of key strategic locations focused on the future key economic sectors does not preclude other economic activity sites being promoted and developed through LDPs in response to local requirements.

Methodology

The evidence underpinning this work has been provided by each of the respective Local Authorities and augmented with inputs from Scottish Enterprise and the commercial sector

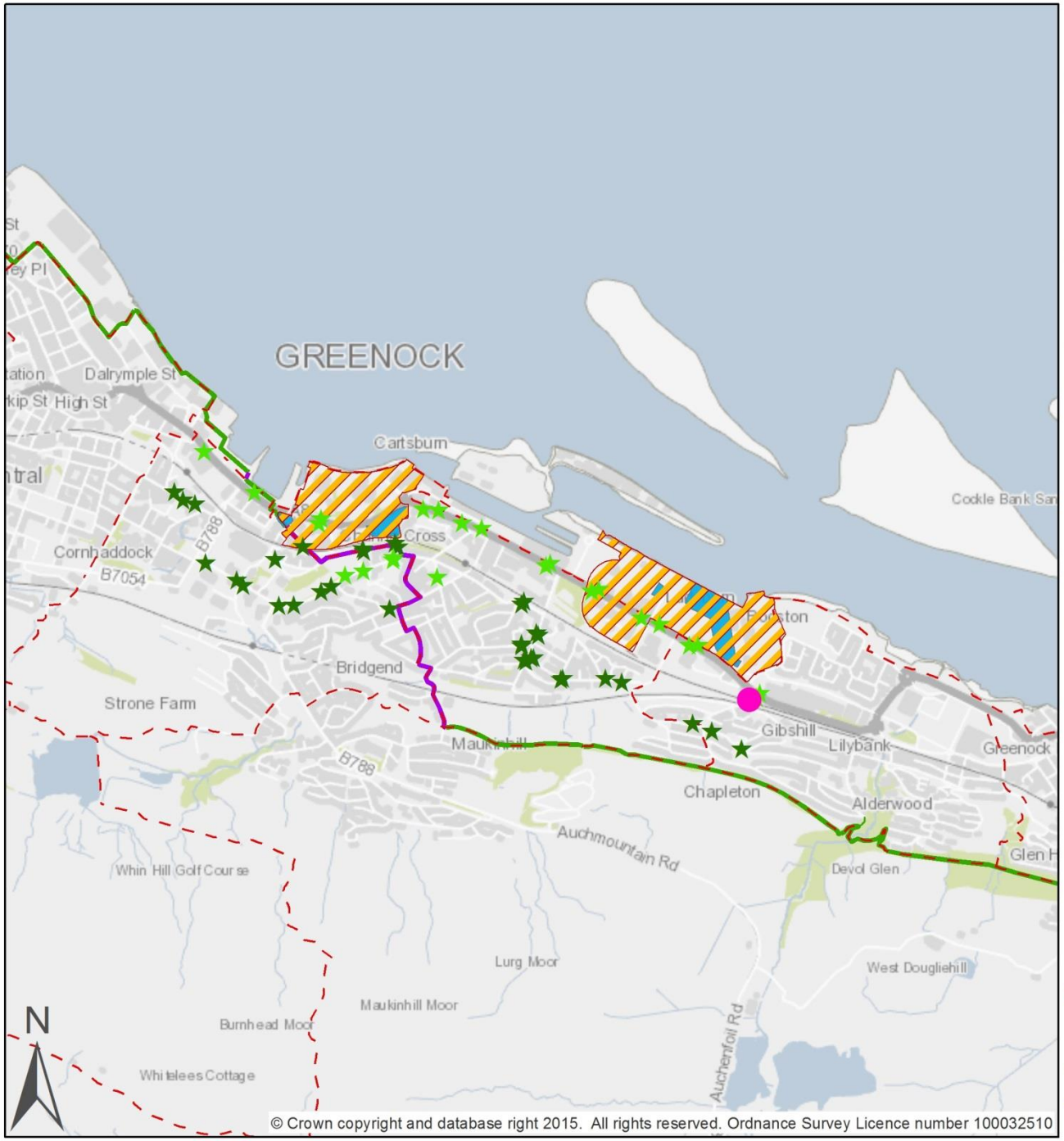
This will provide a baseline picture for our refreshed monitoring purposes and will also feed into the SDP and LDP Action programmes

Inverclyde Waterfront (SEIL)	
Criteria	
Local Authority within which the site is located	Inverclyde Council
SEIL strengths	**Spatial Strengths** 1. The SEIL covers a 44 ha area, with 5.31 ha of land currently designated and available for business and industrial development, 4.88ha of which is marketable. 2. Adjacent to the National Cycle Route 75. 3. Roads - the site is adjacent to the A8 dual carriageway (motorway is 1km away) with good bus services available (6+ per hour). Glasgow City Centre is 30 minutes away by road. 4. Rail – Bogston railway station, with direct links to Glasgow, is 300m away. 5. Airport - Glasgow International Airport is 20 minutes away by

	road. 6. A deep water harbour, including a dry dock, is located within the SEIL. 7. Other docking and marina facilities are located nearby. **Economic Strengths** 1. Currently contributes to the Scottish Government's Growth Sectors: - Several Financial and Business Services are located within the SEIL, including the RBS Mortgage Centre and Cigna Healthcare - Existing Renewable Energy businesses on site include 2020 Renewables, Jenda Energy and Glasmin Resources 2. Inverclyde waterfront SEIL (i.e. Inchgreen) is identified in the National Renewables Infrastructure Plan (NRIP) as: - A medium term potential location for distributed manufacturing and operation/maintenance of offshore wind infrastructure. - A potential location for Tidal Wave Device Manufacturing 3. A number of development opportunities within the SEIL are actively supported and promoted by the Riverside Inverclyde Urban Regeneration Company (ri). **Other Strengths** 1. High quality environment with impressive natural environment features 2. Local workforce
Site history	1. New marketable site 2002/03. 01/04/12 - Area remapped and area amended to 1.36ha. 2. New marketable site 2012 - 2.99ha 3. New site 1997/98 - 1.46ha. 1998/99 - removed from land supply. 2000 - Site re-introduced to land supply. 2012/13 - 1.23 ha developed for car parking. 0.23ha area remains in marketable supply. 4. New Site 1990/91 - 0.43ha. 1993/94 - Part developed. 1996/97 - part developed as office building. 2000/01 - Cartsburn 'SIBL'. 2013/14 – identified as a 'reserved site' (non-marketable) for the expansion of the adjacent RBS. 5. New site 1992/93

	1993/94 - Part developed. 1995/96 - site subdivided to form 2 sites - IC71c and IC126. 2000/01 - Part of Cartsburn 'SIBL' 2013/14 – One marketable site, IC71c (0.3ha), remaining in supply. 6. New site 1992/93. 1993/94 and 1995/96 - part developed. 1996/97 - increase in site area due to land- take. 2000/01 - Part of 'Pottery St/Ladyburn St' development opp. DLS Priority. 01/04/09 - Class 4 office block under construction and recorded as take up (0.8ha). Site reduced from 2.96 to 2.16ha. 01/04/11. Nursery constructed on part of one platform leaving two smaller and one larger platforms for future development. Site reduced from 1.52 to 1.02Ha 2012/13 – 0.68ha developed for office development. Two small sites totaling 0.34ha remaining in supply. 2013/14 – 0.24ha developed for car parking.
Site address	1. Former Kincaids, Main Street, Greenock 2. Inchgreen, Greenock 3. Pottery Street North, Greenock 4. Cartsburn (Riverside East), Greenock 5. Cartsburn (Landward East 1) Rue End Street, Greenock 6. Riverside Business Park, Port Glasgow Road, Greenock
Site reference number	1. IC144 2. IC148 3. IC15/1 4. IC71a 5. IC71c 6. IC78
Total Gross area	5.31ha
Ownership (if known)	1. Riverside Inverclyde (URC) 2. Clydeport 3. Inverclyde Council 4. Royal Bank of Scotland 5. Riverside Inverclyde (URC) 6. Riverside Inverclyde (URC).
Status of the site, i.e.:	
SDP level 1. In the industrial land supply	Yes
LDP level 1. In the industrial land supply	Yes
2. In a geographical	1. No 2. Yes

area for a particular land use	3. No 4. No 5. No 6. No
Planning Permission Status:	
PPP or Full	2 – Full planning permission for marine construction and ship building. 3 – Full planning permission for construction of Civic Amenity Centre.
Current Uses Classes on site	Classes 3, 4, 5, 6, 7, 10
What sectors have been designated for this location?	The dominant roles and functions are 'Business and Financial Services/Green Technologies'.
Availability, i.e.:	
1) Site is not likely to be developed, site preparation is required;	4 - Identified as non-marketable in the land supply. This is a 'reserved site' for the expansion of the adjacent RBS.
2) Site is likely to be available; preparation commenced, or preparation programmed with funding in place;	2 – Inchgreen is a City Deal project, with a 9.4million investment identified to form a West of Scotland Hub for Renewables at Inchgreen
3) Site is marketed.	1, 5, 6
Additional information	There are a number of operators already on site including, RBS, Misco, EE, Holiday Inn Express, Cigna, Royal Mail, Ambulance Service, Ladbrokes, Takeaway restaurant, car garage, Arnold Clark, Graham, Holland House Electrical Suppliers, Inverclyde Council, Riskend Aggregates, McKechnie Jess, BAE, Class 4 offices, Café, Nursery



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Clydeplan

Glasgow and the Clyde Valley
Strategic Development Planning Authority

Location: Inverclyde Waterfront, Inverclyde Council

Cluster: N/A

Key Sectors: Green Technologies / Business and Financial Services

SEIL Boundary	44Ha
Industrial Land Supply 2014 Marketable Land	5.4Ha

Connectivity

Closest Rail Station to SEIL (walking distance):

Bogston	431m

Closest Subway Station to SEIL (walking distance):

N/A	0m

Closest Motorway Access Junction to SEIL (along road network):

M8 J31/A8	10532m

Number of Bus Stops within 600m of SEIL:	57
Frequency of service between 7-10am	
6+ buses per hour	23
Between 1-5 buses per hour	34

Local Authority Core Paths 2010

Cycling Routes (Sustrans, November 2015)

Traffic-Free Route (National Cycle Network/Other)

On-Road Route (National Cycle Network/Other)

Biocity Scotland Proposed Enterprise Area Scotland Economic Investment Location (SEIL)

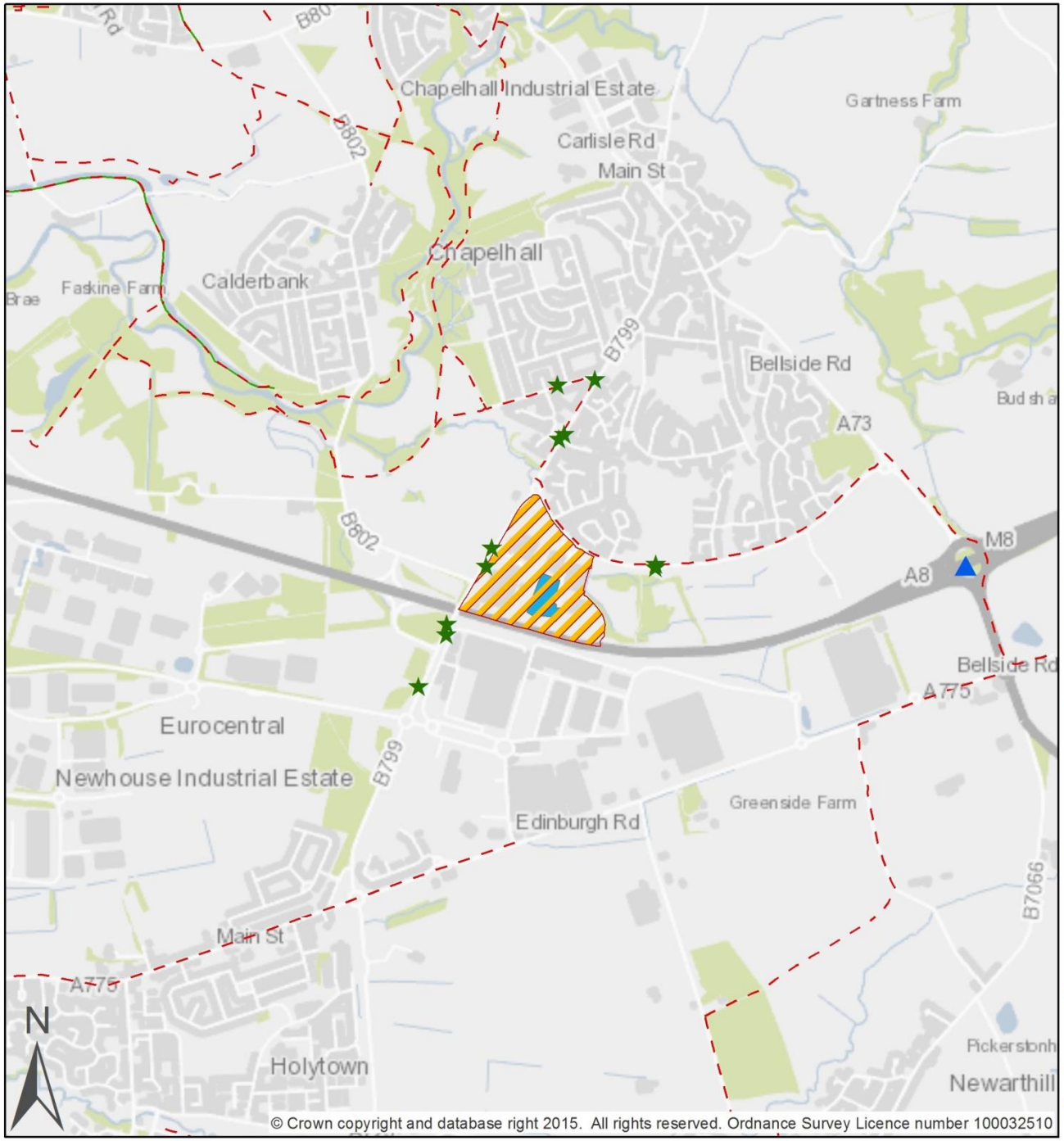
Biocity Scotland Proposed Enterprise Area	
Addresses Key Sector	Life Sciences
Local Authority within which the site is located	North Lanarkshire

SEIL strengths	• Ownership:
	  o Site mainly under the ownership of BioCity
	• Planning Status:
	  o Enterprise Area Status announced by Scottish Government
	• Scale and Flexibility:
	  o Over 12,000 sqm of state of the art laboratories with access to shared services, business support and investment
	  o Expansion opportunities available
	• Location:
	  o Excellent access to the motorway network
	  o Established skills base
	• Key Economic Drivers:
	  o Established business cluster
	  o the MediCity Scotland Initiative
	  o Promotion of an Innovation Hub

Site history	The western part of the SEIL was acquired by the Dutch company Organon in 1948 and operated for over 50 years as a research facility for the pharmaceuticals industry (the company was acquired by Schering-Plough in 2007). Following the announcement of closure in 2010, discussions between MSD, Scottish Enterprise and Scottish Development International resulted in the creation of BioCity Scotland, a joint venture between BioCity Nottingham and Scotland's Roslin BioCentre. The eastern part of the SEIL comprises:- • A serviced development site of 1.24ha • The Fortis DataCentre: Scotland's first speculative purpose built DataCentre providing 4 x 1,000 sqm Data Halls • vacant warehouse with offices and a yard (2,798 sqm) • Distribution warehouse operated by Hermes Parcelnet Ltd (1,917 sqm). More recently, Scottish Government has proposed to give BioCity Enterprise Area Status (September 2015) and this will provide benefits such as business rates relief, streamlined processes to deal with planning applications, bespoke skills support and assistance in accessing international markets.

	The creation of MediCity as an additional focus for innovation in healthcare and wellness will further enhance the Glasgow BioCorridor and Scottish Life Science Network bringing together academic institutions, the NHS as well as large and small businesses within this sector.
Site address	The **Biocity Scotland SEIL** can be delineated into 2 geographic areas 1. The operational BioCity Scotland Facility with associated land and buildings on the west side of the SEIL, and 2. Adjacent land and buildings with scope to expand the existing BioCity and proposed MediCity facilities to the east.
Site reference number	**ILS Reference** – The SEIL contains site NLC00288, a marketable land site of 1.24 ha in size.
Total Available land area (Ha)	**Total Area SEIL** – 15.03 Ha **Total Available Land** - 1.24 Ha **Total Marketable Supply** – 1.24 Ha
Status of the site	Identified as an opportunity SEIL within the SDP. Land zoned in NLLP as: EDI1A1 – *Protected* Waste Management Facility EDI1B2 – *Protected* Strategic Industrial and Business Location (SIBL) EDI2A – *Promoted* Industrial and Business site
Ownership	BioCity Scotland and a small number of other owners.
Notable Operators	BioCity is home to a broad range of companies from university spin-outs and entrepreneurial start-ups to established UK firms and international subsidiaries, including; BioAscent, Biogelx, Clyde Biosciences, Conex Chromatography Systems, DETS, Edinburgh Napier University, Enocell, Enzymatics, Epidarex Capital, The European Screening Centre (ESC), Insignia Technologies Ltd, Kelly Services, Manus Neurodynamica, Mironid Limited, NORDIC Labs, OracleBio, Origin Biomarkers Limited, Pharmacells™ Ltd, PMcG Consulting, Profactor Pharma, Relitect, Source BioScience, TechniVal Ltd, The Antibody Company and the University of Dundee.
Total Industrial/business floorspace	**Occupied** – 14,000 sqm **Vacant –** 7,650 sqm **Total** – 21,650 sqm
What are the current land uses on site?	Office/Business (Class 4) & Storage and Distribution (Class 6)
What sectors have been designated for this location?	Life Science promoted by SDP
Accessibility – what are the current *private and*	Less than 30 minutes' drive from the country's two major airports, BioCity is readily accessible to surrounding

***public* transport linkages to the site?**	communities.
Do you know the current use classes on site at present	Class 4 & Class 6
Are there any pending applications on the site	No significant applications pending.
Are there any known development constraints on or relating to the site? For example, in relation to utilities, broadband or transport infrastructure etc	No known utility issues. The A8 is currently being upgrade to motorway standard M8 and this will improve access to the site from Glasgow and Edinburgh by 2017.
Is the external environment relating to the site deemed to be 'acceptable' by potential clients? For example, the external areas, public realm, and the influence of adjacent noise and other pollutants on the site's amenity.	n/a
To what extent would any future development of the site be constrained by the amenity considerations of adjacent occupiers	n/a
Facilities (retail, services etc)	There are no formal facilities within the BioCity SEIL, although it should be noted that the site is close to the settlement of Chapelhall where there are a range of local services and facilities within 1km.
Are there any planned environmental improvements on site	None.
If site was de-allocated would there be development interest for non-employment uses	The sites close proximity to A8 (M) would suggest potential for non-employment users would be limited.



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Clydeplan

Glasgow and the Clyde Valley
Strategic Development Planning Authority

Location: BioCity Scotland Proposed Enterprise Area, North Lanarkshire Council

Cluster: Bio Corridor

Key Sectors: Life Sciences

SEIL Boundary	15Ha
Industrial Land Supply 2014 Marketable Land	1.2Ha

Connectivity

Closest Rail Station to SEIL (walking distance):

Holytown	1196m

Closest Subway Station to SEIL (walking distance):

N/A	0m

Closest Motorway Access Junction to SEIL (along road network):

M8 J6/A8/A73	1330m

Number of Bus Stops within 600m of SEIL:	11

Frequency of service between 7-10am

6+ buses per hour	0
Between 1-5 buses per hour	11

Local Authority Core Paths 2010

Cycling Routes (Sustrans, November 2015)

Traffic-Free Route (National Cycle Network/Other)

On-Road Route (National Cycle Network/Other)

Eurocentral Strategic Economic Investment Location (SEIL)

Eurocentral	
Addresses Key Sector	Distribution and Logistics
Local Authority within which the site is located	North Lanarkshire

SEIL strengths	• Ownership:
	  o Small number of significant land owners: Muse Developments, PD Stirling, Scottish Enterprise, Maxim office developments
	• Planning Status:
	  o Masterplan coverage
	  o developer interest in expansion
	  o recent large scale developments
	• Scale and Flexibility:
	  o Large range of existing, established, and available floorspace – warehouses, offices, data centre
	  o Large scale and range of marketable land opportunities (various sites from 1ha to 47 ha)
	• Location:
	  o Excellent road access to the motorway network with dedicated junction to A8 (being upgraded to M8)
	  o Established industrial skills base
	• Key Economic Drivers:
	  o International Rail Freight terminal (Mossend)
	  o Adjacent BioCity SEIL supporting life sciences
	  o Established business clusters
	  ▪ Logistics – FedEx, DHL, Stobbart Group, XPO Logistics, Malcolm Group, Royal Mail, etc
	  ▪ Utilities – Scottish Power, Scottish Gas Networks, Scottish and Southern Energy, NPower Ltd, etc
	  ▪ Food Distribution – The Co-operative Group, Brake Brothers Ltd, Warburtons, Morrisons, Premier Foods Limited, Lightbody of Hamilton (cakes)

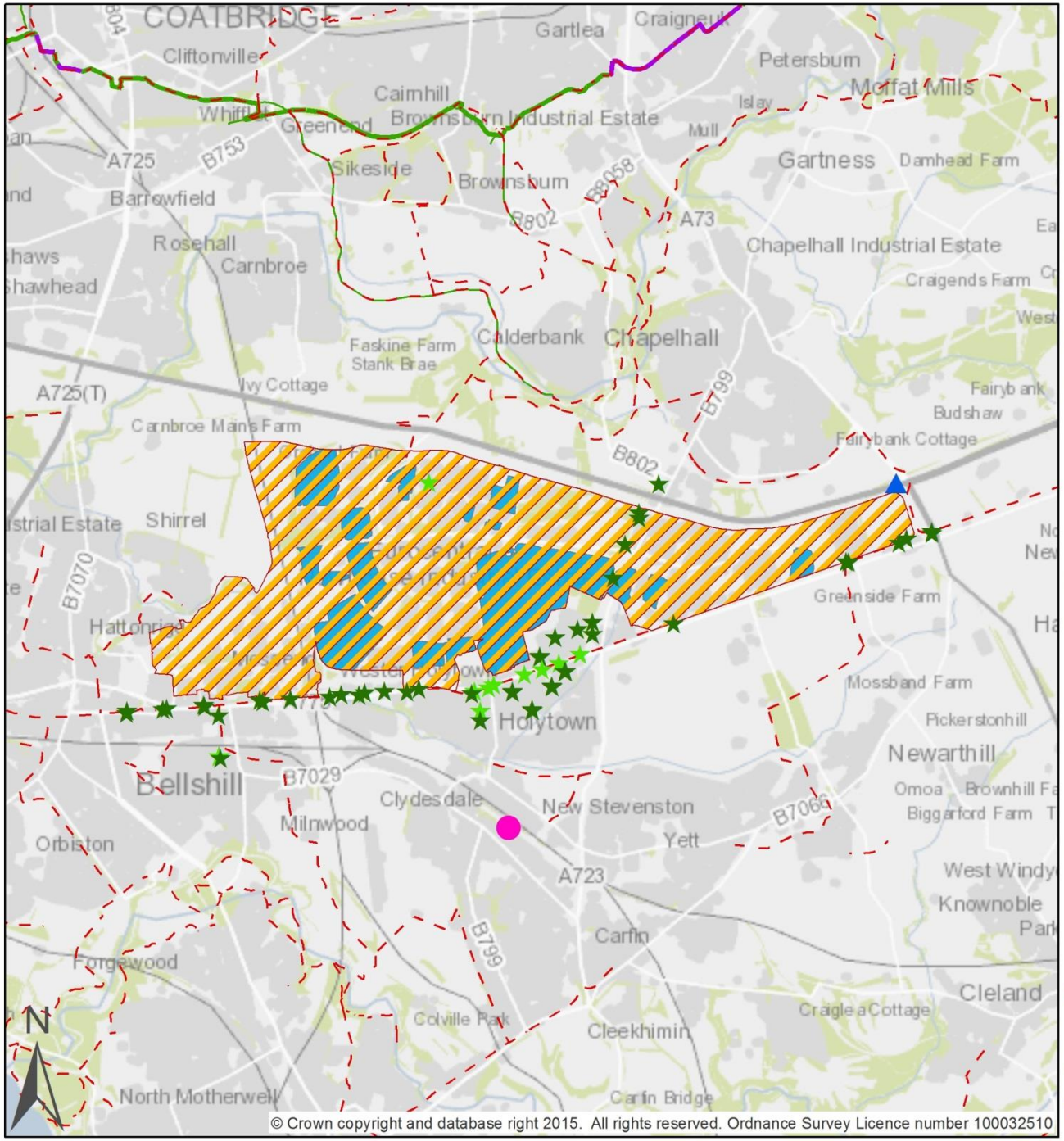
Site history	**Eurocentral** is one of Scotland's primary business locations occupying a high profile location on the M8 corridor between Glasgow and Edinburgh. The strategic nature of this area for inward investment has long been recognised, with Newhouse being identified as a nationally significant site for major single user industrial development since the mid 1980s. Eurocentral was the location of Scotland's first Eurofreight Terminal (1991) and is currently operated by DB Schenker Rail (UK) Ltd.

	In terms of Eurocentral's planning history, outline consent for large scale industrial development was granted in 1992 and, following the closure of Ravenscraig, substantial parts of the site became part of the Lanarkshire Enterprise Zone, designated in February1993. This included Mossend, designated for high quality industrial/commercial users and Woodhall Park, identified as a single user high amenity site. EZ status lasted until January 2004. Eurocentral also became the locus for the Chunghwa Picture Tubes (CPT) Factory which opened in 1997, but closed in 2002 as changing technology made CRT monitors effectively obsolete. At its peak, the site employed over 1,200 and following closure the site was sold to Tritax Assets in 2004. By 2005 a Master Plan for Eurocentral was approved by North Lanarkshire Council and over the last 10 years significant investment has materialised on site. It scale and location are unique, offering a wide range of opportunities for warehousing, distribution, manufacturing and business users; bespoke new buildings are available on a sale or leasehold basis and a range of new distribution / production units are now ready for immediate occupation. A number of significant sites are also being actively marketed for purchase or lease. The ongoing motorway upgrade will further enhance the attractiveness of Eurocentral for large scale inward investment
Site address	The SEIL covers the **Eurocentral Masterplan** area described above as well as: o **Mossend Railhead** to the west of the Eurocentral Masterplan area. It is an active freight terminal and is supported as a strategic location for freight expansion. o **Newhouse Industrial Estate,** southwest of Junction 6 of the M8 is a traditional industrial estate with a significant number of businesses o An area of large scale warehouse development by the Co-operative Group and Brake Brothers at Edinburgh Road, Newhouse
Site reference number	Details from the 2015 Industrial & Business Land Supply show that the SEIL contains – 25 sites, totaling 159.15 ha. This includes: **Mossend Railhead** – 4 sites, 18.21ha NLS00258 (2.14ha), NLS00311 (15.6ha), NLS00545 (0.26ha), NLS00558 (0.21ha) **Eurocentral** – 15 sites, 127.03 ha *NLS00003 (47.30ha), NLS00007 (8.07ha), NLS00008 (10.69ha), NLS00010 (17.18ha), NLS00416 (2.88 ha), NLS00017 (4.87ha), NLS00023 (4.20ha), NLS00030 (3.82ha), NLS00361 (3.24ha), NLS00367 (1.31ha),* NLS00406 (15.32ha), *NLS00436 (0.72ha), NLS00445 (0.58ha), NLS00447 (3.79ha),* NLS00362 (3.06ha) **Newhouse Industrial Estate** – 6 sites, 13.91ha NLS00363 (4.36ha), *NLS00376 (2.88ha),* NLS00433 (0.29ha), *NLS00440 (3.50ha), NLS00539 (2.45ha), NLS00555 (0.43ha)*

Total Available land area (Ha)	**Total Area SEIL** – 512.73 Ha **Total Available Land** - 159.15 Ha **Total Marketable Supply** – 132.80 Ha
Status of the site	Identified as an opportunity SEIL and Strategic Freight Transport Hub within the SDP. Land zoned in NLLP as: DSAP 4 – *Local Regeneration Priority* EDI1A1 – *Protected* Waste Management Facility EDI1B2 – *Protected* Strategic Industrial and Business Location (SIBL) EDI1B5 – *Protected* International Transport Facilities (ITF) EDI2A – *Promoted* Industrial and Business site EDI2B – *Promoted* Transport Development
Ownership	Various, including North Lanarkshire Council, Eurocentral Partnership, Scottish Enterprise, PDS Ltd, Honeywell, Terex, BioCity, Muse Developments (Morgan Sindall Group plc)
Total Industrial/business floorspace	**Total Occupied** – 540,000 sq m (228 subjects) **Vacant –** 135,000 sq m (38 subjects) (Source: Scottish Assessors Association 2013)
What are the current land uses on site?	International Freight Terminal, Storage and Distribution (Class 6), Factory /Industrial (Class 5), Office/Business (Class 4), nursery, hotel.
What sectors have been designated for this location?	Distribution and Logistics is promoted by SDP Class 1, 2, 3 and 9 are specifically mentioned as inappropriate by NLLP.
Accessibility – what are the current *private and public* transport linkages to the site?	Already an established location with a critical mass of well-known occupiers, Eurocentral occupies a prestigious location with attractive, established landscaping and full infrastructure. With its dedicated junction on the M8 the **Eurocentral Masterplan** site provides direct access to the national motorway network. Less than 30 minutes' drive from the country's two major airports and with an on-site rail freight terminal, Eurocentral is a gateway to the rest of the UK and Europe.
Do you know the current use classes on site at present	Class 4, 5, and 6.
Planning Permission Status	Significant applications within the SEIL include: **12/01195/PPP** Variation of Conditions of Permission 08/00250/OUT for development incorporating Class 4, 5 & 6. Permitted but not started. **14/01586/FUL** Formation of Car Park (822 Spaces) with associated engineering works by Tritax Eurocentral. Permitted but not started. **14/00596/FUL** Erection of 4 Industrial Buildings with associated parking and service yards by Fusion Assets. Permitted and advance works

	ongoing. **15/00190/PAN** Proposal of Application Notice: Proposed earthworks, access, infrastructure and associated development by Ironside Farrar Ltd. Not started. **13/02079/PPP** Expansion of Mossend Railhead with additional rail sidings, the development of the Mossend International Railfreight Park including: Class 5 (General Industry) Use; Class 6 (storage and distribution) Use and ancillary support by PDS Ltd. Permitted by Scottish Ministers (subject to legal challenge).
Are there any known development constraints on or relating to the site? For example, in relation to utilities, broadband or transport infrastructure etc	No known utility issues. The A8 is due to be upgrade to the M8 over the next 5-10 years. Preparatory work has already commenced along the route. Expansion of the freight terminal would potentially require upgrading of the surrounding road network.
Is the external environment relating to the site deemed to be 'acceptable' by potential clients? For example, the external areas, public realm, and the influence of adjacent noise and other pollutants on the site's amenity.	Owing to its vast scale, there is no consistent character, scale, or form between buildings or layout across the SEIL. This allows scope for potential clients to choose the best option for them. For example, Maxim office development is very high end with water features, mini-golf and secured parking, while Newhouse has wide avenues for lorries and vehicle movements.
To what extent would any future development of the site be constrained by the amenity considerations of adjacent occupiers	The existing uses, like the freight terminal and some of the waste recycling sites, are unlikely to be attractive to high end office users but they may provide a draw to interlinked industrial uses. There are a large number of freight movers, both road and rail, which have clustered within the SEIL and whose traffic may discourage certain potential users.
Facilities (retail, services etc)	**Mossend Railhead** There are no public facilities at this site. Bellshill is within walking distance to the southwest. **Eurocentral Masterplan** Amenities at Eurocentral include the stylish Dakota hotel. This award winning hotel offers superb accommodation and top quality dining and is firmly established as a key meeting place for business with a comfortable lounge/bar and a range of private meeting rooms.

	A large children's nursery, fast food outlet and delicatessen/ coffee shop/ wine bar are located within the adjacent Maxim Office Park. Regus provides products and services ranging from fully equipped offices to professional meeting rooms, business lounges and the world's largest network of video communication studios. **Newhouse Industrial Estate** This traditional industrial estate does not include any known formal retail or other facilities on site. Snack vans service the site, while at the eastern most part there is a Premier Inn and restaurant.
Are there any planned environmental improvements on site	None known.
If site was de-allocated would there be development interest for non-employment uses	There is certainly scope for some of the SEIL to generate interest if it were re-designated but the sheer scale would mean that its total re-designation would not be easy to attract alternative development.



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Clydeplan

Glasgow and the Clyde Valley
Strategic Development Planning Authority

Location: Eurocentral, North Lanarkshire Council

Cluster: N/A

Key Sectors: Distribution and Logistics

SEIL Boundary	508.8Ha
Industrial Land Supply 2014 Marketable Land	118.3Ha

Connectivity

Closest Rail Station to SEIL (walking distance):

Holytown	1196m

Closest Subway Station to SEIL (walking distance):

N/A	0m

Closest Motorway Access Junction to SEIL (along road network):

M8 J6/A8/A73	604m

Number of Bus Stops within 600m of SEIL:	58
Frequency of service between 7-10am	
6+ buses per hour	10
Between 1-5 buses per hour	48

Local Authority Core Paths 2010

Cycling Routes (Sustrans, November 2015)

Traffic-Free Route (National Cycle Network/Other)

On-Road Route (National Cycle Network/Other)

Gartcosh Strategic Economic Investment Location (SEIL)

Gartcosh	
Addresses Key Sector	Business and Financial Services
Local Authority within which the site is located	North Lanarkshire

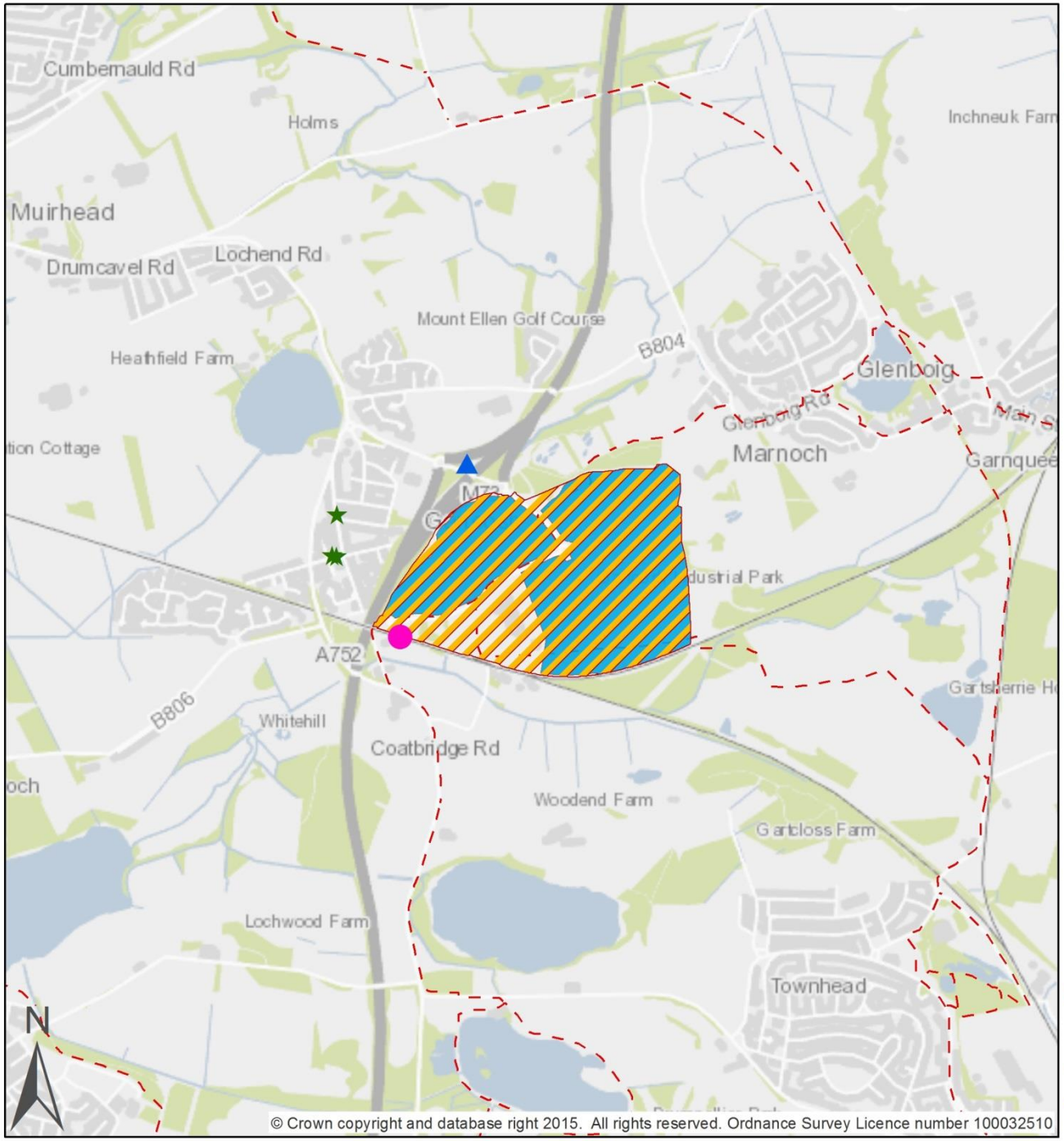
SEIL strengths	• Ownership:
	  ○ Scottish Enterprise promoted location
	• Planning Status:
	  ○ Fully Master planned
	• Scale and Flexibility:
	  ○ Large scale marketable land opportunity (9-25ha)
	  ○ Promoted for Class 4, 5 and 6
	• Location:
	  ○ Excellent road access to the motorway network (has own M73 junction)
	  ○ Excellent passenger rail access with dedicated park and ride rail station with routes to Glasgow Queen Street Falkirk
	• Key Economic Drivers:
	  ○ Scottish Crime Campus (1,200 jobs)

Site history	Gartcosh was formerly the site of a major steelworks, operated by British Steel which closed in 1986. Following the removal of most of the structures on site during the mid 1990s, redevelopment proposals were announced in 1998 by the Gartcosh Regeneration Partnership, a partnership between North Lanarkshire Council and Scottish Enterprise to establish a new mixed use business park. The Masterplan for the Gartcosh Business Interchange promoted three major development platforms on a 50-hectare business location situated at the heart of Scotland's road and rail network. Advance works created a new motorway junction with direct access to the M73, while a park & ride served Railway Station opened on site in May 2005 providing a half-hourly service to Glasgow, Falkirk and surrounding Lanarkshire towns The new £82 million Scottish Crime Campus is the principal development on site, opening in June 2015 and providing a command base and co-ordination centre for Police Scotland's Specialist Crime Division including elements of Major Crime; Public Protection; Organised Crime and Counter Terrorism; National Intelligence. The Gartcosh Master Plan offers flexibility to develop Class 4, 5 and 6 uses on sites bounded by a 32 ha nature reserve and located adjacent to the Gartcosh – Glenboig Community Growth Area (CGA).

	More recently, Fusion Assets have acquired a 2.3ha site within Plot 1A and have secured planning approval for phase one of the Gartcosh Industrial Park which consists of 6,000 sq m of new build Class 4, 5 and 6 business and industrial floorspace. A second phase of development for an additional building of 2,000 sq m also planned. Advanced infrastructure works are currently ongoing prior to seeking a joint venture partner to undertake the development.
Site address	Gartcosh Business Interchange, Auldyards Road, Gartcosh
Site reference number	**ILS Reference** – three sites **Gartcosh –** NLN00244 (8.68ha), NLN00379 (13.58ha), NLN00524 (25.51ha)
Total Available land area (Ha)	**Total Area SEIL** – 60.6 Ha **Total Available Land** - 47.77 Ha
Status of the site	Identified as an opportunity SEIL within the SDP. Land zoned in NLLP as: EDI1B2 – *Protected* Strategic Industrial and Business Location (SIBL) EDI1B3 – *Protected* High Amenity Location (HAL) EDI2A – *Promoted* Industrial and Business site
Ownership	Scottish Enterprise, Scottish Government & Fusion Assets
Notable Operators	Scottish Crime Campus
Total Industrial/business floorspace	16,500 sq m completed and occupied
What are the current land uses on site?	Scottish Crime Campus ScotRail rail station with 100 space park and ride facility
What sectors have been designated for this location?	Class 4, 5, and 6 are promoted through the Master Plan. Business and Financial Services are promoted by SDP Class 1, 2, 3 and 9 are specifically mentioned as inappropriate by the North Lanarkshire Local Plan.
Accessibility – what are the current *private and public* transport linkages to the site?	The site is connected locally, regionally, and nationally by road and rail. Underlining its pivotal position, Gartcosh is a 15-minute drive from a major European Freight Terminal. Furthermore, the site's central location provides access to 1.5 million working age adults within an hour's travel time, offering diverse skills supported by a cultural commitment to enterprise.
Do you know the current use classes on site at present	The crime campus would probably be regarded as sui generis but will be dominated by its class 4 office character.
Are there any pending applications on the site	**14/02445/FUL** Construction of Link Road with Formation of Roundabout and SUDS Feature by Banks Property Development Ltd. Pending Decision.
Are there any known development constraints on or relating to the site?	No known utility issues. The motorway junction is designed for a fully operational business park although there may be capacity issues due to modal shift towards car use.

For example, in relation to utilities, broadband or transport infrastructure etc	
Is the external environment relating to the site deemed to be 'acceptable' by potential clients? For example, the external areas, public realm, and the influence of adjacent noise and other pollutants on the site's amenity.	The access roads and avenues are planted with trees and the site is generally kept free of tipping etc. There are great crested newts in and around the site and trans-re-location has been required in the past.
To what extent would any future development of the site be constrained by the amenity considerations of adjacent occupiers	The Scottish Crime Campus would likely be adversely affected by bad neighbour developments such as those that cause noise or smell. This is likely to be important given the potential workforce size at the campus (601 parking spaces – estimated 1,200 full and part-time staff).
What facilities (retail, services etc) are currently on site	There is a rail station with services to Glasgow Queen Street and Cumbernauld/Falkirk. There are no other public facilities, shops and there are facilities internal to the Scottish Crime Campus.
Are there any planned environmental improvements on site	Sustainability and connectivity are at the heart of the Gartcosh proposition. Pedestrian and cycle access is provided to the Park, including pathways to the local nature reserve and to surrounding villages including the Duck's Walk linking Glenboig to Gartcosh. Cycle parking is provided at the new railway station and a cycle/pedestrian link to the Strathkelvin walkway/ cycleway is planned for the future. GCVGN Sevens Lochs trail and Sustrans (NCN755) have proposals to develop routes to and through the site.
If site was de-allocated would there be development interest for non-employment uses	Potential residential and retail interest given nearby CGA at Glenboig/Gartcosh
Planning Permission Status	13/01972/FUL Construction of 3 Class 4/5 & 6 units with associated access road, service yards, parking spaces and landscaping works. Permitted and advance ground works completed.

	13/00327/FUL Construction of New 7.3m wide access road and secondary access point from Craignethan Drive, site plat-forming and associated landscaping including tree planting. Permitted and works ongoing. The master plan provides an approved development strategy for the site and General Permitted Use Classes are: • Class 4 (Business) • Class 5 (General Industrial) • Class 6 (Storage or Distribution)
Availability	Three major development platforms have been created at Gartcosh Business Interchange and notifications of interest are now being invited from developers for Site 3. Site 3 extends to 33.77 acres (13.67 ha) and is situated at the park entrance and overlooking the M73 motorway. The high profile location renders the site suitable for Class 4 Office Business Park development. Sites 1 and 2 can also be made available subject to occupier demand and further infrastructure provision.



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Clydeplan

Glasgow and the Clyde Valley
Strategic Development Planning Authority

Location: Gartcosh,
North Lanarkshire Council

Cluster: N/A

Key Sectors: Business and Financial Services

SEIL Boundary	60.6Ha
Industrial Land Supply 2014 Marketable Land	47.5Ha

Connectivity

Closest Rail Station to SEIL (walking distance):

Gartcosh	230m

Closest Subway Station to SEIL (walking distance):

N/A	0m

Closest Motorway Access Junction to SEIL (along road network):

M73 J2a	539m

Number of Bus Stops within 600m of SEIL:	3
Frequency of service between 7-10am	
6+ buses per hour	0
Between 1-5 buses per hour	3

Local Authority Core Paths 2010

Cycling Routes (Sustrans, November 2015)

Traffic-Free Route (National Cycle Network/Other)

On-Road Route (National Cycle Network/Other)

Ravenscraig Strategic Economic Investment Location (SEIL)

Ravenscraig	
Addresses Key Sector	Business and Financial Services Construction Manufacturing / Engineering Further & Higher Education
Local Authority within which the site is located	North Lanarkshire

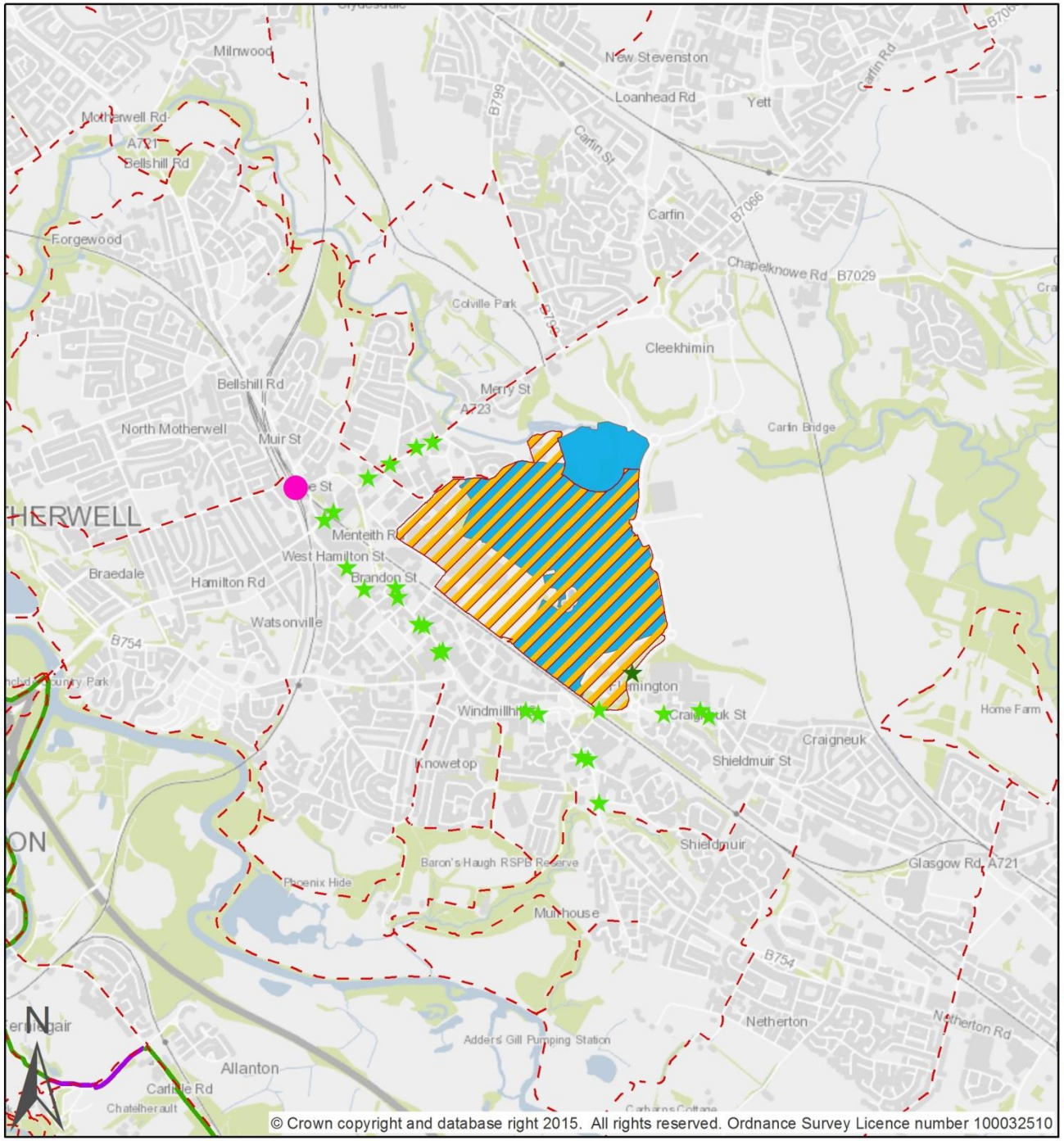
SEIL strengths	• Ownership:
	  ○ Scottish Enterprise promoted site
	• Planning Status:
	  ○ Master planned
	  ○ Local Regeneration Priority Area
	  ○ Proposed as a National Priority in NPF3
	• Scale and Flexibility
	  ○ Large scale land opportunities (4-56ha)
	  ○ Promoted Business Quarter (Class 4)
	  ○ Promoted Industrial Area (Class 5 and 6)
	• Location:
	  ○ Established Industrial skills base
	  ○ Proximity to Motherwell and Wishaw town centres
	  ○ Ongoing creation of adjacent urban community
	  ○ Continuing upgrade to transportation network (both internal and external)
	• Key Economic Drivers:
	  ○ New College Lanarkshire Campus
	  ○ Regional Sports Facility
	  ○ BRE Innovation Park

Site history	The Former Ravenscraig steelworks operated from the late 1950s until closure in 1992. While significant site clearance and remediation works have taken place since then, the site remains one of the largest brownfield sites in Europe. In terms of planning history the site was granted outline planning permission for a mixed use development including housing, business and industry, a new town centre, community facilities, parkland and transport improvements with the overall development being taken forward by Ravenscraig Limited (a joint venture partnership between Tata Steel, Scottish Enterprise and Wilson Bowden Developments. Significant progress has been made on site, with over £200 million

	spent since 2006, including major roads infrastructure, decontamination works, a major regional sports facility immediately east of the SEIL, and a state of the art campus for New College Lanarkshire. Adjacent residential development has been ongoing since 2010 involving a number of volume builders who have constructing over 250 homes for sale and for social rented for North Lanarkshire Council and Clyde Valley Housing Association. There is considerable potential to accommodate a range of business opportunities across the site, with over 79 ha of land zoned for an Industrial Campus and Business Quarter. Designation as a National Development within NPF3 in June 2014 emphasises the importance given to the regeneration of Ravenscraig to create a sustainable settlement for the 21st century. The Master Plan 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 utilizing Tax Incremental Financing (TIF) to unlock future opportunities on site.
Site address	Ravenscraig, Motherwell The SEIL includes existing industrial and business uses to the west and south which are not within the Ravenscraig Masterplan area – including the Dalziel Steelworks and a small area east of Albert Street.
Site reference number	**ILS Reference** – three sites **Ravenscraig –** NLS00455 (43.67 ha), NLS00458 (30.72 ha), NLS00521 (4.78 ha)
Total Available land area (Ha)	**Total Area SEIL** – 117.03 Ha **Total Available Land** - 79.17 Ha
Status of the site	Identified as a *National Significant Project* in NPF3 Identified as an opportunity SEIL within the SDP All sites identified by ILS as marketable sites – NLS00521 was specifically added by reporters for high end office development Land zoned in NLLP as: DSAP 2 – Ravenscraig *Strategic Area Priority* DSAP 4 – *Local Regeneration Priority* EDI1A1 – *Protected* Waste Management Facility EDI1B2 – *Protected* Strategic Industrial and Business Location (SIBL) EDI1B3 – *Protected* High Amenity Location (HAL) EDI2A – *Promoted* Industrial and Business site
Ownership	Ravenscraig Limited, a Joint Venture Partnership between Tata Steel, Scottish Enterprise and Wilson Bowden Developments and various others
Notable Operators	Dalziel Steel Works and New College Lanarkshire
Total Industrial/business floorspace	**Total** – 157,302 sq m **Vacant -** 2052.64 sq m *Source: SAA 2013*
What are the current land uses	Steel Works, Engineering, Education, Waste Management, Retail Warehouse Sales.

on site?	
What sectors have been designated for this location?	Class 4, 5, and 6 are promoted by Ravenscraig Ltd through the Masterplan. Business and Financial Services / Construction / Manufacturing / Engineering /Further and Higher Education, are promoted by SDP
Accessibility – what are the current *private and public* transport linkages to the site?	The site is within 90 minutes drive of two thirds of Scotland's population. There is a rail station in Motherwell. The transport network for Ravenscraig will strike a careful balance, providing a superb public transport system to encourage less dependence on cars as well as excellent links with the wider road and rail networks. There will be a new transport interchange within walking distance of the new town centre offering services to Glasgow and Lanark and easy access to high-quality public transport throughout the community, including dedicated business routes. These will link to the broader public transport network with options to connect to the Motherwell and Carfin rail stations. A network of pedestrian routes and cycle ways will be in place to encourage people to walk and cycle within the new town as well as to and from surrounding areas, with ready access provided to the countryside.
Do you know the current use classes on site at present	Class 4, 5, 6 and Sui Generis uses are present.
Are there any pending applications on the site	There is a Masterplan for the majority of the SEIL, and the NLLP includes the western side (where there are existing industrial and business uses) as a Local Regeneration Priority area.
Are there any known development constraints on or relating to the site? For example, in relation to utilities, broadband or transport infrastructure etc	No known utility issues. The central spine road has been completed but a TIF has been accepted by the Scottish Government to upgrade the link through Ravenscraig to the M8 and M74 motorways. The internal road network is incomplete and there will likely be costs involved in developing this element. Much of the site has had basic remediation to remove the most significant contaminants.
Is the external environment relating to the site deemed to be 'acceptable' by potential clients?	The access roads and avenues are planted with trees and the site is generally kept free of tipping etc. The south-western section retains its traditional industrial character and is dominated by the Dalziel steel works.
To what extent would any future development of the site be	The existing uses, like the steel works and waste recycling, are unlikely to be attractive to high end office users but they may provide a draw to interlinked industrial uses due to their scale and robustness.

constrained by the amenity considerations of adjacent occupiers	
What facilities (retail, services etc) are currently on site	The college provides the biggest magnet to people and services and has a canteen, student union, shop etc. The planned town centre would be just west of the main body of the SEIL. The western edge is close to the services in Motherwell Town centre but has some retail warehouse uses, carpets, conservatories etc.
Are there any planned environmental improvements on site	The Masterplan promotes a high quality landscape setting across the site.
If site was de-allocated would there be development interest for non-employment uses	Potential for a range of non-employment uses.
Planning Permission Status	14/01788/AMD Modification of Clauses 11, 17, 18 & 20 within Planning Obligation Attached to Planning Permission 01/00758/OUT (Town Centre Management and Transport Requirements) by Ravenscraig Limited. Permitted 01/12/2014.
Availability	**Office** A business park has been approved offering high-quality commercial property for rent adjacent to the town centre. This business centre is an attractive location for anyone seeking anything from offices to rent to a headquarters office. **Industry** Planning consent for 216,000 sq m of warehouse space and industrial units for rent is in place. These industrial buildings have been designed to be flexible, offering occupiers a range of size and space.



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Clydeplan

Glasgow and the Clyde Valley
Strategic Development Planning Authority

Location: Ravenscraig, North Lanarkshire Council

Cluster: N/A

Key Sectors: Business & Financial Services / Construction / Manufacturing / Engineering / Further Education

SEIL Boundary	117Ha
Industrial Land Supply 2014 Marketable Land	86.7Ha

Connectivity

Closest Rail Station to SEIL (walking distance):

Motherwell	678m

Closest Subway Station to SEIL (walking distance):

N/A	0m

Closest Motorway Access Junction to SEIL (along road network):

M74 J6/A723	4280m

Number of Bus Stops within 600m of SEIL:	24
Frequency of service between 7-10am	
6+ buses per hour	23
Between 1-5 buses per hour	1

Local Authority Core Paths 2010

Cycling Routes (Sustrans, November 2015)

Traffic-Free Route (National Cycle Network/Other)

On-Road Route (National Cycle Network/Other)

Bishopton Strategic Economic Investment Location (SEIL)

Introduction

The aim of document is to provide an overview of the Bishopton Strategic Economic Investment Location (SEIL), situated within the GCV city region, and set out the key characteristics and information for it in order to provide a stronger evidence base for strategic decisions and monitoring purposes.

In terms of supporting a rebalanced low carbon economy for the city-region with its focus on key existing and new economic sectors, the Strategic Development Plan (SDP) identifies the SEILs based upon their ability to offer specific roles and functions within the new rebalanced economy.

These SEILs have been selected to support the Scottish Government's key sectors, Scottish Enterprise locational priorities and the growth in rebalancing economic sectors. As strategic priorities, they best reflect the need for sustainable locations to address long-term drivers of change. The SEILs package of key strategic locations focused on the future key economic sectors does not preclude other economic activity sites being promoted and developed through LDPs in response to local requirements.

Methodology

The evidence underpinning this work has been provided by each of the respective Local Authorities and augmented with inputs from Scottish Enterprise and the commercial sector

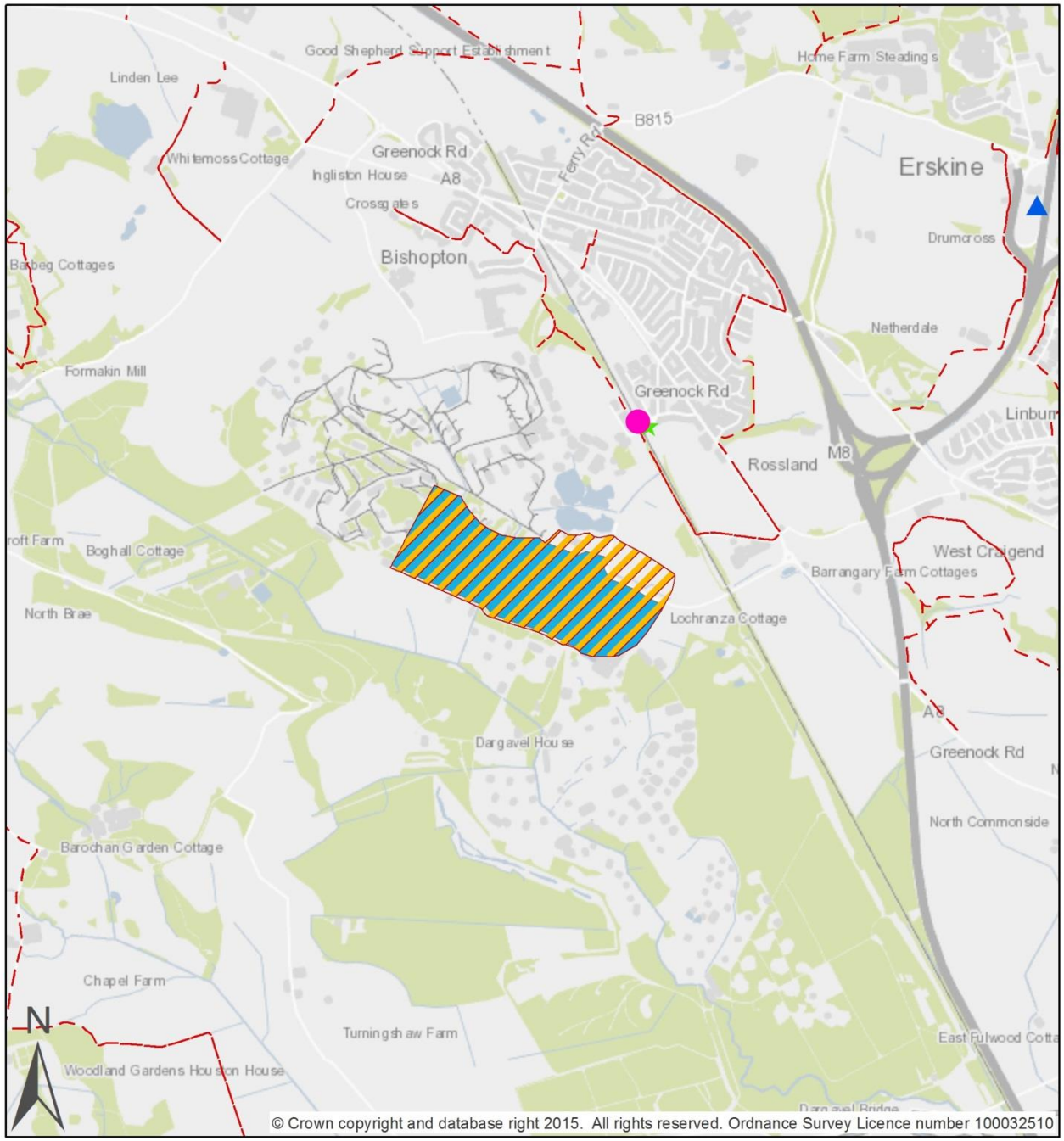
This will provide a baseline picture for our refreshed monitoring purposes and will also feed into the SDP and LDP Action programmes

Bishopton	
Criteria	
Local Authority within which the site is located	Renfrewshire
SEIL strengths	• Masterplan in place to create high quality business/industrial location as part of Community Growth Area • Flexibility, 40 ha of land which could accommodate a range of users • Served by Bishopton train station • Site is under single ownership and will be fully prepared with infrastructure in place prior to development • Accessible to Glasgow Airport
Site history	2010 - App 06/0602/PP approved - 189,000 sqm of class 4 and 5 floorspace approved as part of masterplan. Business/industrial development to take place over 40ha. Considerable environmental, access and remediation works are required to allow for the development of the Community Growth Area (CGA) (these have also been granted planning permission and this work is well underway across the CGA site).

Site address	Former ROF site, Station Road, Bishopton
Site reference number	BI001
Total Available Land Gross area (Ha)	40.3 Hectares
Status of the site, i.e.:	Identified as a SEIL within the SDP. In the industrial land supply and identified as part of the Potential Quality supply. Key component of the Bishopton Community Growth Area. Land zoned as E1 Renfrewshire's Economic Investment Locations in the Renfrewshire LDP. This site is considered to be a strategic opportunity location for a high quality industrial/business location. Dargavel Village Employment Strategy currently being prepared to market the land. Due to scale of the site, it will be developed in four phases.
Ownership	BAE Systems
Operator(s) already on site	BAE Systems are on site delivering the enabling works. No operator on site at present.
Total number of units/properties on site	Still to be developed
What are the current land uses on site?	Zoned as policy E1 Renfrewshire's Economic Investment Locations in the Renfrewshire LDP– Site is currently vacant with enabling works taking place across the CGA site.
What sectors have been designated for this location?	Distribution and Logistics, Manufacturing/Engineering
Accessibility – what are the current *private and public* transport linkages to the site?	Bishopton train station is nearby, northern and southern access roads into the CGA site are now complete. New motorway junction is planned as part of masterplan.
Do you know the current use classes on site at present	Site is cleared.
Are there any pending applications on the site	See site history.
Are there any known development constraints on or relating to the site? For example, in relation to utilities, broadband or transport infrastructure etc	Constraints are being addressed as part of ongoing site preparation and enabling works.
Is the external environment	Potential to develop high quality industrial/business location. Comprehensive environmental improvements are being delivered as part of masterplan for CGA.

relating to the site deemed to be 'acceptable' by potential clients? For example, the external areas, public realm, and the influence of adjacent noise and other pollutants on the site's amenity.	
To what extent would any future development of the site be constrained by the amenity considerations of adjacent occupiers	Residential developments are being delivered as part of the masterplan creating 2500 new homes, however, given the layout there should not be any significant amenity considerations.
What facilities (retail, services etc) are currently on site	A neighbourhood centre is to be developed as part of the CGA, providing a range of retail and service uses.
Are there any planned environmental improvements on site	There will be widespread environmental improvements throughout the site as part of the masterplan.
If site was de-allocated would there be development interest for non-employment uses	Residential
Planning Permission Status:	
PPP or Full	Masterplan has planning consent, detailed consent would still be required for business/industrial land.
Current Uses Classes on site	
Availability, i.e.:	
2) Site is likely to be available; preparation commenced, or preparation	Site preparation and enabling works throughout the CGA are continuing. First phases of industrial/business land can be marketed immediately.

programmed with funding in place;	



Clydeplan

Glasgow and the Clyde Valley
Strategic Development Planning Authority

Location: Bishopton, Renfrewshire Council

Cluster: N/A

Key Sectors: Distribution and Logistics / Manufacturing / Engineering

	SEIL Boundary	49Ha
	Industrial Land Supply 2014 Marketable Land	40.3Ha

Connectivity

Closest Rail Station to SEIL (walking distance):

	Bishopton	588m

Closest Subway Station to SEIL (walking distance):

	N/A	0m

Closest Motorway Access Junction to SEIL (along road network):

	M898 J1/A898/A726/B815	4390m

Number of Bus Stops within 600m of SEIL: 1

Frequency of service between 7-10am

	6+ buses per hour	1
	Between 1-5 buses per hour	0

Local Authority Core Paths 2010

Cycling Routes (Sustrans, November 2015)

Traffic-Free Route (National Cycle Network/Other)

On-Road Route (National Cycle Network/Other)

Glasgow Airport Investment Area Strategic Economic Investment Location (SEIL)

Introduction

The aim of document is to provide overview of the Glasgow Airport Investment Area Strategic Economic Investment Location (SEIL), situated within the GCV city region, and set out the key characteristics and information for it in order to provide a stronger evidence base for strategic decisions and monitoring purposes.

In terms of supporting a rebalanced low carbon economy for the city-region with its focus on key existing and new economic sectors, the Strategic Development Plan (SDP) identifies the SEILs based upon their ability to offer specific roles and functions within the new rebalanced economy.

These SEILs have been selected to support the Scottish Government's key sectors, Scottish Enterprise locational priorities and the growth in rebalancing economic sectors. As strategic priorities, they best reflect the need for sustainable locations to address long-term drivers of change. The SEILs package of key strategic locations focused on the future key economic sectors does not preclude other economic activity sites being promoted and developed through LDPs in response to local requirements.

Methodology

The evidence underpinning this work has been provided by each of the respective Local Authorities and augmented with inputs from Scottish Enterprise and the commercial sector

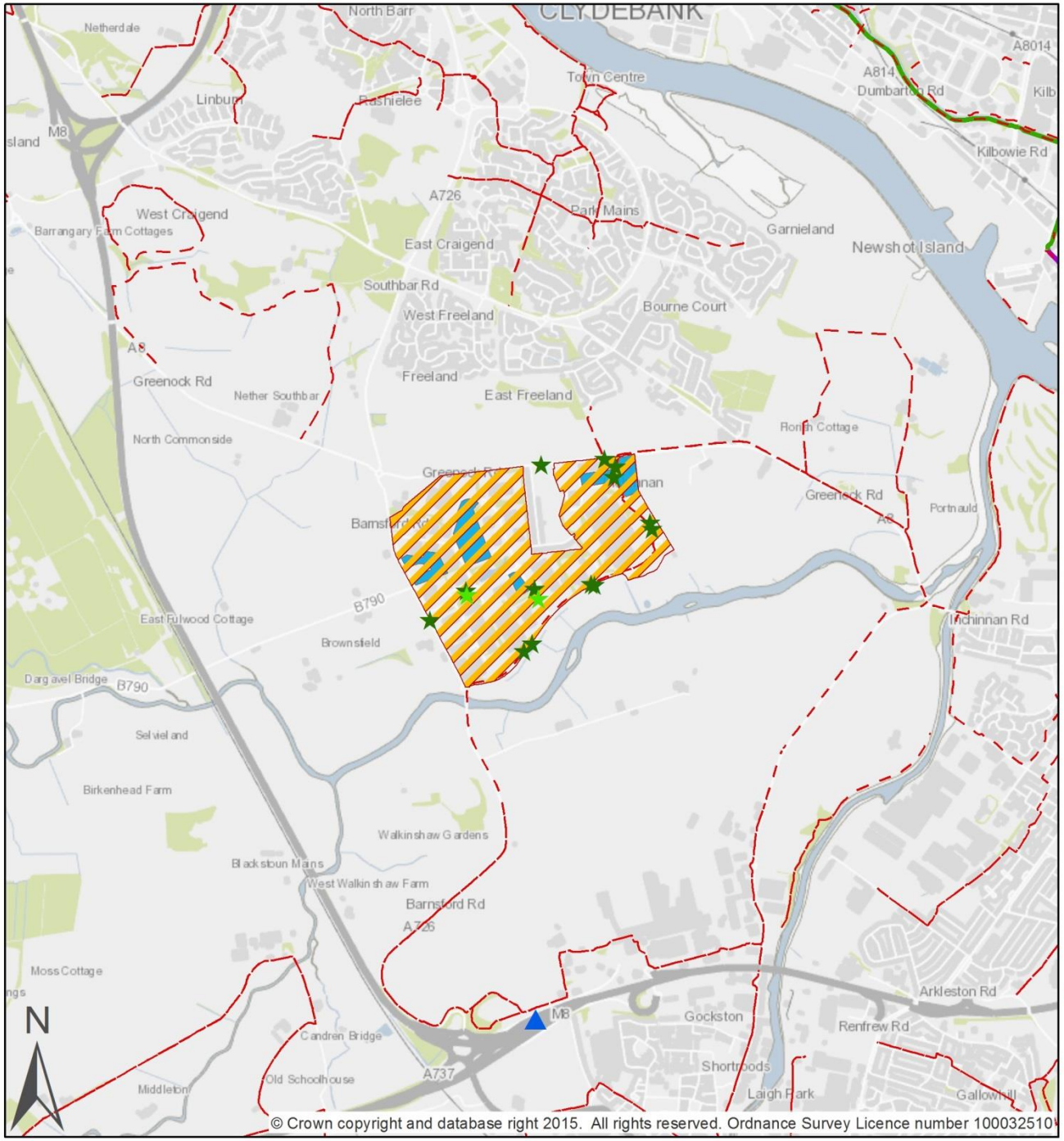
This will provide a baseline picture for our refreshed monitoring purposes and will also feed into the SDP and LDP Action programmes

Glasgow Airport Investment Area	
Criteria	
Local Authority within which the site is located	Renfrewshire
SEIL strengths	• Significant infrastructure attributes connecting it locally, nationally and internationally by road, rail, river and air. • City Deal Investment programme to improve surface access to Glasgow Airport increasing connectivity to international, national and regional markets. This investment will also improve connectivity within the wider SEIL facilitating the redevelopment and regeneration of key development sites. • Proximity to Glasgow Airport, Deanside and Linwood Burnbrae Strategic Freight Hubs • Range of opportunities across the different areas which comprise the SEIL, majority of sites are available and being

	marketed with no significant constraints to development. Netherton Farm area is currently not marketable, City Deal investment will act as catalyst for the development of this land. • Well established location, with a number of globally significant companies located here • A number of key growth sectors represented including Manufacturing & Engineering, Life Sciences, Distribution & Logistics. • Low vacancy rates • Approved masterplan in place to develop Westway
Site history	Collectively approximately 15,000 people are employed in the area and a number of globally significant companies are located there. This area has very significant infrastructure attributes connecting it locally, nationally and internationally by road, rail, river and air. A public/private sector forum has been established involving Glasgow Airport Ltd, Scottish Enterprise and a number of companies from Renfrewshire's business community. This partnership is collectively assessing synergies and potentials for joint working across areas such as transport, training, energy supply, environment and marketing. Work is progressing on City Deal projects to improve surface access to Glasgow Airport and improve connections within the SEIL and through to the Cart Corridor and Paisley Town Centre. Infrastructure improvements to help unlock development potential of SEIL.
Site address	Inchinnan Business Park; Westway, Renfrew; and, Netherton Farm Area
Site reference number	Various Sites Available. **ILS Reference** **Inchinnan BP –** IN001A, IN001C, IN004, IN005B IN007, IN009, IN010 **Westway –** RW007, RW016, RW021 **Netherton Farm –** NF001
Total Available land area (Ha)	**Total Area SEIL** – 193 Ha **Total marketable Land** - 16.86 Ha
Status of the site	Identified as a SEIL within the SDP. In the industrial land supply with 52.86ha of land identified. 18.5 ha of land is marketable with a further 36 ha at Netherton Farm which is linked to the City Deal Investment programme. Land at Inchinnan and Westway is zoned as E1 Renfrewshire's Economic Investment Locations and the land at Netherton Farm is zoned as E5 Glasgow Airport Operational Land in the Renfrewshire LDP. This site is considered to be a strategic opportunity location for Distribution and Logistics, Manufacturing/Engineering, Green Technologies, Life Sciences, Research and Development and Airport related use
Ownership	Various sites all in private ownership
Operator(s) already on site	Various operators on site including, Doosan Babcock, Thermal Fischer, Rolls Royce, University of Strathclyde and Steel Engineering
Total Industrial/business floorspace	Approximately 362713 sqm of industrial and business floorspace.
What are the current land uses on site?	Various uses on site including Classes 4, 5 & 6 mainly targeted at Distribution and Logistics, Manufacturing/Engineering, Green Technologies, Life Sciences, Research and Development and

	Airport related use.
What sectors have been designated for this location?	Distribution and Logistics, Manufacturing/Engineering, Green Technologies, Life Sciences, Research and Development and Airport related use
Accessibility – what are the current private and public transport linkages to the site?	Significant infrastructure attributes in this area connecting it locally, nationally and internationally by road, rail, river and air. Westway and Netherton Farm have good accessibility to bus routes; however, accessibility to Inchinnan BP is mainly focused on the car. City Deal Investment programme to improve surface access to Glasgow Airport increasing connectivity to international, national and regional markets. This investment will also improve connectivity within the wider SEIL.
Do you know the current use classes on site at present	Various uses on site including Classes 4, 5 & 6
Are there any pending applications on the site	Various PPP and Full planning applications have been approved for industry/business developments within the Glasgow Airport Investment Area. Significant applications include: • The masterplan for Westway approved subject to Section 75. Masterplan will undertake significant expansion of the industrial park, building on the opportunities presented by the proximity of the site to both Glasgow Airport and the White Cart River.
Are there any known development constraints on or relating to the site? For example, in relation to utilities, broadband or transport infrastructure etc	See Accessibility section above
Is the external environment relating to the site deemed to be 'acceptable' by potential clients? For example, the external areas, public realm, and the influence of adjacent noise and other pollutants on the site's amenity.	n/a
To what extent would any future development of the site be	See 'pending applications' section above

constrained by the amenity considerations of adjacent occupiers	
What facilities (retail, services etc) are currently on site	Limited provision at both Westway and Inchinnan Business Park.
Are there any planned environmental improvements on site	See 'pending applications' section above.
If site was de-allocated would there be development interest for non-employment uses	Airport related uses
Planning Permission Status:	
PPP or Full	Various consents throughout the Glasgow Airport Investment Area
Availability, i.e.:	The majority of sites are available and are being marketed with no significant constraints to development. The development of the Netherton Farm area will require significant enabling and infrastructure works which will be facilitated by City Deal Investment.



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Clydeplan

Glasgow and the Clyde Valley
Strategic Development Planning Authority

Location: Glasgow Airport Investment Area: Inchinnan, Renfrewshire Council

Cluster: Glasgow Airport Investment Area (GAIA)

Key Sectors: Distribution and Logistics / Manufacturing / Engineering / Green Technologies / Life Sciences, Research and Development

SEIL Boundary	101Ha
Industrial Land Supply 2014 Marketable Land	10.1Ha

Connectivity

Closest Rail Station to SEIL (walking distance):

Paisley St James	3862m

Closest Subway Station to SEIL (walking distance):

N/A	0m

Closest Motorway Access Junction to SEIL (along road network):

M8 J28a/A737	3287m

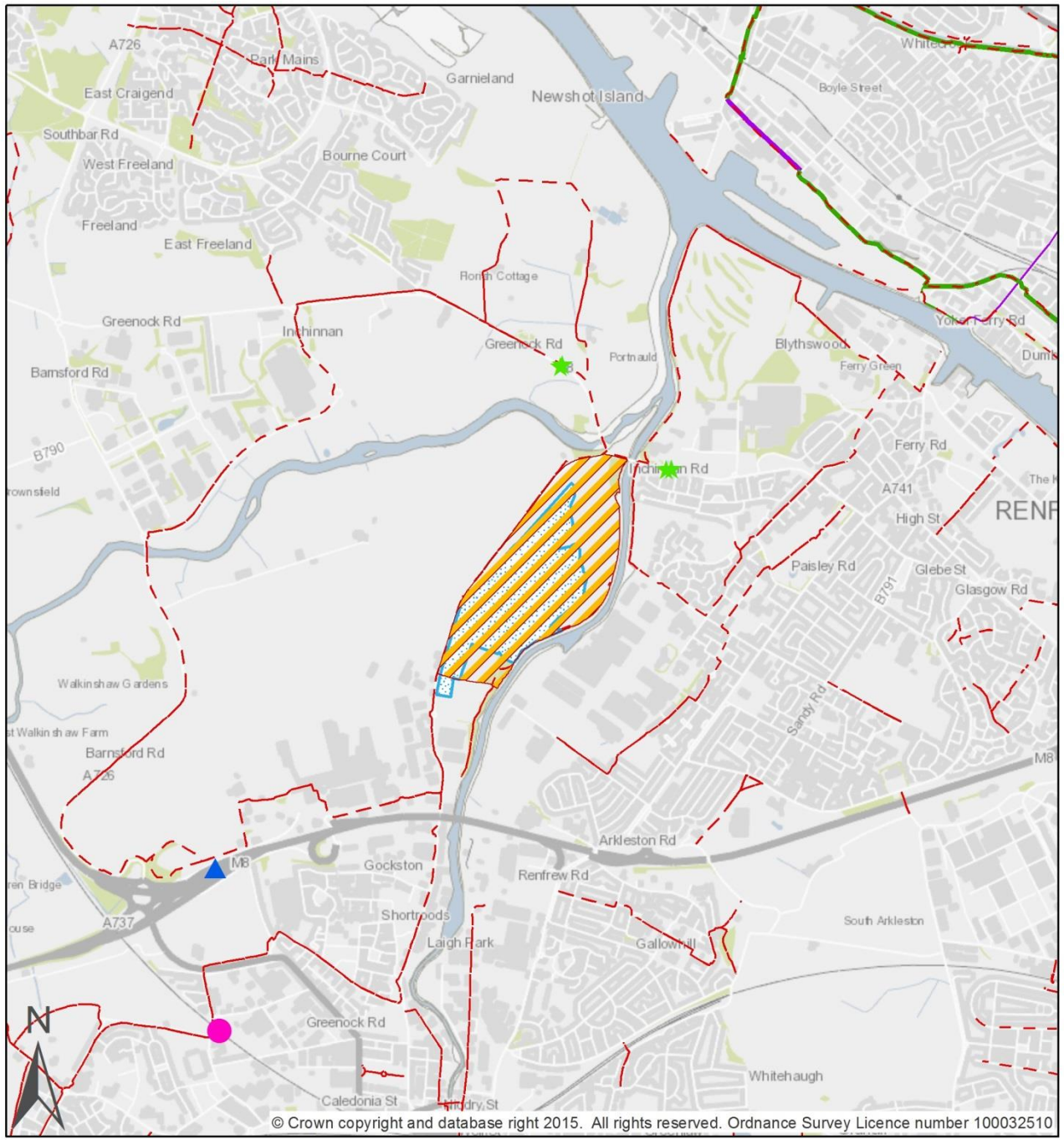
Number of Bus Stops within 600m of SEIL:	16
Frequency of service between 7-10am	
6+ buses per hour	2
Between 1-5 buses per hour	14

Local Authority Core Paths 2010

Cycling Routes (Sustrans, November 2015)

Traffic-Free Route (National Cycle Network/Other)

On-Road Route (National Cycle Network/Other)



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Clydeplan

Glasgow and the Clyde Valley
Strategic Development Planning Authority

Location: Glasgow Airport Investment Area: Netherton Farm,
Renfrewshire Council

Cluster: Glasgow Airport Investment Area (GAIA)

Key Sectors: Airport related use

SEIL Boundary	63.9Ha
Industrial Land Supply 2014 Marketable Land	0Ha
* Up to 36Ha of land to become available following City Deal Investment.	

Connectivity

Closest Rail Station to SEIL (walking distance):

Paisley Gilmour St	2689m

Closest Subway Station to SEIL (walking distance):

N/A	0m

Closest Motorway Access Junction to SEIL (along road network):

M8 J27/A741	m

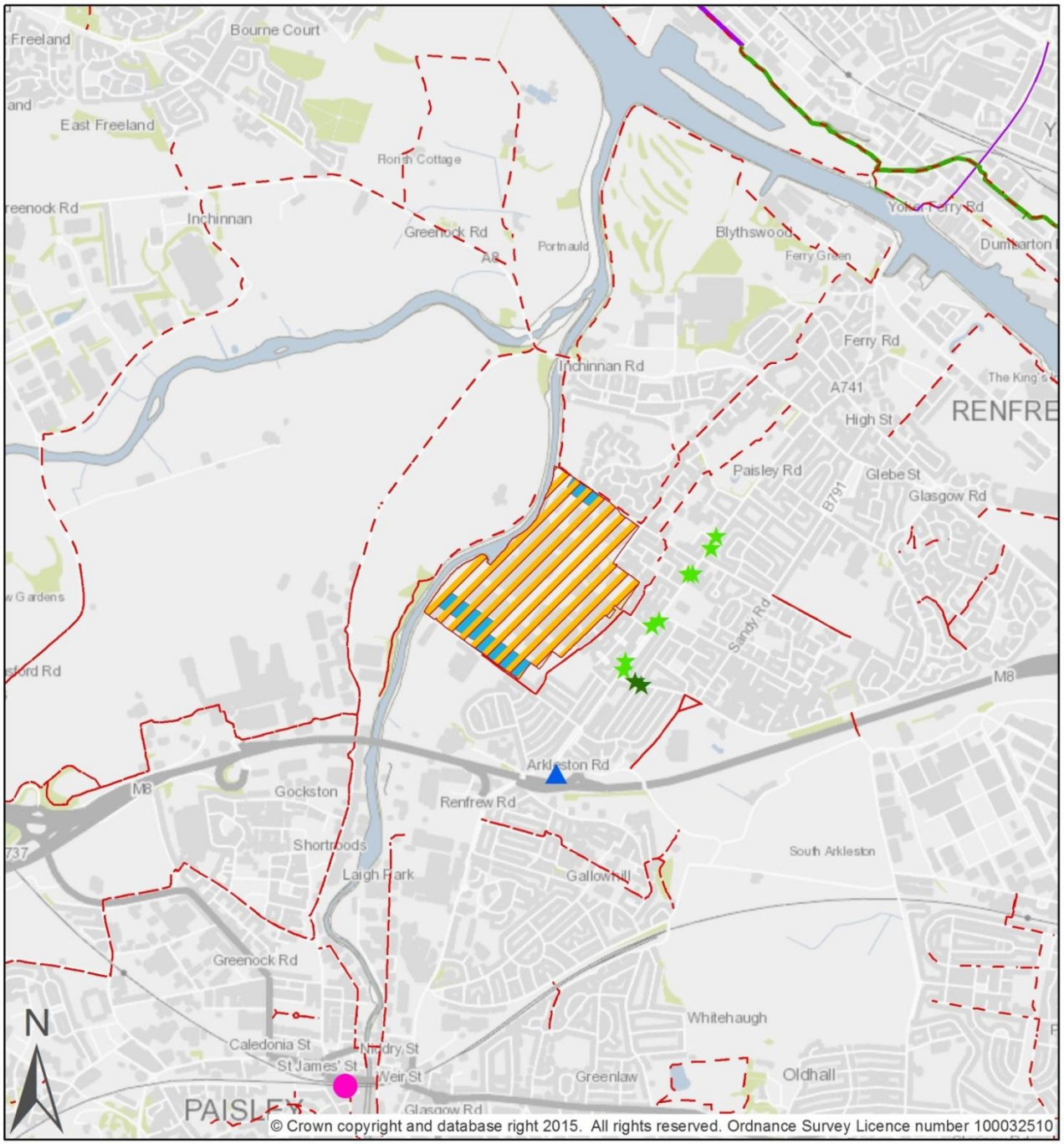
Number of Bus Stops within 600m of SEIL:	5
Frequency of service between 7-10am	
6+ buses per hour	4
Between 1-5 buses per hour	1

Local Authority Core Paths 2010

Cycling Routes (Sustrans, November 2015)

Traffic-Free Route (National Cycle Network/Other)

On-Road Route (National Cycle Network/Other)



Clydeplan

Glasgow and the Clyde Valley
Strategic Development Planning Authority

Location: Glasgow Airport Investment Area: Westway, Renfrewshire Council

Cluster: Glasgow Airport Investment Area (GAIA)

Key Sectors: Distribution and Logistics/ Manufacturing/Engineering/ Green Technologies/ Life Sciences, Research and

SEIL Boundary	57Ha
Industrial Land Supply 2014 Marketable Land	6.8Ha

Connectivity

Closest Rail Station to SEIL (walking distance):

Paisley Gilmour St	2877m

Closest Subway Station to SEIL (walking distance):

N/A	0m

Closest Motorway Access Junction to SEIL (along road network):

M8 J27/A741	2762m

Number of Bus Stops within 600m of SEIL:	10
Frequency of service between 7-10am	
6+ buses per hour	8
Between 1-5 buses per hour	2

Local Authority Core Paths 2010

Cycling Routes (Sustrans, November 2015)

Traffic-Free Route (National Cycle Network/Other)

On-Road Route (National Cycle Network/Other)

Hillington Renfrew North Strategic Economic Investment Location (SEIL)

Introduction

The aim of document is to provide an overview of the Hillington Renfrew North Strategic Economic Investment Location (SEIL), situated within the GCV city region, and set out the key characteristics and information for it in order to provide a stronger evidence base for strategic decisions and monitoring purposes.

In terms of supporting a rebalanced low carbon economy for the city-region with its focus on key existing and new economic sectors, the Strategic Development Plan (SDP) identifies the SEILs based upon their ability to offer specific roles and functions within the new rebalanced economy.

These SEILs have been selected to support the Scottish Government's key sectors, Scottish Enterprise locational priorities and the growth in rebalancing economic sectors. As strategic priorities, they best reflect the need for sustainable locations to address long-term drivers of change. The SEILs package of key strategic locations focused on the future key economic sectors does not preclude other economic activity sites being promoted and developed through LDPs in response to local requirements.

Methodology

The evidence underpinning this work has been provided by each of the respective Local Authorities and augmented with inputs from Scottish Enterprise and the commercial sector

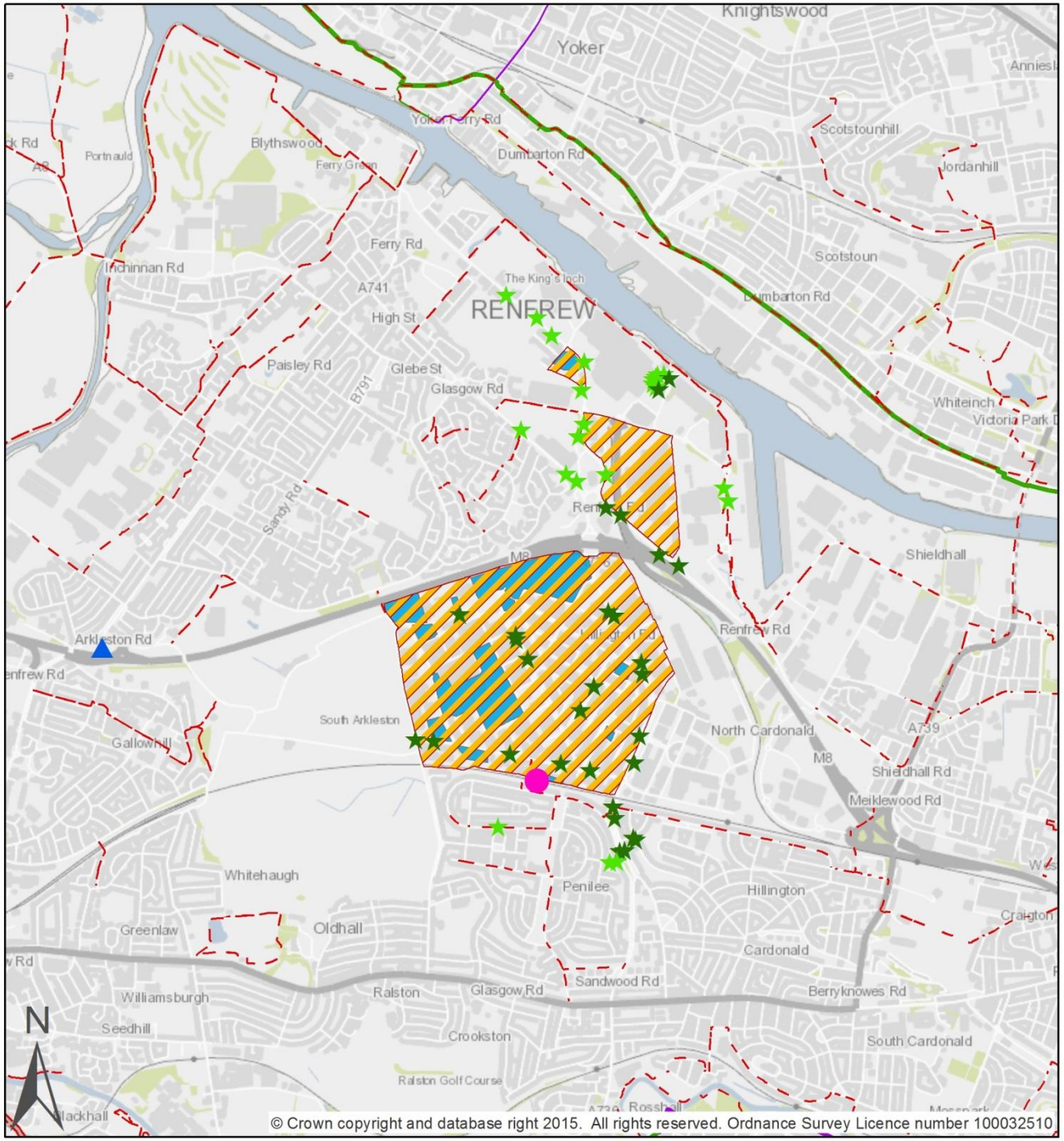
This will provide a baseline picture for our refreshed monitoring purposes and will also feed into the SDP and LDP Action programmes

Hillington & Renfrew North	
Criteria	
Local Authority within which the site is located	Renfrewshire
SEIL strengths	• Simplified Planning Zone (SPZ) covering Hillington Park was adopted on 1st October 2014 providing a simplified planning framework to support existing businesses to grow and attract new investment in the Park. • Well established managed business park • Strategically located in the M8 corridor between Glasgow City Centre and Glasgow International Airport and is highly accessible by public transport (2 railway stations and bus network) • Proximity to Glasgow Airport and Deanside Strategic Freight Hubs

	• Offers a variety of premises that suit the needs of a diversity of businesses. Significant opportunities still available, 30 ha of marketable land with no significant constraints to development • Range of growth sectors well represented within the SEIL • Majority owner planning significant capital investment • Relationship with Glasgow Airport Investment Area
Site history	Hillington Park is Scotland's largest business park & industrial estate. The business park is strategically located in the M8 corridor between Glasgow City Centre and Glasgow International Airport and is easily accessible by public transport (two railway stations within the park). Hillington and Renfrew North is an important location for the Business Services, Distribution, manufacturing, Construction and food & drink sectors. Hillington offers a variety of premises that suit the needs of a diversity of businesses. Several opportunities still exist including a 10ha site in the middle of the business park which recently became available after the remainder of the former Rolls Royce Plant was cleared. First SPZ in Scotland for over 20 years was adopted at Hillington Park on 1st October 2014. The SPZ supports business and industrial growth at Hillington and allows for a range of supporting uses. In its first year the Hillington Park SPZ has supported development proposals which will deliver over £17m investment in the Park, creating 15,667 sqm of new floorspace and developing over 3.5 Ha of land.
Site address	Hillington Park and Renfrew North (Kings Inch Road)
Site reference number	Various Sites Available. **ILS Reference** HI019, HI017, HI014, HI028, HI013, HI032, HI005, HI018, HI025, HI015A,HI013C, HI033, HI013B, RW025, HI015, HI029
Total Available Land (Ha)	**Total Area SEIL** – 169 Ha **Total Marketable Land** - 29.3 Ha
Status of the site, i.e.:	Identified as a SEIL within the SDP. In the industrial land supply with 30 ha of land identified as being marketable. Land zoned as E1 Renfrewshire's Economic Investment Locations in the Renfrewshire LDP. This site is identified as location which supports Distribution and Logistics, Manufacturing/Engineering, Business Services. Simplified Planning Zone covers Hillington part of the SEIL, this will remain operational for 10 years from date of adoption.
Ownership	Majority landowner is Patrizia Ltd. Various sites all in private ownership
Operator(s) already on site	Various operators on site
Total number of units/properties on site	Classes 4, 5, & 6 – 511,201 sqm Other supporting uses – 42,018 sqm
What are the current land uses on site?	Various use classes throughout the area, mainly Classes 4, 5 and 6 focused on Business Services, Distribution, manufacturing, Construction and food & drink sectors
What sectors have been designated for this location?	Distribution and Logistics, Manufacturing/Engineering, Business Services
Accessibility –	Strategically located in the M8 corridor between Glasgow City Centre

what are the current private and public transport linkages to the site?	and Glasgow International Airport and is easily accessible by public transport (two railway stations within the park). Public transport improvements are proposed at Braehead which would improve linkages to Renfrew North. Renfrew North is currently well served by bus routes. Patrizia Ltd are committed to invest in sustainable transport measure as part of SPZ scheme.
Are there any pending applications on the site	Various PPP and Full planning applications have been approved for industry/business developments within Hillington. SPZ allows for: **Use Class** — **Floorspace Growth Permitted by SPZ (Sqm net)** **Sui generis (petrol filling station)** — 0 **Class 1 Shops** — 3,000 **Sui generis: Car sales** — 10,034 **Class 2 Financial, professional services** — 2,250 **Class 3 Food and drink, sui generis hot food take away** — 1,500 **Class 4 Business** — 44,652 **Class 5 General industrial and Class 6 Storage and distribution** — 13,935 **Class 7 Hotels** — 7,246 **Class 10 Non---residential institutions** — 0 **Class 11 Assembly and leisure (GEA)** — 2,400 **85,017**
Are there any known development constraints on or relating to the site? For example, in relation to utilities, broadband or transport infrastructure etc	n/a
Is the external environment relating to the site deemed to be 'acceptable' by potential clients? For example, the external areas, public realm, and the influence of adjacent noise and other pollutants on the	n/a

site's amenity.	
To what extent would any future development of the site be constrained by the amenity considerations of adjacent occupiers	n/a
What facilities (retail, services etc) are currently on site	Access to retail and other services. Small centre within Hillington Business Park and also services and facilities on offer at Braehead centre. SPZ Scheme allows for growth in retail and other service uses.
Are there any planned environmental improvements on site	Partrizia Ltd are currently delivering widespread public realm, landscaping and signage improvements throughout Hillington Park.
If site was de-allocated would there be development interest for non-employment uses	n/a
Planning Permission Status:	
PPP or Full	Various consents throughout Hillington and Renfrew North. Adopted SPZ.
Availability, i.e.:	The majority of sites are available and are being marketed with no significant constraints to development



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Clydeplan

Glasgow and the Clyde Valley
Strategic Development Planning Authority

Location: Hillington / Renfrew North, Renfrewshire Council

Cluster: N/A

Key Sectors: Business & Financial Services / Distribution & Logistics / Manufacturing / Engineering

SEIL Boundary	170Ha
Industrial Land Supply 2014 Marketable Land	29.3Ha

Connectivity

Closest Rail Station to SEIL (walking distance):

Hillington West	181m

Closest Subway Station to SEIL (walking distance):

N/A	0m

Closest Motorway Access Junction to SEIL (along road network):

M8 J27/A741	1913m

Number of Bus Stops within 600m of SEIL:	53
Frequency of service between 7-10am	
6+ buses per hour	22
Between 1-5 buses per hour	31

Local Authority Core Paths 2010

Cycling Routes (Sustrans, November 2015)

Traffic-Free Route (National Cycle Network/Other)

On-Road Route (National Cycle Network/Other)

Clyde Gateway (SLC element) Strategic Economic Investment Location (SEIL)

Introduction

The aim of document is to provide overview of the Clyde Gateway (SLC element) Strategic Economic Investment Location (SEIL), situated within the GCV city region, and set out the key characteristics and information for it in order to provide a stronger evidence base for strategic decisions and monitoring purposes.

In terms of supporting a rebalanced low carbon economy for the city-region with its focus on key existing and new economic sectors, the Strategic Development Plan (SDP) identifies the SEILs based upon their ability to offer specific roles and functions within the new rebalanced economy.

These SEILs have been selected to support the Scottish Government's key sectors, Scottish Enterprise locational priorities and the growth in rebalancing economic sectors. As strategic priorities, they best reflect the need for sustainable locations to address long-term drivers of change. The SEILs package of key strategic locations focused on the future key economic sectors does not preclude other economic activity sites being promoted and developed through LDPs in response to local requirements.

Methodology

The evidence underpinning this work has been provided by each of the respective Local Authorities and augmented with inputs from Scottish Enterprise and the commercial sector

This will provide a baseline picture for our refreshed monitoring purposes and will also feed into the SDP and LDP Action programmes

Clyde Gateway	
Criteria	
Local Authority within which the site is located	Glasgow City Council/South Lanarkshire

SEILs strengths	○ Ownership:
	  ○ Mixed ownership but there has been a major commitment to public sector land acquisition and assembly through the URC
	○ Planning Status:
	  ○ Transformational regeneration project referred to in NPF3
	  ○ Identified as Development Framework Site in Proposed LDP
	  ○ Approved Masterplan for National Business District at Shawfield
	  ○ Various consents granted.
	○ Scale and Flexibility:
	  ○ Major redevelopment underway to create development sites
	  ○ 8.95 ha now remediated and serviced and being

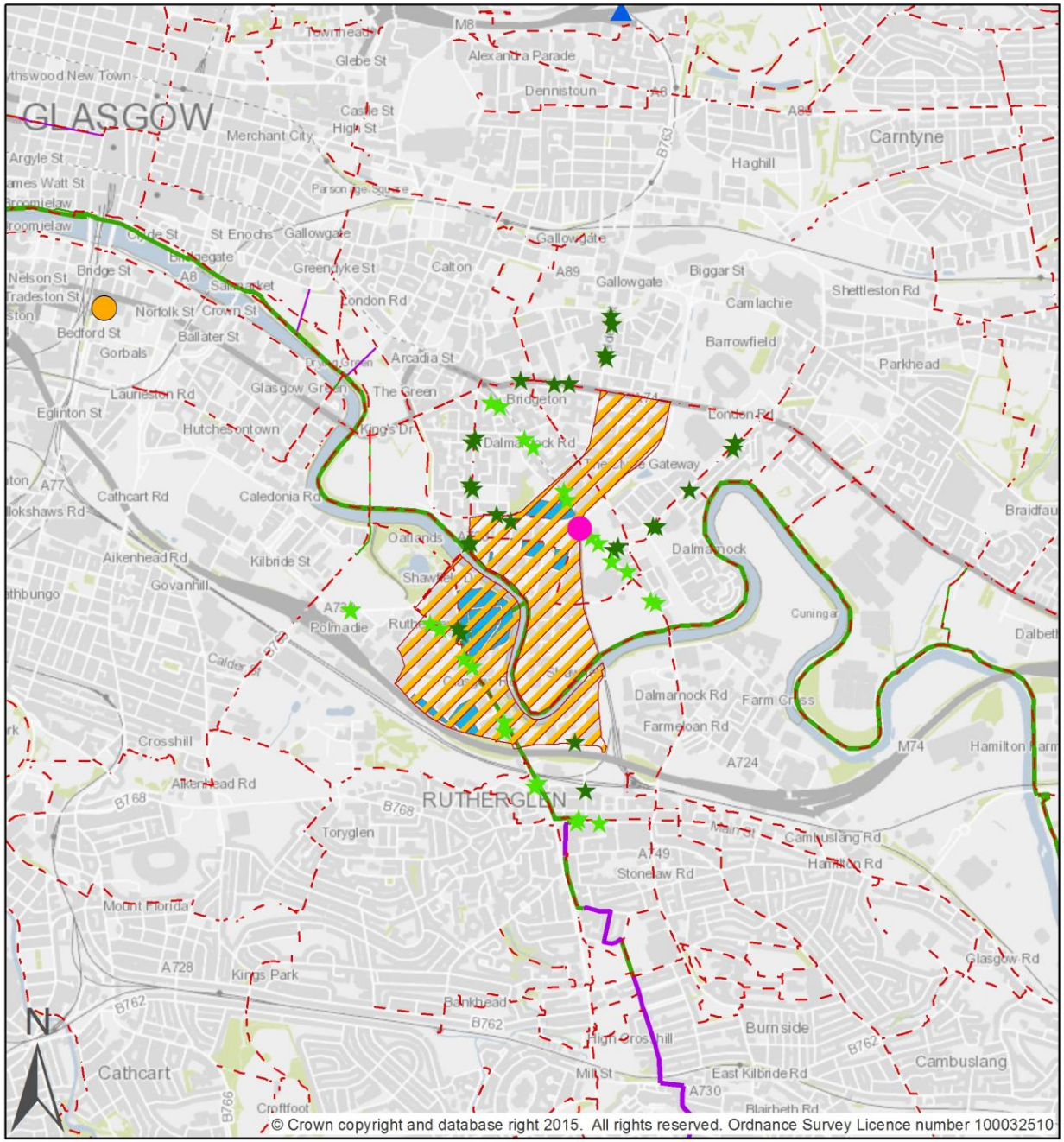
	marketed
	  - Series of opportunities aimed at different market sectors
	  - Promoted for Class 4, 5 and 6
	- Location:
	  - Excellent road access to the motorway network (junction 2 of M74)
	  - Inner urban area with access to bus and rail services giving excellent connectivity to central Glasgow (Rutherglen station < 1km)
	  - Adjacent to Rutherglen town centre
	  - Adjacent to centres of population/potential workforce
	  - Established industrial skills base
	  - new pedestrian/cycle bridge over the River Clyde now in place. This SMART Bridge provides a vital link to and from the site, improving connectivity to Dalmarnock while providing a link to the public realm proposals within Shawfield
	- Key Economic Drivers:
	-
	  - Commonwealth Games 2014 legacy
	  - Existing industrial base with key sectors of enabling technologies and construction well represented.
	  - Proposals at an advanced stage for National Business District at Shawfield and Rutherglen Links
	  - Shawfield Phase 1 being marketed http://www.investinclydegateway.com/properties/shawfield-phase-1

Site history	Within Glasgow the area comprises predominently pre 1900 units. Substantial areas of vacant ground, many occupied by showpeople's caravans. Significant development issues with showpeople's vehicles and equipment on the road and vacant sites. Area has high public transport accessibility and is serviced onto dual c'wa/exp'way/dd road. An assessment in 2010/11 identified >300 units in this location, however the recent completion of the EERR will have had an impact on this. Within South Lanarkshire the Shawfield area lies within Clyde Gateway which has been identified as a strategic regeneration priority. A key component of the overall strategy for Clyde Gateway is the creation of a new National Business District within the Shawfield area building upon; the employment uses already to be found there, the excellent connectivity presented by the newly opened M74 project, the East End Regeneration Route and improvements at Dalmarnock and Rutherglen Railway Stations along with its strategic location on Rutherglen Road and Glasgow Road. The National Business District will also provide a highly strategic location for employment in a Glasgow and national context. Shawfield site Phase 1 (8.95ha) is now remediated, serviced and new pedestrian walkways and bridge completed. Consent granted for class 4 and ancillary uses and site currently being marketed ast End relief road forms western boundary of site ite lies between 2 junctions on M74. The A730 Glasgow Road/Rutherglen road passes through site and has bus services connecting area to centre of Glasgow Rutherglen rail station is located on the eastern boundary of the site. Dalmarnock station lies to the north.

Site address	GCC element - London Road/Dalmarnock Road/ SLC element - Shawfield Rutherglen
Site reference number	GCC – n/a SLC There are a number of sites currently on the industrial land supply – additional sites are being added as they are acquired and prepared for development. Current Land supply sites 2015 – CR/0053/01 Clydeside Rd 2.82ha cat 1 CR/0053/02 Camp Rd 0.81ha cat 1 CR/0053/03 Clydeside Road 1.81ha Cat 1 CR/0053/04 Millcroft Road 1.9 ha cat 1 CR/0053/05 Shawfield Road 0.97ha cat 1 CR/0054/01 Southcroft Rd 1.5ha Cat 2 CR/0054/02 Southcroft Rd 1 0.69ha Cat 2 CR/0054/03 Southcroft Rd 2 0.3ha Cat 2 CR/0060/05 Ashton Road 0.33ha Cat 3 CR/0052/01 Southcroft Rd 0.28ha Cat 2
Total Gross area	63.6 ha (Glasgow) SLC- 54.9ha (South Lanarkshire)
Ownership (if known)	Clyde Gateway URC Mixed
Status of the site, i.e.:	
SDP level 1. In the industrial land supply	Yes
LDP level 1. In the industrial land supply	Yes
2. In a geographical area for a particular land use	Yes, it is within Clyde Gateway Development Framework Site
Planning Permission Status:	
PPP or Full	PPP and Full PPs exist within this location PPP December 2012. CR/12/0099. Infrastructure improvements, remediation of contamination and creation of development platforms for class 4 (Business), class 5 (industrial), class 6 (storage/distribution) and office uses along with ancillary commercial, leisure and retail uses with selective demolition of existing buildings and associated works. CR/13/0002 granted 18/04/13. Phase 1 enabling works comprising demolition of existing buildings, infrastructure improvements, remediation of contamination, creation of development platforms, riverside walkway

	and public realm with associated engineering works .
Current Uses Classes on site	Classes 4/5/6 and showpeople (GCC) Class 4,5,6 &11 (SLC)
What sectors have been designated for this location?	Business and Financial Services / Distribution and Logistics
Availability, i.e.:	
1) Site is not likely to be developed, site preparation is required;	
2) Site is likely to be available; preparation commenced, or preparation programmed with funding in place;	Yes
3) Site is marketed.	See PPP and full PPs details above
Additional information* All info in this section is from SLC at present	With a total site area of 65 hectares, Clyde Gateway is now bringing forward Phase 1 comprising 11 hectares (gross). £20m has been invested in the site infrastructure and landscaping and a new bridge provides direct access to Dalmarnock Station. Its access to road and rail routes, as well as its close proximity to Glasgow city centre and Glasgow airport make it the ideal business location. Shawfield offers the scope to deliver a large scale modern business environment. It will be primarily Class 4 business space but with ancillary mixed use to support the needs of occupiers, staff and the local population. Supporting uses will include shops, cafés, gym, business centre and hotel. The integrated approach to infrastructure, surface water, green space, and accessibility and energy efficient buildings makes Shawfield a highly sustainable business location. Plots range from 0.2 ha to 2.5 ha accommodating buildings from 20,000 sq. ft. (GIA) to 300,000 sq. ft. (GIA) and can be subdivided and amalgamated to suit occupiers' requirements. • Shawfield, remaining phasesThere are a number of existing uses that will need to be considered in the future phasing of development of the Infrastructure and Development Framework. • Those uses include Shawfield Stadium itself, an important landmark use, but awkwardly located and on an underutilised site. Also of importance is the existing Morris Furniture Building, an important business and employer. • There is a mix of industrial, commercial (trades counters) and leisure/recreation current land uses on site and significant areas of

	vacant/derelict land/buildings • The Shawfield Travel Plan Framework (STPF) will provide a mechanism to promote sustainable travel • There are known development constraints on and relating to the siteand these are being addressed by above application (CR/12/0099) this is also the same for the environmental issues - being addressed by above application (CR/12/0099) • There is limited provision at present of retail and other related services currently on site but there is a leisure/retail/commercial area proposed as part of the proposed redevelopment of the area. Phase 2 includes 4,000 square metres of retail space. And 5,000 square metres of leisure space. Rutherglen town centre within walking distance • The development framework includes green network and public realm proposals • If the site was de-allocated for industrial purpose there is the likelihood there would be development interest for non-employment uses



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Clydeplan

Glasgow and the Clyde Valley
Strategic Development Planning Authority

Location: Clyde Gateway, Glasgow City Council/ South Lanarkshire Council

Cluster: N/A

Key Sectors: Business and Financial Services / Distribution and Logistics

SEIL Boundary	118.5Ha
Industrial Land Supply 2014 Marketable Land	13.7Ha

Connectivity

Closest Rail Station to SEIL (walking distance):

Dalmarnock	23m

Closest Subway Station to SEIL (walking distance):

Bridge Street	2663m

Closest Motorway Access Junction to SEIL (along road network):

M8 J14	2202m

Number of Bus Stops within 600m of SEIL:	51
Frequency of service between 7-10am	
6+ buses per hour	25
Between 1-5 buses per hour	26

Local Authority Core Paths 2010

Cycling Routes (Sustrans, November 2015)

Traffic-Free Route (National Cycle Network/Other)

On-Road Route (National Cycle Network/Other)

Hamilton International Technology Park Strategic Economic Investment Location (SEIL)

Introduction

The aim of document is to provide overview of the Hamilton International Technology Park Strategic Economic Investment Location (SEIL), situated within the GCV city region, and set out the key characteristics and information for it in order to provide a stronger evidence base for strategic decisions and monitoring purposes.

In terms of supporting a rebalanced low carbon economy for the city-region with its focus on key existing and new economic sectors, the Strategic Development Plan (SDP) identifies the SEILs based upon their ability to offer specific roles and functions within the new rebalanced economy.

These SEILs have been selected to support the Scottish Government's key sectors, Scottish Enterprise locational priorities and the growth in rebalancing economic sectors. As strategic priorities, they best reflect the need for sustainable locations to address long-term drivers of change. The SEILs package of key strategic locations focused on the future key economic sectors does not preclude other economic activity sites being promoted and developed through LDPs in response to local requirements.

Methodology

The evidence underpinning this work has been provided by each of the respective Local Authorities and augmented with inputs from Scottish Enterprise and the commercial sector

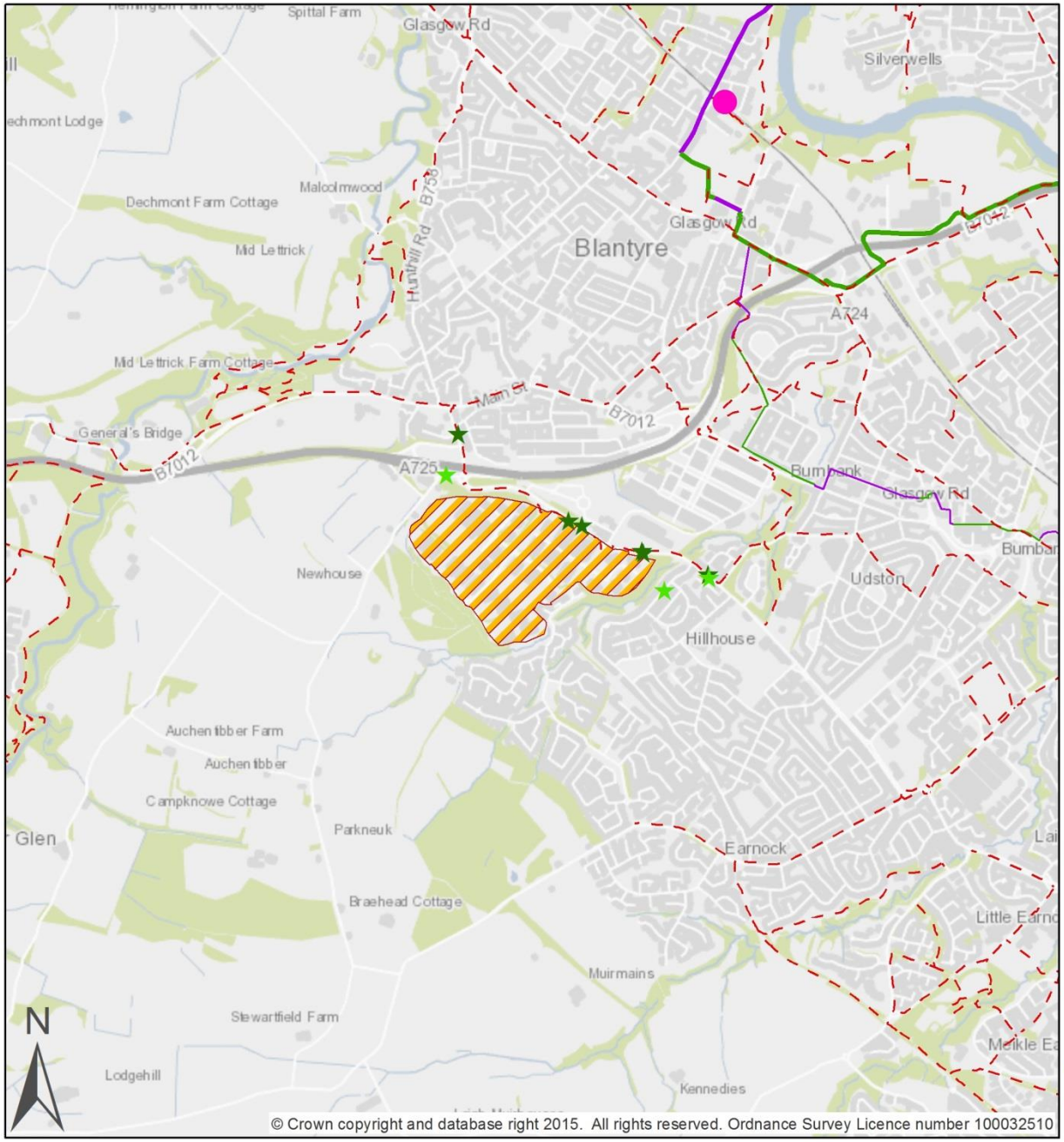
This will provide a baseline picture for our refreshed monitoring purposes and will also feed into the SDP and LDP Action programmes

Hamilton International Technology Park	
Criteria	
Local Authority within which the site is located	South Lanarkshire

SEILs strengths	o Ownership:
	  o Private ownership
	o Planning Status:
	  o Existing location protected by Development Plan policy
	o Scale and Flexibility:
	  o No development sites but availability of high quality class 4 floorspace
	o Location:
	  o Good access to the motorway network via A725
	  o Adjacent to centres of population/potential workforce
	  o Established industrial skills base
	  o Ancillary services on-site
	o Key Economic Drivers:
	o Established high quality business park

	o Representation in Creative Industries, Enabling Technologies, Aerospace, Defence and Marine, Construction, Food and Drink, Financial Services o Recent investment in class 4 business floorspace provision
Site history	Previously part of Lanarkshire Enterprise Zone, Identified in previous Structure Plan and local plan as a strategic industrial and business location.
Site address	Hamilton International Technology Park, Blantyre
Site reference number	The SEIL is fully developed. There are no remaining development sites. There is vacant Class 4 floorspace
Total Gross area	39.2ha
Ownership (if known)	Private – various owners
Status of the site, i.e.:	
SDP level 1. In the industrial land supply	No marketable land left – site fully developed
LDP level 1. In the industrial land supply	No marketable land left – site fully developed
2. In a geographical area for a particular land use	Industrial and business land use in Local Plan. SEIL in proposed LDP
Planning Permission Status:	
PPP or Full	N/A
Current Uses Classes on site	Mainly class 4
What sectors have been designated for this location?	Business and Financial Services / Life Sciences / Creative and Digital Industries
Availability, i.e.:	
1) Site is not likely to be developed, site preparation is required;	N/A
2) Site is likely to be available; preparation commenced, or preparation programmed with funding in place;	N/A
3) Site is marketed.	N/A

Additional information	• This is a privately owned site with a number of owners • There are a number of blue chip companies that have chosen Hamilton International Park as their location and over 4,000 people are now employed at the park • Major companies include First Direct, HSBC, Scottish Power, John Lewis partnership, Babcock Rail ltd, AWG • The Park offers flexible, high quality Grade A accommodation, from fully serviced office suites of 200 ft² to stand alone office buildings of 80,000 ft².. It is primarily Class 4 land uses on site. • Assessors information indicates over 100,000sqm floorspace (occupied and vacant) • Hamilton International is served in both directions by the A725 accessed from Junction 6 of the M74, or via the Glasgow Southern Orbital Highway, Junction 5 from the M77. Frequent trains run Glasgow Central to Blantyre Station and Hamilton Central every thirty minutes, with a journey time of 25 minutes. • On site there is an arcade of shops/childcare/services • Site is already a high amenity environment



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Clydeplan

Glasgow and the Clyde Valley
Strategic Development Planning Authority

Location: Hamilton International Technology Park, South Lanarkshire Council

Cluster: N/A

Key Sectors: Business and Financial Services / Life Sciences / Creative and Digital Industries

SEIL Boundary	39Ha
Industrial Land Supply 2014 Marketable Land	0Ha

Connectivity

Closest Rail Station to SEIL (walking distance):

Blantyre	2766m

Closest Subway Station to SEIL (walking distance):

N/A	0m

Closest Motorway Access Junction to SEIL (along road network):

M74 J6/A723	5384m

Number of Bus Stops within 600m of SEIL:	9
Frequency of service between 7-10am	
6+ buses per hour	3
Between 1-5 buses per hour	6

Local Authority Core Paths 2010

Cycling Routes (Sustrans, November 2015)

Traffic-Free Route (National Cycle Network/Other)

On-Road Route (National Cycle Network/Other)

Peel Park North Strategic Economic Investment Location (SEIL)

Introduction

The aim of document is to provide overview of the Peel Park North Strategic Economic Investment Location (SEIL), situated within the GCV city region, and set out the key characteristics and information for it in order to provide a stronger evidence base for strategic decisions and monitoring purposes.

In terms of supporting a rebalanced low carbon economy for the city-region with its focus on key existing and new economic sectors, the Strategic Development Plan (SDP) identifies the SEILs based upon their ability to offer specific roles and functions within the new rebalanced economy.

These SEILs have been selected to support the Scottish Government's key sectors, Scottish Enterprise locational priorities and the growth in rebalancing economic sectors. As strategic priorities, they best reflect the need for sustainable locations to address long-term drivers of change. The SEILs package of key strategic locations focused on the future key economic sectors does not preclude other economic activity sites being promoted and developed through LDPs in response to local requirements.

Methodology

The evidence underpinning this work has been provided by each of the respective Local Authorities and augmented with inputs from Scottish Enterprise and the commercial sector

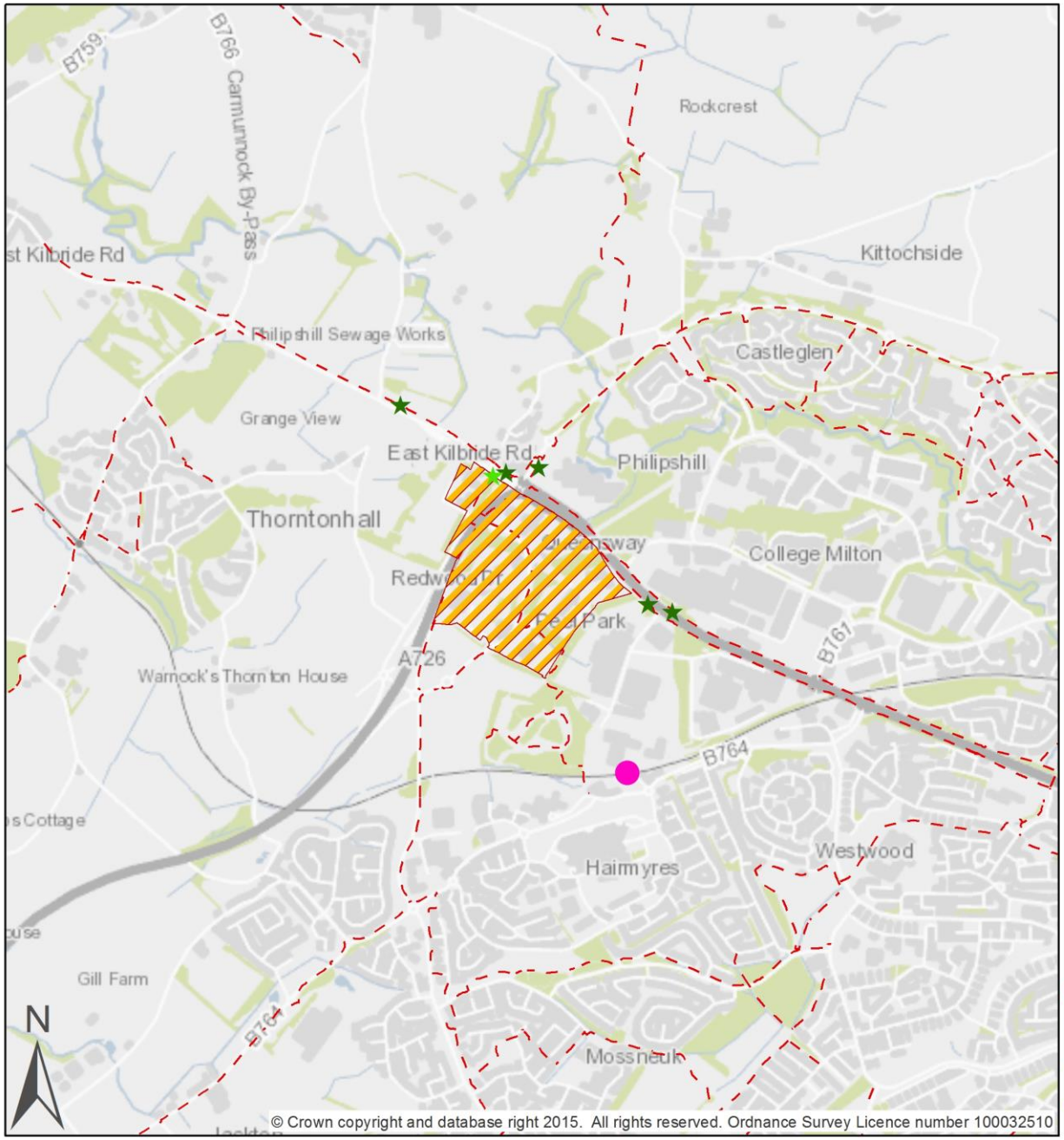
This will provide a baseline picture for our refreshed monitoring purposes and will also feed into the SDP and LDP Action programmes

Peel Park North Strategic Economic Investment Location (SEIL)	
Criteria	
Local Authority within which the site is located	South Lanarkshire Council

SEIL strengths	-
	o Ownership:
	  o Private ownership
	o Planning Status:
	  o Existing location protected by Development Plan policy
	o Scale and Flexibility:
	  o High quality class 4 floorspace available in GSO Business Park
	o Location:
	  o Well located for access to Ayrshire, Glasgow and M74
	  o Adjacent to centres of population/potential workforce

	o Established industrial skills base o Key Economic Drivers: o Established high quality business park o Representation in Creative Industries, Enabling Technologies, Life Sciences, Construction, Energy, Tourism , Financial Services o Several single large companies (Construction and Tourism) that represent large turnovers
Site history	Identified in previous Structure Plan and local plan as a strategic industrial and business location.
Site address	Peel Park, East Kilbride
Site reference number	Peel Park north is largely built out. In 2014 consent was granted for a Care Village on development site EK/0053/01 and the Report of Examination for the South Lanarkshire LDP recommended that the site be shown as designated for residential use rather than strategic economic investment use. The SEIL boundary has therefore been amended in the Adopted LDP to exclude this site.
Total Gross area	28.4ha
Ownership (if known)	mixed
Status of the site, i.e.:	
SDP level 1. In the industrial land supply	See above
LDP level 1. In the industrial land supply	See above
2. In a geographical area for a particular land use	. SEIL in Adopted LDP
Planning Permission Status:	
PPP or Full	No current consents
Current Uses Classes on site	4 and 5
What sectors have been designated for this location?	Life Sciences/Creative and Digital Industries
Availability, i.e.:	
1) Site is not likely to be developed, site preparation is required;	
2) Site is likely to be available; preparation commenced, or preparation	

programmed with funding in place;	
3) Site is marketed.	
Additional information	• This site is under mixed private ownership • Major companies on site include Clyde Blowers, Eastlake Group, EDF Energy, Micron Europe, MJM International, Controlled Therapeutics, Johnstone's Just Desserts. • The primary Use Class land uses currently are Class 4 and 5 • The site is readily accessible from Central Scotland's motorway network. The Glasgow Southern Orbital is located immediately adjacent to the GSO business park and links directly to the M77, and Glasgow City Centre within 15 minutes. East Kilbride offers exceptional public transport links, including two train stations and a major bus station. City Deal investment in East Kilbride road schemes will increase the accessibility of this location • The external environment relating to the site is deemed to be a high environmental quality • No facilities on site but retail/leisure within walking distance and major retail consented adjacent. • If site was de-allocated there would be development interest for non-employment uses.



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Clydeplan

Glasgow and the Clyde Valley
Strategic Development Planning Authority

Location: Peel Park North,
South Lanarkshire Council

Cluster: N/A

Key Sectors: Life Sciences / Creative and Digital Industries

SEIL Boundary	28.4Ha
Industrial Land Supply 2014 Marketable Land	0Ha

Connectivity

Closest Rail Station to SEIL (walking distance):

Hairmyres	1308m

Closest Subway Station to SEIL (walking distance):

N/A	0m

Closest Motorway Access Junction to SEIL (along road network):

M77 J3/A726/A727	8751m

Number of Bus Stops within 600m of SEIL:	6
Frequency of service between 7-10am	
6+ buses per hour	1
Between 1-5 buses per hour	5

Local Authority Core Paths 2010

Cycling Routes (Sustrans, November 2015)

Traffic-Free Route (National Cycle Network/Other)

On-Road Route (National Cycle Network/Other)

Poniel Strategic Economic Investment Location (SEIL)

Introduction

The aim of document is to provide overview of the Poniel Strategic Economic Investment Location (SEIL), situated within the GCV city region, and set out the key characteristics and information for it in order to provide a stronger evidence base for strategic decisions and monitoring purposes.

In terms of supporting a rebalanced low carbon economy for the city-region with its focus on key existing and new economic sectors, the Strategic Development Plan (SDP) identifies the SEILs based upon their ability to offer specific roles and functions within the new rebalanced economy.

These SEILs have been selected to support the Scottish Government's key sectors, Scottish Enterprise locational priorities and the growth in rebalancing economic sectors. As strategic priorities, they best reflect the need for sustainable locations to address long-term drivers of change. The SEILs package of key strategic locations focused on the future key economic sectors does not preclude other economic activity sites being promoted and developed through LDPs in response to local requirements.

Methodology

The evidence underpinning this work has been provided by each of the respective Local Authorities and augmented with inputs from Scottish Enterprise and the commercial sector

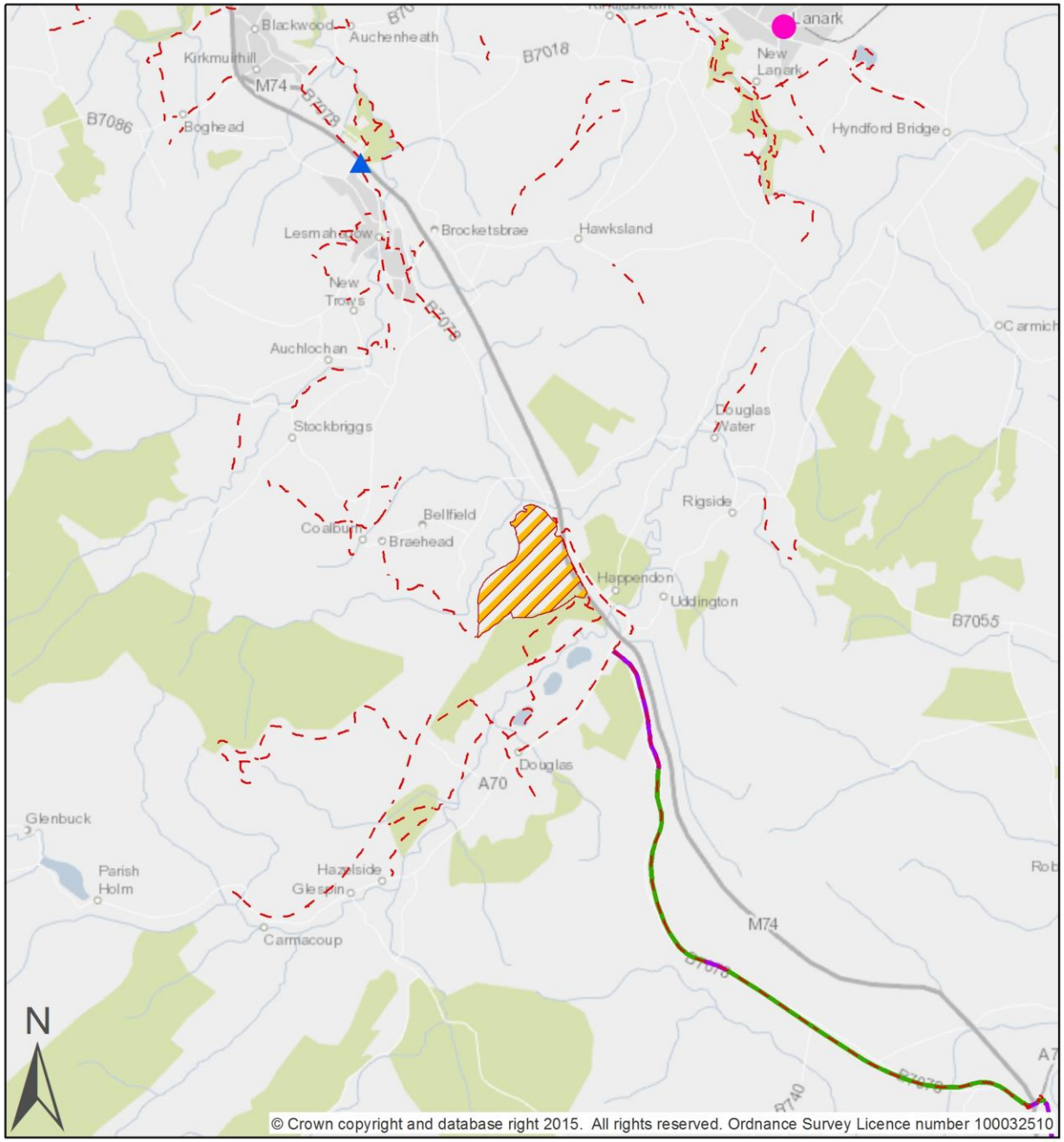
This will provide a baseline picture for our refreshed monitoring purposes and will also feed into the SDP and LDP Action programmes

PONIEL	
Criteria	
Local Authority within which the site is located	South Lanarkshire Council

SEIL strengths	o Ownership:
	  o private
	o Planning Status:
	  o Planning permission in principle for class 5 and 6
	o Scale and Flexibility:
	  o Extensive site of around 200 ha gross with scope to accommodate large users.
	o Location:
	  o Excellent road access to the motorway network (junction 11 of M74)
	o Key Economic Drivers:
	  o John Dewar and Sons Ltd Whisky bonded warehouses nearing completion
	  o Main potential of this site is for distribution/logistics

Site history	The principle of development in this location was established in 2007 when planning permission was granted for the formation of a whisky storage and blending facility, associated landscaping, roadworks and infrastructure (CL/07/0545). This development is currently being constructed in phases. In March 2011 ppp was granted for CL/10/0180 Mixed Use Development Comprising Industrial and Storage and Distribution Warehousing (Classes 5 & 6), Business Units/Office Accommodation (Class 4), Hotel with Conference and Commercial Leisure Facilities (Class 7), Retail/Restaurant Floorspace (Classes 1 & 3), Landscaping, Open Space and Associated Infrastructure (Planning Permission in Principle) The SEIL site comprises the area covered by these 2 consents but does not include land to the east of the M74 covered by CL/10/0180 The consent on the part of the site covered by CL/10/0180 has recently been extended by three years (CL/14/0070). A change of ownership and the economic downturn have delayed progress on the development of the site.
Site address	Land at Poniel/Happendon Wood South Lanarkshire
Site reference number	CL/0055/02 Poniel (CL/10/0180 sites) 74.3ha class 10.
Total Gross area	228.8ha
Ownership (if known)	Mixed private ownership
Status of the site, i.e.:	
SDP level 1. In the industrial land supply	See above
LDP level 1. In the industrial land supply	See above
2. In a geographical area for a particular land use	Identified as a SEIL in LDP (Adopted June 2015)
Planning Permission Status:	
PPP or Full	See above
Current Uses Classes on site	Class 6 (Bonded warehouses)
What sectors have been designated for this location?	Distribution/logistics
Availability, i.e.:	
1) Site is not likely to be	

developed, site preparation is required;	
2) Site is likely to be available; preparation commenced, or preparation programmed with funding in place;	The whisky bond site is nearing completion
3) Site is marketed.	
Additional information	• The site is under mixed private ownership • John Dewar and Sons Ltd are one of the operators on the site • Whisky bonded warehouses total floorspace proposed is 140,000 sq m GFA • Class 6 is the current land use on the site. The remainder is undeveloped at present. There is also former minerals extraction on parts of the site – this has now been restored. • Direct motorway access from Junction 13 of M74. Public transport currently limited but developers are required to provide a public transport strategy before development commences. • Given the site is isolated from any settlements there are no constraints of future development • There are currently no facilities such as retail, services etc on site. However, the planning consent includes retail/hotel/conference centre provision on adjacent site east of M74 • Landscaping and access associated with the proposed developments are being taken forward. • If site was de-allocated there would be the likelihood of development interest for non-employment uses • There is a current planning application for 3 wind turbines on the southernmost part of site (CL/12/0043)



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Clydeplan

Glasgow and the Clyde Valley
Strategic Development Planning Authority

Location: Poniel,
South Lanarkshire Council

Cluster: N/A

Key Sectors: Distribution and Logistics

SEIL Boundary	229Ha
Industrial Land Supply 2014 Marketable Land	0Ha

Connectivity

Closest Rail Station to SEIL (walking distance):

Lanark	14447m

Closest Subway Station to SEIL (walking distance):

N/A	0m

Closest Motorway Access Junction to SEIL (along road network):

M74 J10/B7078	8263m

Number of Bus Stops within 600m of SEIL:	0
Frequency of service between 7-10am	
6+ buses per hour	0
Between 1-5 buses per hour	0

Local Authority Core Paths 2010

Cycling Routes (Sustrans, November 2015)

Traffic-Free Route (National Cycle Network/Other)

On-Road Route (National Cycle Network/Other)

Scottish Enterprise Technology Zone Strategic Economic Investment Location (SEIL)

Introduction

The aim of document is to provide overview of the Scottish Enterprise Technology Zone Strategic Economic Investment Location (SEIL), situated within the GCV city region, and set out the key characteristics and information for it in order to provide a stronger evidence base for strategic decisions and monitoring purposes.

In terms of supporting a rebalanced low carbon economy for the city-region with its focus on key existing and new economic sectors, the Strategic Development Plan (SDP) identifies the SEILs based upon their ability to offer specific roles and functions within the new rebalanced economy.

These SEILs have been selected to support the Scottish Government's key sectors, Scottish Enterprise locational priorities and the growth in rebalancing economic sectors. As strategic priorities, they best reflect the need for sustainable locations to address long-term drivers of change. The SEILs package of key strategic locations focused on the future key economic sectors does not preclude other economic activity sites being promoted and developed through LDPs in response to local requirements.

Methodology

The evidence underpinning this work has been provided by each of the respective Local Authorities and augmented with inputs from Scottish Enterprise and the commercial sector

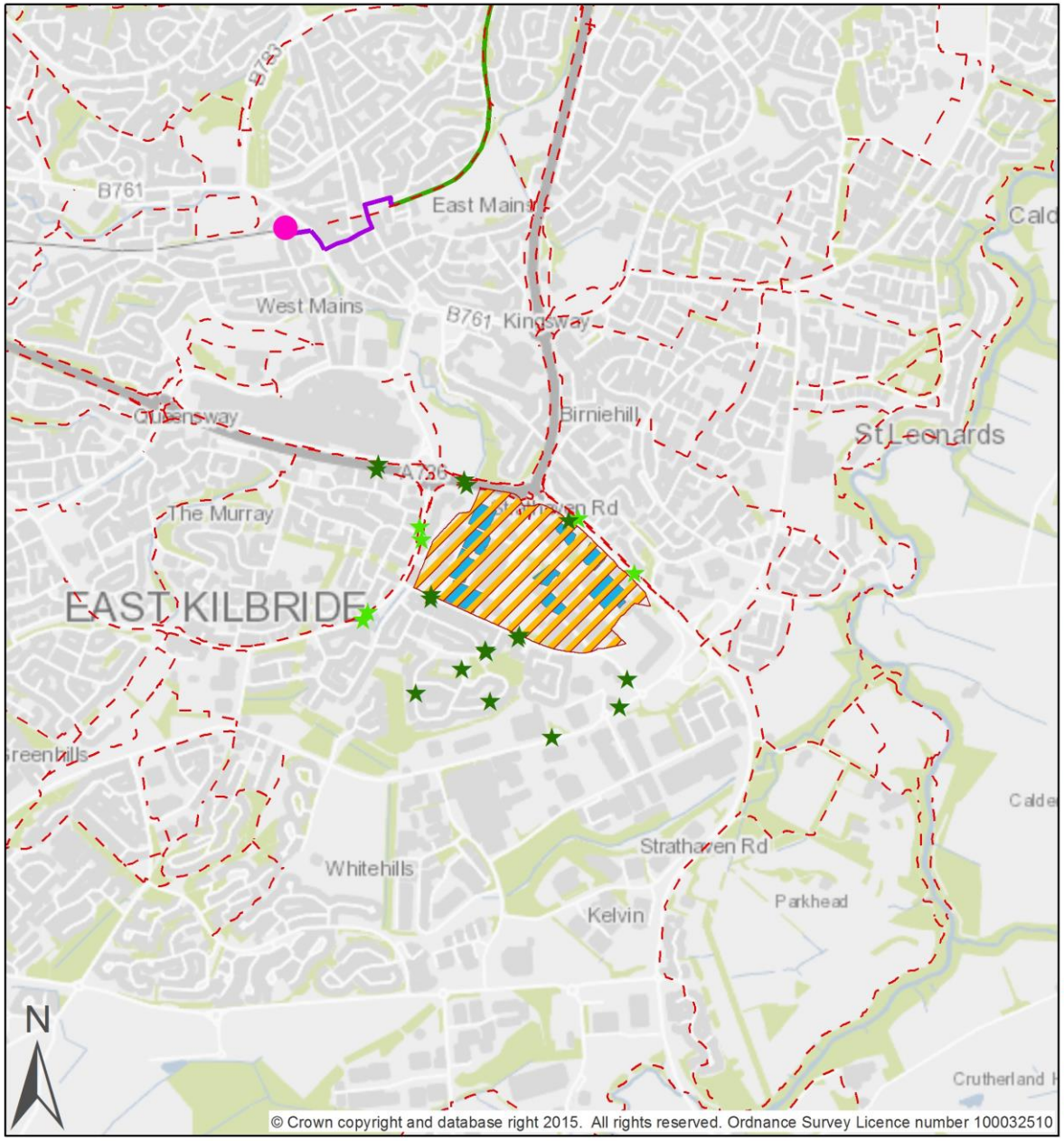
This will provide a baseline picture for our refreshed monitoring purposes and will also feed into the SDP and LDP Action programmes

Scottish Enterprise Technology, Park East Kilbride	
Criteria	
Local Authority within which the site is located	South Lanarkshire

SEIL strengths	o Ownership:
	  o Managed by Scottish Enterprise network
	o Planning Status:
	  o Existing location protected by Development Plan policy
	o Scale and Flexibility:
	  o A range of small brownfield development sites (<1ha)
	o Location:
	  o Adjacent to East Kilbride town centre
	  o Adjacent to centres of population/potential workforce
	  o Established industrial skills base
	o Key Economic Drivers:
	o Established high quality business park
	o South Lanarkshire College shares site
	o Representation in Creative Industries, Enabling Technologies, Life

	Sciences, Aerospace, Defence and Marine, Chemical Sciences, Construction, Energy, Food and Drink o well established location which is reflected in the turnover figures for the key sectors, especially Enabling Technologies
Site history	Identified in previous Structure Plan and local plan as a strategic industrial and business location.
Site address	Off Queensway, East Kilbride
Site reference number	There are a number of undeveloped sites remaining in SETP, these are mainly small brownfield as a result of clearance of former industrial premises. Current industrial Land supply 2014 EK/0063/03 Reynolds Ave 0.45ha Cat 1 EK/0063/05 Nasmyth Ave 0.85ha Cat 1 EK/0063/06 Nasmyth Place 0.6ha Cat 1 EK/0063/09 Reynolds Ave 1.04ha Cat 1 EK/0063/10 Bramah Ave 0.57ha Cat 1 EK/0063/11 James Watt Ave 0.33ha Cat 1 EK/0063/12 James Watt Ave 0.59ha Cat 1 EK/0063/13 Rankine ave 0.35ha cat 1 EK/0063/14 Rankine ave 0.43ha Cat1
Total Gross area	28.7ha
Ownership (if known)	Managed by Scottish Enterprise network
Status of the site, i.e.:	
SDP level 1. In the industrial land supply	See above
LDP level 1. In the industrial land supply	See above
2. In a geographical area for a particular land use	Industrial and business land use in Local Plan. SEIL in proposed LDP
Planning Permission Status:	
PPP or Full	No current applications
Current Uses Classes on site	Mainly class 4
What sectors have been designated for this location?	Life Sciences / Creative and Digital Industries / Green Technologies (Research and Development)
Availability, i.e.:	
1) Site is not likely to be developed, site preparation is required;	

2) Site is likely to be available; preparation commenced, or preparation programmed with funding in place;	
3) Site is marketed.	Vacant sites have been marketed for a number of years but lack of market interest?
Additional Information	• The site is under mixed ownership • Already established on site are TUV NEL, The Scottish Universities Environmental Research Centre, Heliex Power, Weir Power and Industrial Division, Clansman Dynamics and the Energy Technology Centre. It is a working base for more than 1,000 people • The Assessors 2012 floorspace information indicates 36,000 sqm of premises on the site • Mainly class 4 land uses on site - campus-style cluster of science, technology and R&D based businesses • Scottish Enterprise Technology Park is centrally located to the south of East Kilbride town centre on the A726 Paisley - Strathaven road. Access to the motorway network is gained via the A725 to Junction 6 of the M74, or via the Glasgow Southern Orbital Highway to Junction 5 of the M77. Frequent trains run from Glasgow Central to East Kilbride Village Station, with a journey time of 30 minutes. East Kilbride Village Station is less than a mile from the Technology Park. • City Deal investment in East Kilbride road schemes will increase the accessibility of this location • The external environment relating to the site is high quality managed environment • The site benefits from on-site cafe, coffee bar, conference & hospitality facilities, a private nursery and 24 hour security. The site is in close proximity to East Kilbride town centre. • If site was de-allocated would there be development interest for non-employment uses such as housing/commercial



Clydeplan

Glasgow and the Clyde Valley
Strategic Development Planning Authority

Location: Scottish Enterprise Technology Park, South Lanarkshire Council

Cluster: N/A

Key Sectors: Life Sciences / Creative and Digital Industries / Green Technologies (Research and Development)

SEIL Boundary	29Ha
Industrial Land Supply 2014 Marketable Land	5.2Ha

Connectivity

Closest Rail Station to SEIL (walking distance):

East Kilbride	1680m

Closest Subway Station to SEIL (walking distance):

N/A	0m

Closest Motorway Access Junction to SEIL (along road network):

M74 J6/A723	10860m

Number of Bus Stops within 600m of SEIL:	23
Frequency of service between 7-10am	
6+ buses per hour	6
Between 1-5 buses per hour	17

Local Authority Core Paths 2010

Cycling Routes (Sustrans, November 2015)

Traffic-Free Route (National Cycle Network/Other)

On-Road Route (National Cycle Network/Other)

Clydebank Riverside Strategic Economic Investment Location (SEIL)

Introduction

The aim of this document is to provide an overview of the Clydebank Riverside Strategic Economic Investment Location (SEIL), situated within the GCV city region, and set out the key characteristics and information for it in order to provide a stronger evidence base for strategic decisions and monitoring purposes.

In terms of supporting a rebalanced low carbon economy for the city-region with its focus on key existing and new economic sectors, the Strategic Development Plan (SDP) identifies the SEILs based upon their ability to offer specific roles and functions within the new rebalanced economy.

These SEILs have been selected to support the Scottish Government's key sectors, Scottish Enterprise locational priorities and the growth in rebalancing economic sectors. As strategic priorities, they best reflect the need for sustainable locations to address long-term drivers of change. The SEILs package of key strategic locations focused on the future key economic sectors does not preclude other economic activity sites being promoted and developed through LDPs in response to local requirements.

Methodology

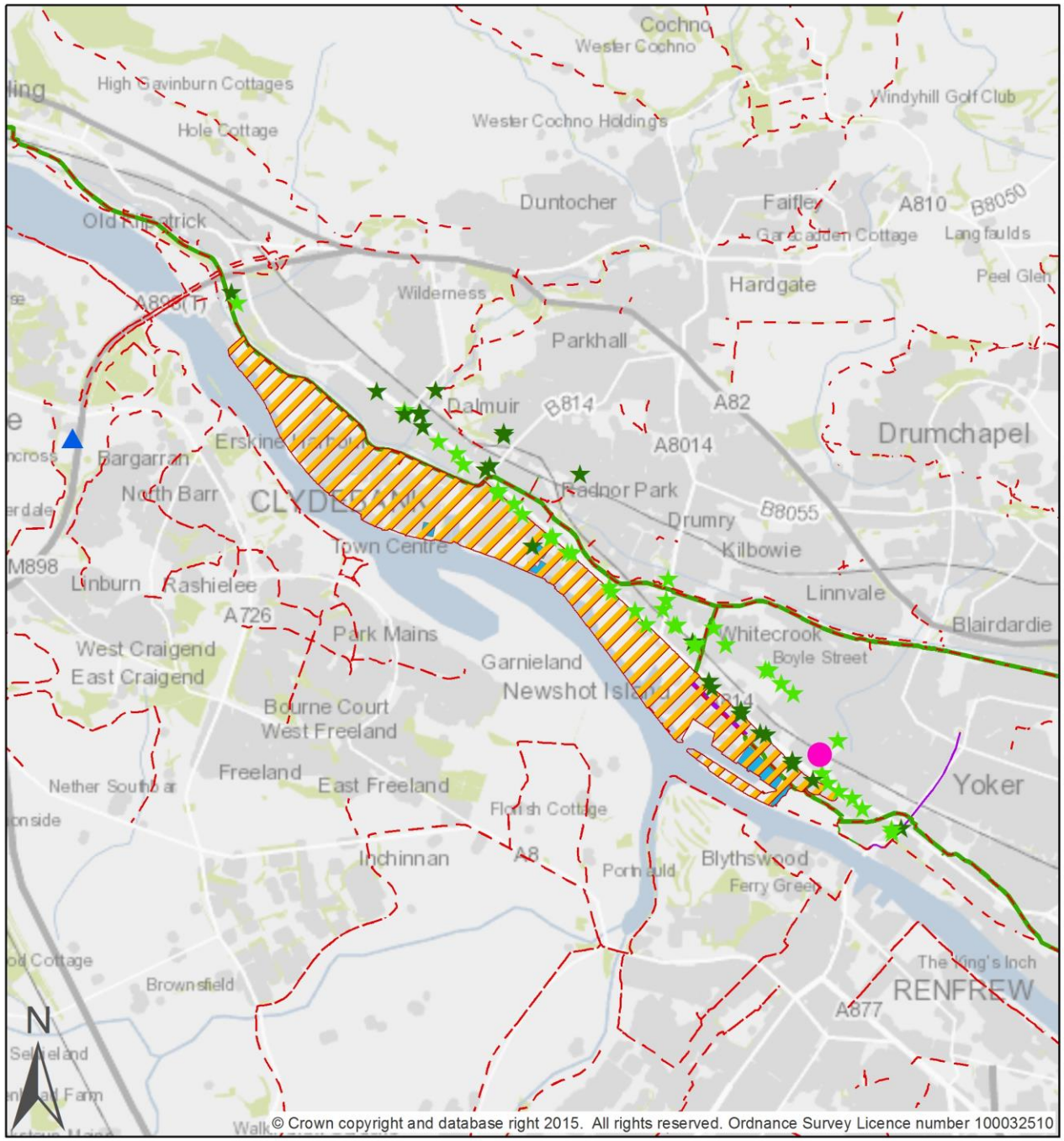
The evidence underpinning this work has been provided by each of the respective Local Authorities and augmented with inputs from Scottish Enterprise and the commercial sector

This will provide a baseline picture for our refreshed monitoring purposes and will also feed into the SDP and LDP Action programmes

Clydebank Riverside	
Criteria	
Local Authority within which the site is located	West Dunbartonshire Council
SEILs strengths	**Accessibility** Good accessibility via A814 to the Glasgow city region including M8 and also Glasgow International Airport. Good bus transport available along Dumbarton Road (A814), adjacent to the SEIL. Clydebank train station is within walking distance of the SEIL (in part). There is opportunity for water access via River Clyde which runs alongside the southern side of the SEIL. **Existing uses/services** The SEIL encompasses the entire waterfront area from Rothesay Dock in the east to Carless in west and includes Titan Crane attraction and Clydebank College located on the Queens Quay area, Golden Jubilee Hospital, Clydebank Industrial Estate, sewage works and various other business/industrial related uses.

	Opportunities Opportunity sites along the SEIL include Carless, Clyde Gate, Queens Quay and Rothesay Dock. Some of these sites contribute to the marketable land supply. There may be an opportunity in the future for the Fastlink route to be extended to service Queens Quay and the Golden Jubilee Hospital. The hospital could present further opportunities for related sectors in the area. **Key Sectors** The SEIL currently supports opportunities in the SDP and LDP for (but not limited to) Business and Financial Services and Life Science key sectors.
Site history	Carless – former oil refinery Clydegate – industrial use? Rothesay Dock (Dock Street) – part of existing industrial area of Rothesay Dock Rothesay Dock (Dock Street South) – part of existing industrial area of Rothesay Dock Clydebank Industrial Estate – vacant site in existing industrial estate
Site address	Various locations along Clydebank Riverside
Site reference number	Carless - WD39 Clydegate – WD120, WD121 Rothesay Dock (Dock Street) – WD104 Rothesay Dock (Dock Street South) – WD80 Clydebank Industrial Estate – WD42
Total Gross area	192 hectares (entire extent of SEIL boundary)
Ownership (if known)	Carless – Whiteinch Demolition Clyde Gate – Clydebank Property Company/WDC Rothesay Dock – Clydeport Clydebank Industrial Estate – GJH
Status of the site, i.e.:	
SDP level 1. In the industrial land supply	Carless – Yes Clyde Gate – Yes Rothesay Dock (Dock Street) – Yes Rothesay Dock (Dock Street South) - Yes Clydebank Industrial Estate – Yes
LDP level 1. In the industrial land supply	Carless – in part Clyde Gate – Yes Rothesay Dock Dock Street – Yes Rothesay Dock (Dock Street South) - Yes Clydebank Industrial Estate – Yes
Planning Permission Status:	
PPP or Full	Carless – None Clyde Gate – Outline consent and partially developed on part of site Rothesay Dock Dock Street – Consent for recycling centre Rothesay Dock (Dock Street South) - None Clydebank Industrial Estate – None
Current Uses Classes on site	Business and Financial Services/Life Sciences
What sectors	See table below

have been designated for this location?	
Availability, i.e.:	
1) site preparation is required;	Carless Clydebank Industrial Estate
2) Site is likely to be available; preparation commenced, or preparation programmed with funding in place;	Rothesay Dock Clyde Gate
3) Site is marketed.	Rothesay Dock, Dock Street
Additional Information	All are existing vacant sites and are located nearby the A814 but some would require further roads infrastructure to service sites as well as likely additional public transport provision. Due to location adjacent the River Clyde, some areas may be partly susceptible to flooding.



Clydeplan

Glasgow and the Clyde Valley
Strategic Development Planning Authority

Location: Clydebank Riverside, West Dumbartonshire Council

Cluster: N/A

Key Sectors: Business & Financial Services / Life Sciences

SEIL Boundary	192Ha
Industrial Land Supply 2014 Marketable Land	6.9Ha

Connectivity

Closest Rail Station to SEIL (walking distance):

Yoker	222m

Closest Subway Station to SEIL (walking distance):

N/A	0m

Closest Motorway Access Junction to SEIL (along road network):

M898 J1/A898/A726/B815	3962m

Number of Bus Stops within 600m of SEIL:	62
Frequency of service between 7-10am	
6+ buses per hour	38
Between 1-5 buses per hour	24

Local Authority Core Paths 2010

Cycling Routes (Sustrans, November 2015)

Traffic-Free Route (National Cycle Network/Other)

On-Road Route (National Cycle Network/Other)

Lomondgate Strategic Economic Investment Location (SEIL)

Introduction

The aim of this document is to provide an overview of the Lomondgate Strategic Economic Investment Location (SEIL), situated within the GCV city region, and set out the key characteristics and information for it in order to provide a stronger evidence base for strategic decisions and monitoring purposes.

In terms of supporting a rebalanced low carbon economy for the city-region with its focus on key existing and new economic sectors, the Strategic Development Plan (SDP) identifies the SEILs based upon their ability to offer specific roles and functions within the new rebalanced economy.

These SEILs have been selected to support the Scottish Government's key sectors, Scottish Enterprise locational priorities and the growth in rebalancing economic sectors. As strategic priorities, they best reflect the need for sustainable locations to address long-term drivers of change. The SEILs package of key strategic locations focused on the future key economic sectors does not preclude other economic activity sites being promoted and developed through LDPs in response to local requirements.

Methodology

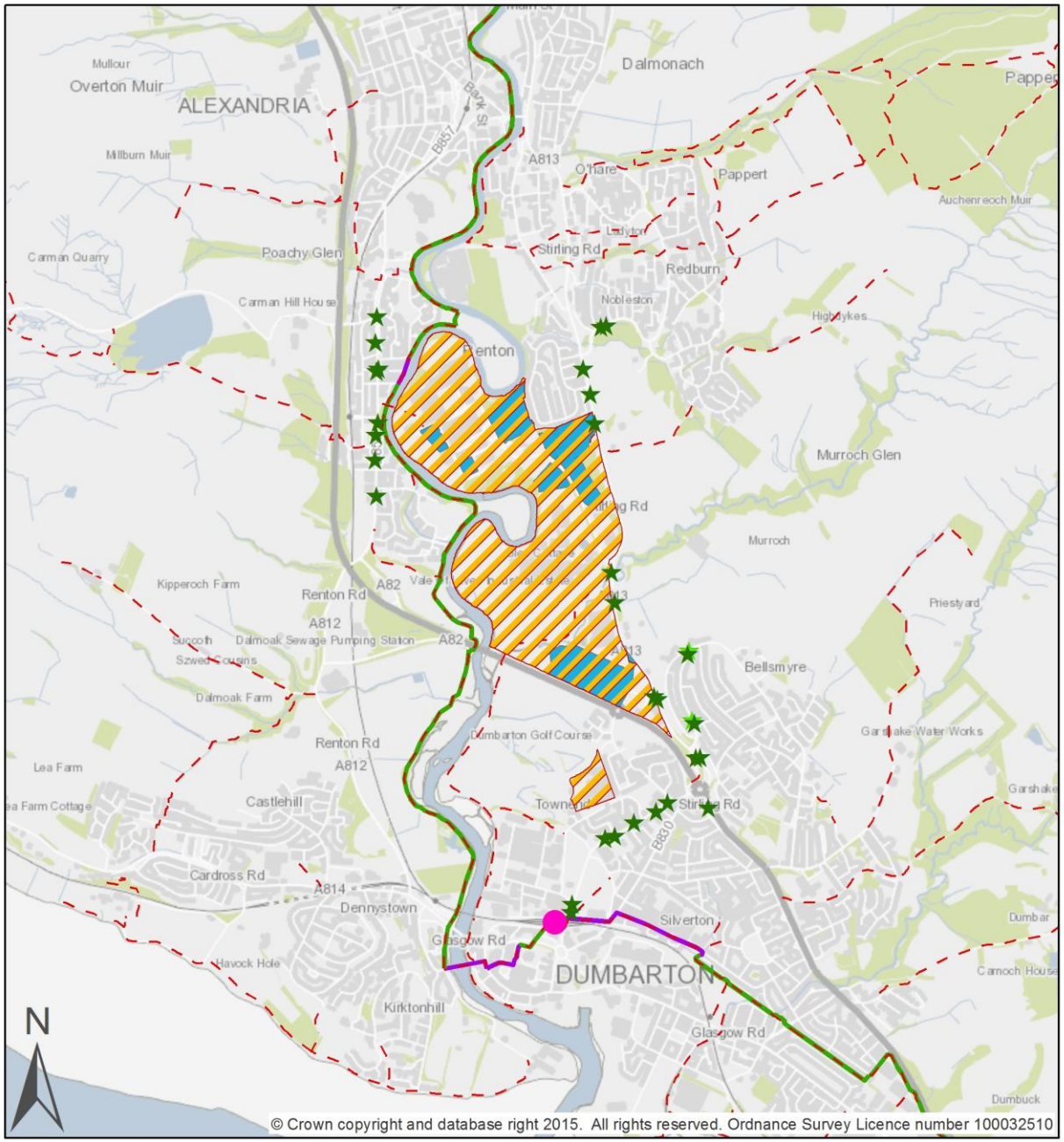
The evidence underpinning this work has been provided by each of the respective Local Authorities and augmented with inputs from Scottish Enterprise and the commercial sector

This will provide a baseline picture for our refreshed monitoring purposes and will also feed into the SDP and LDP Action programmes

Lomondgate	
Criteria	
Local Authority within which the site is located	West Dunbartonshire Council
SEIL strengths	**Accessibility** The SEIL is located just off the A82 and easily accessible to the rest of the Glasgow City region and Loch Lomond, Argyll and the West Highlands. There are also good road links to the M8 and Glasgow International Airport. The nearest train stations are located at Dumbarton Central and Renton and the area is also accessible via bus. **Existing Uses/Services** The Lomondgate SEIL includes BBC's Dumbarton Studios, roadside services area (including pub/restaurant, hotel, coffee outlet, petrol station and ancillary/adjoining retail), Aggreko and the Vale of Leven Industrial Estate. The VoLIE includes general industry, storage, distribution and offices, and

	ancillary uses. **Opportunities** Opportunities within the SEIL include 5 sites within the Vale of Leven Industrial Estate totalling 15ha, the proposed Lomondgate Business Park (with infrastructure in place and permission for a 200,000 sqft business park) and North Kilmalid. Some of these sites are within the marketable land supply. The VoLIE is set within a wooded estate and has the A-listed Strathleven House at its heart. A Green Network Enhancement Study has been undertaken with improvements underway. The Lomondgate roadside services area has development plots for a visitor facility and further Class 3 uses. **Key Sectors** The SEIL currently supports opportunities in the SDP and LDP for (but not limited to) Business and Financial Services/Creative and Digital Industries/Tourism.
Site history	Lomondgate - Part of SEIL is former site of J&B bottling plant, remainder greenbelt release Vale of Leven Industrial Estate – vacant sites within existing industrial estate
Site address	Lomondgate, A82, Dumbarton (northwest), Vale of Leven Industrial Estate
Site reference number	Lomondgate – WD20, WD114 Vale of Leven Industrial Estate – WD16, WD93, WD15, WD12, WD13
Total Gross area	132 hectares (entire extent of SEIL boundary)
Ownership (if known)	WD20 – Strathleven Regeneration WD114 – Strathleven Regeneration WD16 – WDC WD93 – WDC WD15 – WDC WD12 – WDC WD13 – WDC
Status of the site, i.e.:	
SDP level 1. In the industrial land supply	Yes (all)
LDP level 1. In the industrial land supply	Yes (all)
Planning Permission Status:	
PPP or Full	WD20 – Outline Permission for mixed use commercial development comprising Class 4 business uses and roadside services incorporating visitor/tourist facility, hotel, pub/restaurant & petrol filling station. WD114 – No WD16 – No

	WD93 – No WD15 – No WD12 - No WD13 – No
Current Use Classes on site	BBC, Aggreko (Use Class 4/5), Hotel 7, Pub/Restaurant (Use Class 3), Costa Outlet (Use Class 3), Petrol Station & ancillary retail (Use Class sui generis & 1).
What sectors have been designated for this location?	Business and Financial Services/Creative and Digital Industries/Tourism
Availability, i.e.:	
1)site preparation is required;	WD114, WD16, WD93, WD15, WD12, WD13
2) Site is likely to be available; preparation commenced, or preparation programmed with funding in place;	
3) Site is marketed.	WD20 - infrastructure in place for business park.
Additional information	All of the sites are existing vacant sites with no existing uses. Lomondgate (site WD20) has road infrastructure in place for the consented business park. Lomondgate has good access from the A82 trunk road as does nearby Vale of Leven Industrial Estate. A footbridge connects the Vale of Leven Industrial Estate to Renton which has a train station. At Lomondgate there are roadside service facilities now in place – pub/restaurant, hotel, coffee outlet, petrol station & adjoining/ancillary retail. BBC studios are also located in the section of SEIL identified south of A82. Within the Vale of Leven Industrial Estate, existing premises include general industry, storage, distribution and offices, and ancillary uses. The Vale of Leven Industrial Estate is a Business Improvement District.



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Clydeplan

Glasgow and the Clyde Valley
Strategic Development Planning Authority

Location: Lomond Gate, West Dumbartonshire Council

Cluster: N/A

Key Sectors: Business and Financial Services/Creative and Digital Industries/Tourism

SEIL Boundary	133Ha
Industrial Land Supply 2014 Marketable Land	23.6Ha

Connectivity

Closest Rail Station to SEIL (walking distance):

Dumbarton Central	647m

Closest Subway Station to SEIL (walking distance):

N/A	0m

Closest Motorway Access Junction to SEIL (along road network):

M898 J1/A898/A726/B815	11663m

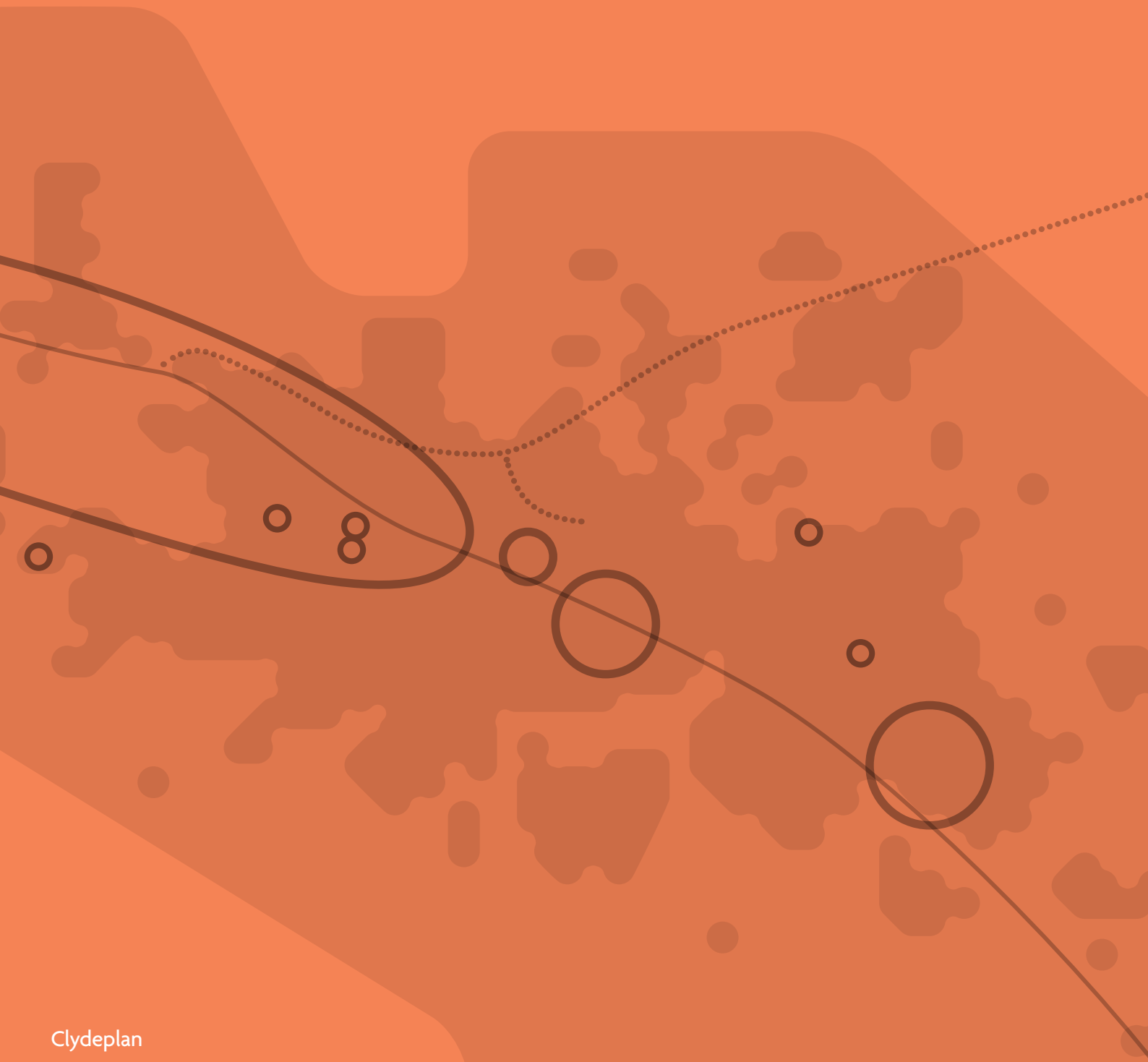
Number of Bus Stops within 600m of SEIL:	32
Frequency of service between 7-10am	
6+ buses per hour	2
Between 1-5 buses per hour	30

Local Authority Core Paths 2010

Cycling Routes (Sustrans, November 2015)

Traffic-Free Route (National Cycle Network/Other)

On-Road Route (National Cycle Network/Other)



Clydeplan
Lower Ground Floor, 125 West Regent Street, Glasgow G2 2SA
0141 229 7730 • info@clydeplan-sdpa.gov.uk • www.clydeplan-sdpa.gov.uk