

<b>Issue 07</b>	<b>Strategic Economic Investment Locations</b>	
<b>Development plan reference:</b>	Section 6 City Region as a Successful, Sustainable Place - Strategic Economic Investment Locations	<b>Reporter:</b>
<b>Body or person(s) submitting a representation raising the issue (including reference number):</b>		
Peter D. Stirling Ltd (PP03) Strathclyde Partnership Transport (PP52_10) Scottish Government (PP57_02)		
<b>Provision of the development plan to which the issue relates:</b>		
Policy 5 Strategic Economic Investment Locations (page 39) Schedule 3 Strategic Economic Investment Locations (pages 40-44) Diagram 4 Strategic Economic Investment Locations (page 47)		
<b>Planning Authority's summary of the representation(s):</b>		
<p><u>Peter D. Stirling Ltd (PP03)</u></p> <p>Mossend to be recognised as part of Eurocentral Strategic Economic Investment Location for consistency and clarity with reference to DPEA case reference PPA-320-2077 final decision letter <b>(RSD07)</b>.</p> <p><u>Strathclyde Partnership Transport (PP52_10)</u></p> <p>Schedule 3, Strategic Economic Investment Locations, Opportunities/Challenges section, Queen Elizabeth University Hospital text does not reflect the scale of public transport improvements that have taken place in and around the hospital campus in terms of infrastructure and bus service provision.</p> <p>Queen Elizabeth University Hospital Opportunities/Challenges section last sentence is duplicated text.</p> <p><u>Scottish Government (PP57_02)</u></p> <p>Plans should support opportunities for integrating efficient energy and waste innovations within business environments. Such provision is not apparent in Schedule 3 of the Strategic Economic Investment Locations.</p>		

**Modifications sought by those submitting representations:**Peter D. Stirling Ltd (PP03)

Schedule 3, Strategic Economic Investment Locations, Change title from 'Eurocentral' to 'Eurocentral/Mossend'.

Schedule 3, in the Opportunities/Challenges column amend to read 'Mossend Railhead and the consented Mossend International Railfreight Park'.

In Diagram 4, Strategic Economic Investment Locations amend Dot 12 on key and map to read 'Eurocentral/Mossend'.

Strathclyde Partnership Transport (PP52\_10)

Schedule 3, Strategic Economic Investment Locations - Queen Elizabeth University Hospital, add 'bus service and infrastructure improvements, including' before Fastlink.

Schedule 3, Strategic Economic Investment Locations - Queen Elizabeth University Hospital - Opportunities/Challenges section remove last sentence due to duplication.

Scottish Government (PP57\_02)

Policy 5, Strategic Economic Investment Locations should make reference to the integration of efficient energy and waste innovation within business environments.

**Summary of responses (including reasons) by Planning Authority:**Peter D. Stirling Ltd (PP03)

Clydeplan does not accept the modification as it considers it is not necessary to change the Strategic Economic Investment Location's name as the term Eurocentral is currently used to cover a wide geographical area along the A8/M8 Corridor which incorporates a number of component business locations including Mossend. It should also be noted that the Proposed Plan sets out the overall policy approach for Strategic Economic Investment Locations at a strategic level and as such only identifies their general location. It is for the constituent local authorities to interpret Policy 5, Strategic Economic Investment Locations, through their Local Development Plans which would include the detailed definition of individual Strategic Economic Investment Location boundaries such as those at Eurocentral.

Clydeplan does not accept the modification in respect of Schedule 3, Strategic Economic Investment Locations, Opportunities/Challenges column as it considers that the current text adequately covers this issue by referring to additional opportunities at Mossend Railhead.

Clydeplan does not accept the modification in respect of Diagram 4, Strategic Economic Investment Locations, to change the Strategic Economic Investment Location's name for the reasons set out above.

Strathclyde Partnership Transport (PP52 10)

Clydeplan would accept the modification to the wording in Schedule 3, Strategic Economic Investment Locations as it considers it would support the ambition for greater connectivity in relation to this development. If the Reporter is so minded, Clydeplan would suggest the following wording additions (underlined) to Schedule 3, Queen Elizabeth University Hospital Glasgow, column 3 Opportunities/Challenges, sentence 2, page 41:

'Its accessibility with the Creative Clyde SEIL and the City Centre has been improved by bus service and infrastructure improvements, including Fastlink, and City Deal investment will create a new pedestrian/cycle route between the Hospital Campus, Govan, Pacific Quay and the City Centre, thus improving sustainable transport links between these key locations.'

Clydeplan would accept the modification as it improves the clarity of the proposed plan. If the Reporter is so minded, Clydeplan would suggest the following deletion (strikethrough) to Schedule 3, Queen Elizabeth University Hospital Glasgow, column 3, Opportunities/Challenges, last sentence, page 41:

'Continued investment in research, education and innovation is encouraged, particularly for life sciences. ~~Improved public transport links to wider hospital catchment.'~~

Scottish Government (PP57 02)

Clydeplan does not accept the modification as it considers the Strategic Economic Investment Locations have been selected because they are the priority locations to promote the Scottish Government's key economic sectors and Scottish Enterprise's locational priorities. Given the wide range of economic roles and functions of the Strategic Economic Investment Locations it is considered that some may be better suited to the integration of efficient energy and waste innovation within their business environments than others and this type of development will not be applicable in all of these locations. Clydeplan consider this matter is adequately covered in Scottish Planning Policy paragraphs 96, 157 and 179 **(ASD01)** and does not need to be repeated in the Plan and that this particular issue is more appropriately addressed by the relevant Local Development Plans policies.

**Reporter's conclusions:**

[Note: For DPEA use only.]

**Reporter's recommendations:**

[Note: For DPEA use only.]