

Glasgow and the Clyde Valley Strategic Development Plan

May 2012

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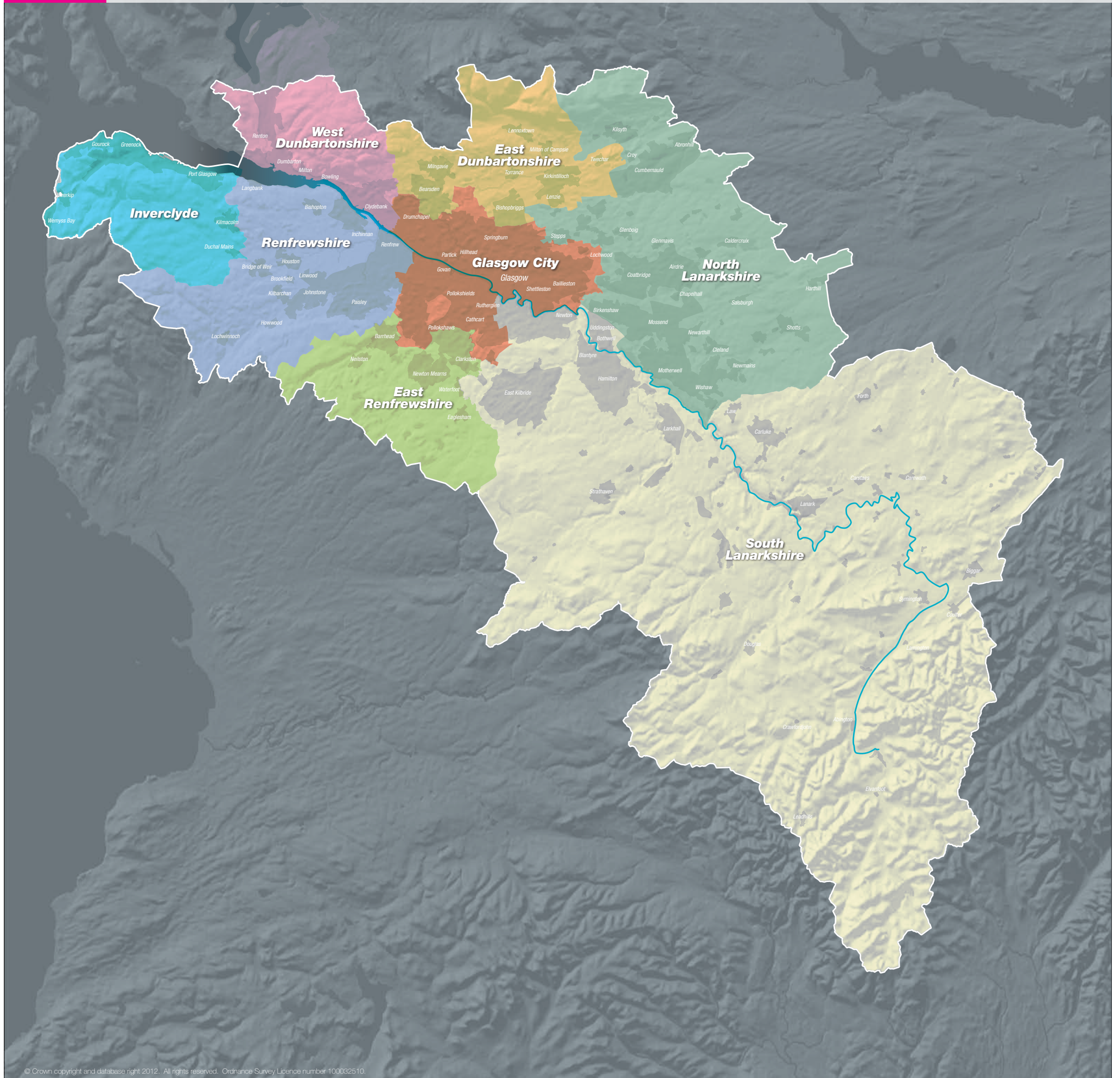
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Diagram 1

Glasgow and the Clyde Valley Strategic Development Plan boundary





Councillor **Harry Curran**
Convenor
Glasgow and the Clyde Valley
Strategic Development
Planning Authority

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

The SDP was constituted for the Glasgow and the Clyde Valley Strategic Development Plan area on 29th May 2012 and incorporates those modifications made by Scottish Ministers following an Examination into representations made at the Proposed Plan stage in 2011.

The SDP maintains a long tradition in the West of Scotland of strategic land use planning which recognises that the future wellbeing of its communities is interdependent. A shared spatial vision and strategy are required to tackle the major economic, social and environmental challenges facing all our local authorities whilst reflecting the variety of the areas towns and villages and their diverse roles and functions.

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

The Vision and Spatial Development Strategy of the SDP will hopefully be adopted and supported through a wide range of initiatives and strategies relating to economic development, green network, flooding, climate change adaptation and mitigation, health, active travel, and transport.

The GCVSDPA is grateful for the advice and assistance it has received from a variety of sources including the Key Agencies, other public agencies, the private sector and local communities. It is hoped that all parties interested in securing a successful and prosperous Glasgow and Clyde Valley will commit to the implementation of the SDP's Vision and Spatial Development Strategy.



Councillor **Harry Curran**
Convenor
GCVSDPA

Legislative framework of the Strategic Development Plan

The SDP is one of two key statutory documents, along with Local Development Plans (LDPs), in Scotland’s Development Plan system when dealing with the long-term future of Scotland’s four city-regions. It is prepared under Scottish Parliamentary law, the *Planning etc (Scotland) Act 2006* and the *Town and Country Planning (Scotland) Act 1997*.

Its content and processes are governed by the *Town and Country Planning (Development Planning) (Scotland) Regulations 2008* and *Planning Circular 1, 2009 Development Planning*.

In addition the SDP is informed by the Scottish Government’s *National Planning Framework 2 (NPF2)* and its *Scottish Planning Policy (SPP) 2010* which sets the national planning policy context for the SDP. The SDP provides the framework for local authority development management purposes.

The SDP was subject to an open and transparent *Examination* process and was approved, with modifications, by Scottish Ministers on 29th May 2012.

The SDP replaces the Glasgow and the Clyde Valley Joint Structure Plan 2000 and related Alterations. It is intended to review the SDP every five years, in line with SPP.

What the Strategic Development Plan seeks to achieve

Against the background of long-term drivers for change, *eg*, a global economy, fuel prices and climate change, the key aim of the SDP is to set out a long-term **Spatial Vision** and related **Spatial Development Strategy** (SDS). This will determine the future geography of development in the city-region to 2035, which will support economic competitiveness and social cohesion, set within a sustainable environmental approach. It is about creating a quality of place by focusing on the continued regeneration and transformation of the city-region’s communities whilst securing positive action on its key asset, its natural environment. It seeks to minimise the development and carbon footprints of the city-region, meet climate change emissions targets and above all, support a drive towards a sustainable low carbon economy.

The SDP therefore provides the overall geographical framework of development within which the eight constituent local authorities [Diagram 1] will formulate their LDP and within which they will assess planning applications and proposals. It is also intended to provide the public, stakeholders and the development and investment industries with confidence that a consistent strategic planning approach to creating a long-term sustainable future for the city-region is in place.

Key development issues for the Strategic Development Plan

The Main Issues Report (MIR), the first stage in preparing the SDP, identified five key issues central to the city-region’s spatial planning and achievement of the overall vision

- breaking down distance to economic markets
- supporting a sustainable economy
- promoting environmental action: an economic necessity
- promoting sustainable locations for development
- tackling risk: strategic development priorities.

The SDP seeks to answer these issues in its Spatial Vision and SDS. This is founded fundamentally upon responding to the needs of a sustainable low carbon future. It acknowledges the impact of current global economic complexities, but seeks to look beyond their immediate and short-term effects and emphasises a clear logic and rationale as to how the SDP can positively shape the future of the city-region.

Document structure

This document is in four sections

- *Philosophy and Principles*
- *Economic and Demographic Framework*
- *Spatial Vision*
- *Spatial Development Strategy.*

It is accompanied by an **Action Programme** which sets out how the key components of the SDS will be delivered, a **Strategic Environmental Assessment** which considers the environmental impact in addition to a number of background reports which provide the detailed technical analysis which underpins the SDP.

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1 Philosophy and Principles



1

Philosophy and Principles

Introduction

1.1 The SDP is a new form of development plan. It is a strategic level document, comprising a bold and ambitious **Spatial Vision** of the city-region to 2035 along with a **Spatial Development Strategy** (SDS) to deliver that vision. Whilst it devolves detailed policy provisions to the LDP of individual planning authorities and to a range of plans and programmes of partner bodies and organisations, the SDP is statutory and needs to be read as a statement of strategic development policy in its entirety. The SDP establishes the principle of development where development proposals conform to its policy direction and provisions.

1.2 Whilst the details of policy are devolved by the SDP, where the SDPA, the Authority, wishes to provide additional explanation and interpretation of the Plan reference should be made to the **Strategy Support Measures**.

1.3 The SDP seeks to influence decisions on future public and private funding which can assist delivery of its Spatial Vision by focusing on priorities. Some of these priorities are in the process of delivery, some are in the pipeline, some are short-term and central to future delivery of the strategy whilst a number are necessarily longer-term and aspirational, they are clearly linked to the vision.

Understanding the Strategic Development Plan

1.4 **Diagram 2** sets out the structure, flow and the interrelationships between the various sections of the SDP.

1.5 In this document, the Authority sets out its overall Spatial Vision, what kind of city-region and development geography best meets the challenge of these key issues, and a SDS which sets out how this might be achieved.

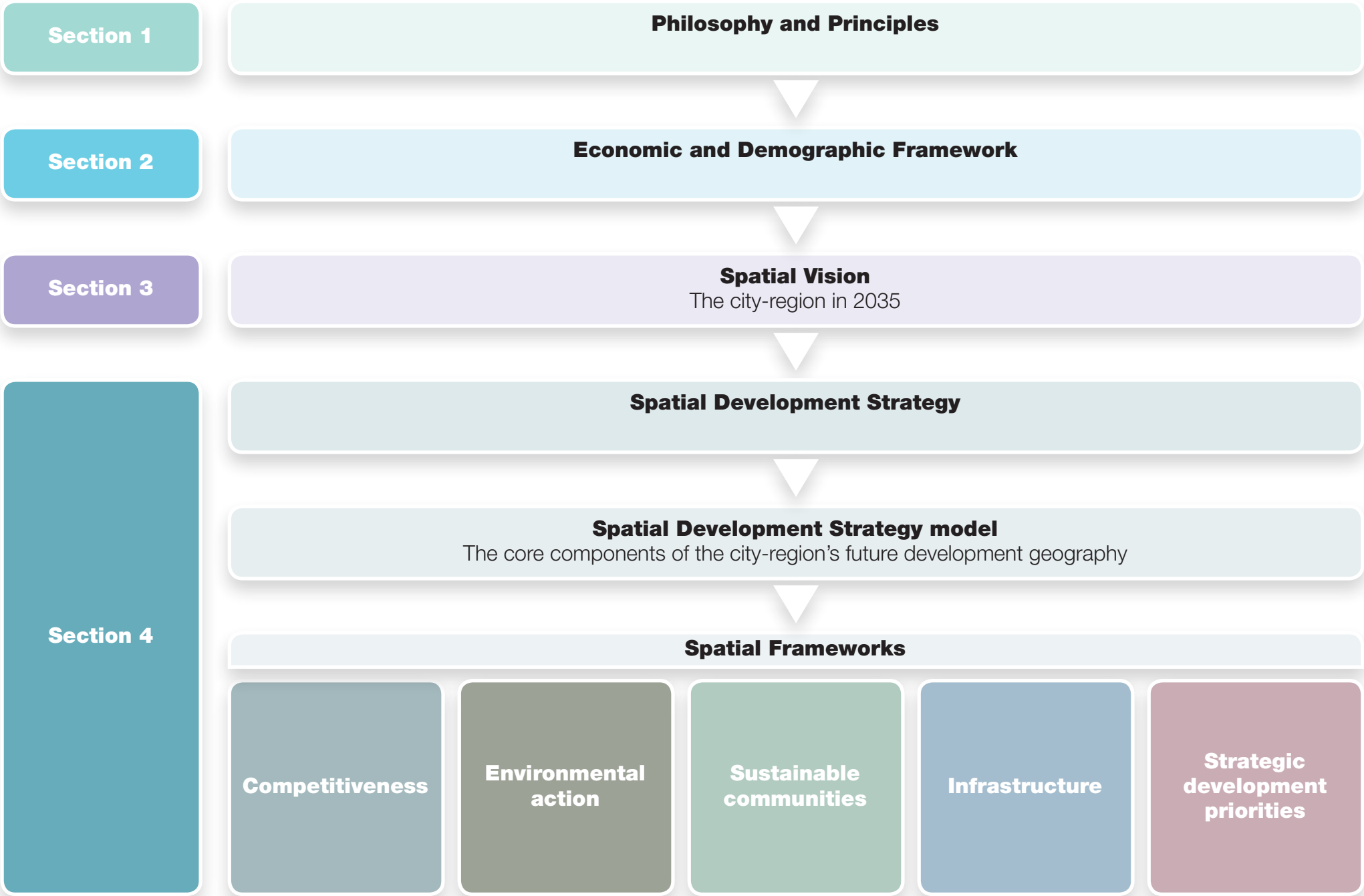
1.6 The SDS comprises two levels, firstly, the SDS model, the core components of the future location of development and, secondly, a set of **five Spatial Frameworks** addressing how the SDP supports the Spatial Vision of a future low carbon economy based upon sustainable economic growth.

1

Philosophy and Principles

Diagram 2

Philosophy and Principles of the Strategic Development Plan



1 Philosophy and Principles

Fundamental Principles of the Strategic Development Plan

- 1.7** The SDP is a new type of strategic plan with a stronger focus on vision and strategy and a lesser focus on policy than the previous generations of Structure Plans. It remains important, however, to recognise its position within the Development Plan process relative to LDPs and development management. **Diagrams 3** and **4** have been introduced to provide a summary strategic framework for local authorities taking local planning development decisions. There are a number of fundamental principles upon which the SDP is based and **Diagrams 3** and **4** are integral to these principles and their application within the Development Plan system.

Fundamental Principles of the Strategic Development Plan

- Development and investment proposals, whose location and development compatibility accords with the Spatial Development Strategy and its related frameworks, will be deemed to support the Spatial Vision and Strategy, subject to their detailed specifications and content being acceptable to the local development planning and development management provisions of the relevant local authority.
- New strategic development proposals which do not reflect the Spatial Development Strategy and its related frameworks are deemed not supportive of the Spatial Vision and Strategy. As such, they will require to be assessed upon their own merits by the relevant local authority. This assessment should adopt the sustainable location assessment set out in Diagram 4 which reflects the philosophy and policy direction of the Strategic Development Plan. This will assist the local authority to decide on the acceptability of such proposals where these are unrelated to a known need or demand that has been established in the development plan, and/or are proposed for a location which is not sustainable.
- It is important to acknowledge that there are existing developments and existing locations which will continue to play an important economic, social and environmental role at the local level. The Strategic Development Plan is focused solely on strategy and on a limited number of priority development locations.
- The Strategic Development Plan acknowledges the current legacy of development and infrastructure as being fundamental to the long-term future of the city-region and that maximising the benefit of those resources is central to the sustainable approach of the Strategic Development Plan.
- Development proposals which do not have implications for the Spatial Development Strategy will fall within the consideration of Local Development Plans and the development management process. Decisions on these matters are for the relevant local authority only.

1

Philosophy and Principles

Diagram 3

Spatial Development Strategy and indicative compatible development

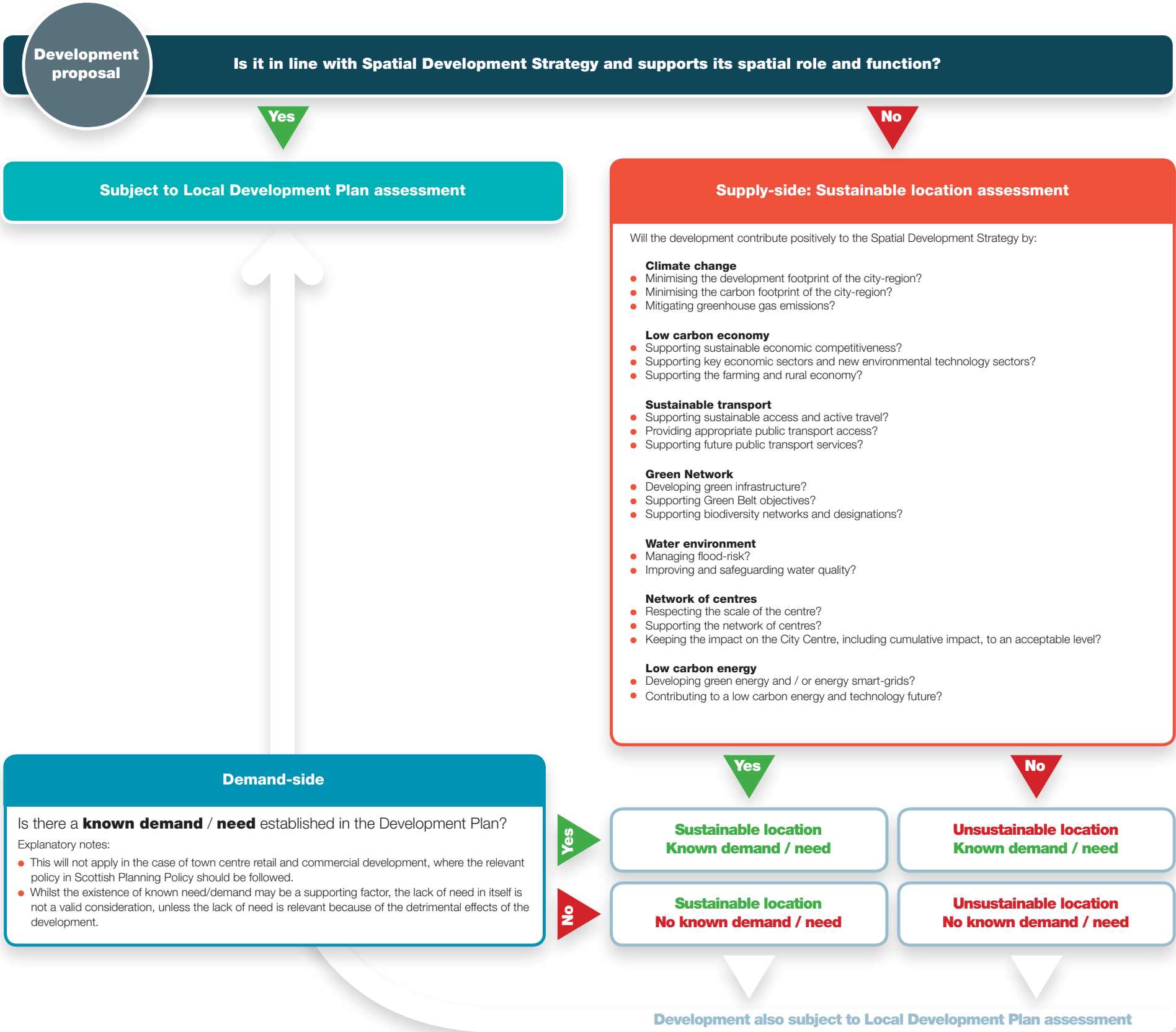
Strategy component	Indicative forms of development in line with strategy
Sustainable development locations	
★ Spatial Development Strategy core components	
★ Clyde Waterfront *	Economic activity, housing, tourism, fixed and green infrastructure, culture, leisure, education, health, public transport
★ Clyde Gateway *	Economic activity, housing, tourism, fixed and green infrastructure, culture, leisure, education, health, public transport
★ Ravenscraig *	Economic activity, housing, tourism, fixed and green infrastructure, culture, leisure, education, health, public transport
★ Glasgow City Centre *	Economic activity, retail, housing, tourism, public transport, culture, education, regional and local governance, public realm
★ Community Growth Areas * (see Schedule 1)	Housing, economic activity, infrastructure - including public transport, green infrastructure, social and community facilities
Strategic Economic Investment Locations (see Schedule 2)	Economic activity, support for key employment sectors, public transport
Freight Hubs (see Schedule 3)	Freight facilities, trans-shipment facilities, freight storage, freight parks
Network of Centres * (see Schedule 12)	Retail, culture, education, leisure, health, public realm, local governance, public transport
* mixed use focus	

Environmental component	
Green Network (see Schedule 5)	Green infrastructure, woodland creation, sustainable access and natural leisure facilities, biodiversity, biomass planting
Green Belt	Green infrastructure, woodland creation, sustainable access and natural leisure facilities, biodiversity, biomass planting
Forestry and Woodland	Tree planting, related leisure and education infrastructure, green infrastructure, biomass planting
Natural Resource Search Areas	Windfarms, mineral and surface coal workings, biomass planting

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

1 Philosophy and Principles

Diagram 4 Sustainable location assessment



2

Economic and Demographic Framework



2 Economic and Demographic Framework

Economic Framework

- 2.1** Demand and need, in development terms, are determined largely by economic activity within the city-region and by population change. The net migration component of such population change is largely dependent upon the performance of the city-region economy and its ability to attract in-migrants and retain potential out-migrants, whilst birth rates, as one measure, can be seen as a reflection of economic confidence. There is therefore a close relationship between economic activity and population change.
- 2.2** The relationship resolves upon the future performance of the city-region economy. Higher migration with a stagnant or slow growing economy can result in increased unemployment and more reliance upon the welfare system. A stronger growing economy provides the basis both for attracting and retaining population.
- 2.3** A number of economic futures have been modelled for the city-region [[Background Report 1](#)]. A baseline future suggests an economic scenario of reinforcement and continuation of the current service-based city-region economy. However, it is anticipated that the resulting economy would generate insufficient economic activity to support the in-migration levels previously associated with the 2006 Joint Structure Plan's *Agenda for Sustained Growth* and updated for the SDP.
- 2.4** However, the philosophy of the SDP is to pursue a higher migration population projection in conjunction with a low carbon sustainable economy for the city-region. This approach anticipated the Scottish Government's *A Low Carbon Economic Strategy for Scotland*, published December 2010, and is entirely in line with that Strategy.
- 2.5** The economic basis of this approach uses an alternative economic future for the city-region, which is focused upon a *rebalanced* economic scenario. This results in a shift, in part, away from the service economy towards a growth in specialist high-value products and related services associated with green technology sectors, green environmental sectors, tourism and leisure [[Diagram 5](#)].

2 Economic and Demographic Framework

Diagram 5 Gross Value Added measure and employment change to 2020 and 2031

GVA and employment change 2010 to 2020				
Sector	GVA change 2010 to 2020	Employment change 2010 to 2020	Employment change (absolute) 2010 to 2020	
Agriculture	▲ +21.4%	▲ +1.8%	+92	
Extraction	▼ -4.5%	▼ -12.7%	-108	
Manufacturing	▲ +35.4%	▲ +0.2%	+136	
Utilities	▲ +29.5%	▼ -0.6%	-37	
Construction	▲ +22.2%	▲ +9.0%	+5,332	
Distribution	▲ +25.5%	▲ +9.0%	+12,207	
Hotels	▲ +28.7%	▲ +22.4%	+12,239	
Transport and comms	▲ +22.0%	▲ +1.9%	+995	
Financial services	▲ +34.1%	▲ +7.7%	+2,782	
Business services	▲ +34.3%	▲ +23.1%	+36,495	
Public	▼ -4.9%	▼ -9.3%	-5,405	
Education	▲ +3.4%	▼ -3.6%	-2,347	
Health	▲ +11.2%	▼ -2.7%	-4,009	
Other personal services	▲ +19.4%	▲ +22.6%	+12,361	

Source: Oxford Economics for GCVSDPA

GVA and employment change 2010 to 2031				
Sector	GVA change 2010 to 2031	Employment change 2010 to 2031	Employment change (absolute) 2010 to 2031	
Agriculture	▲ +50.4%	▲ +3.6%	+184	
Extraction	▼ -6.1%	▼ -14.9%	-127	
Manufacturing	▲ +157.6%	▲ +6.9%	+4,854	
Utilities	▲ +77.8%	▼ -6.3%	-426	
Construction	▲ +59.7%	▲ +14.5%	+8,608	
Distribution	▲ +67.6%	▲ +14.0%	+18,872	
Hotels	▲ +93.3%	▲ +44.2%	+24,184	
Transport and comms	▲ +55.7%	▲ +1.4%	+728	
Financial services	▲ +108.5%	▲ +13.5%	+4,879	
Business services	▲ +104.1%	▲ +32.4%	+51,243	
Public	▼ -5.2%	▼ -11.9%	-6,966	
Education	▲ +5.8%	▼ -2.6%	-1,679	
Health	▲ +24.3%	▲ +2.4%	+3,458	
Other personal services	▲ +50.0%	▲ +43.0%	+23,465	

Source: Oxford Economics for GCVSDPA

2

Economic and Demographic Framework

Demographic Framework

- 2.6

This rebalanced economic profile for the city-region meets the demands of the Scottish Government’s low carbon strategy. Its resultant levels of economic activity, Gross Value Added (GVA) and employment growth provide the economic foundation for the SDP’s higher migration demographic planning scenario. In effect, it returns economic activity and employment generation to the pre-recession levels which were the basis of the *Agenda for Sustained Growth* in the 2006 Joint Structure Plan, albeit with a slightly different sectoral profile. Whilst it is anticipated that in the short-term employment growth may absorb current unemployment rather than attract in new in-migrants, it will reduce potential employment-seeking out-migration and in the medium and longer-term generate increased levels of in-migration.
- 2.7

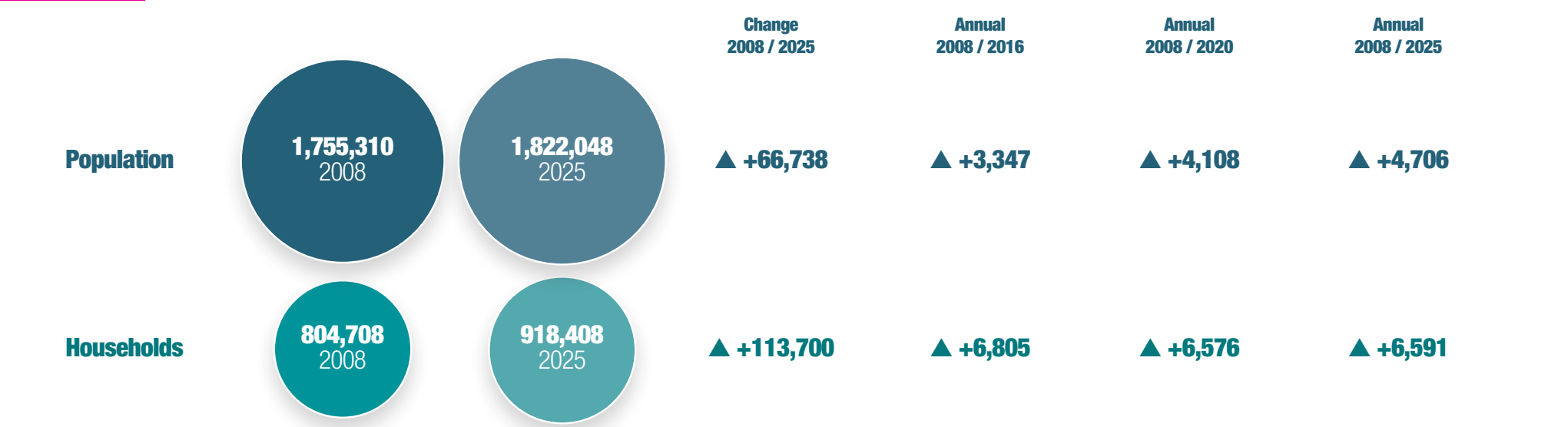
The Scottish Government’s *Low Carbon Economic Strategy for Scotland* identifies the potential for some 60,000 new jobs in Scotland by 2020 associated with the green low carbon economy and that figure is being revised upwards by the Scottish Government. The Glasgow and the Clyde Valley city-region is emerging as a focus for new economic activity and employment in these green sectors and has the potential to develop this new economy to a significant level. The SDP, through its Spatial Vision and SDS and through associated land allocations, aims to support that focus and therefore takes this rebalanced scenario of economic activity within the city-region as its economic future to support its demographic growth.
- 2.8

This is an optimistic but realistic basis for the SDP, consistent with the Scottish Government’s ambitions for job creation in a rebalanced low carbon economy. Current trends in these new economic sectors and employment in the city-region provide confidence in the direction of a rebalanced city-region economy. As a benchmark, the demographic outcomes of the rebalanced scenario are only marginally higher than those of the Scottish Government’s own high migration projection by National Records of Scotland (NRS). In fact, the results of both economic futures are very close for the first half of the projection period. The primary difference arises in the second half of the plan period, as the city-region’s demographic projection assumes that after 2018, net migration will begin to grow.
- 2.9

Based upon this economic future of rebalancing the economy, and to support the Spatial Vision whilst fostering a low carbon city-region economy, the SDP adopts the higher migration projection as its demographic target. [\[Diagram 6 and Background Report 2\]](#).

Diagram 6

Population and household change, 2008 to 2025



3 Spatial Vision



Spatial Vision

- 3.1
- The SDS is the physical expression of the Glasgow and the Clyde Valley Community Planning Partnership’s corporate vision. This physical expression emerges from the work of the GCVSDPA Strategic Futures Group [Background Report 3] and its consideration of how future change drivers would impact on the city-region through to 2035.
- 3.2
- Diagram 7 sets out the key components of the Spatial Vision to 2035, whilst Diagram 8 highlights how the drivers of change will act to shape that vision. Together, these provide the base for the SDS that will deliver the vision and meet the challenges of the drivers of change.

Diagram 7

Key components of the Spatial Vision to 2035

Economy

- Key locations in the city-region, with Glasgow City Centre as the central core, and all accessed by a network of sustainable transport, will drive a regional low carbon economy.
- Central Glasgow will be home to a High Speed Rail terminus linking the city-region to wider developments in high-speed rail in the UK and across Europe. Glasgow International Airport will be linked to more international destinations through further route developments and will be linked to the HSR terminus by a sustainable transport connection to integrate and support the city-region’s external economic connectivity.
- Enhanced strategic rail connectivity: High Speed Rail, more frequent trains and improved integrated timetabling will accelerate economic collaboration with the Edinburgh city-region and provide critical economic mass so that the two largest Scottish city-regions are competitive with equivalent city-region areas in Europe and beyond.

Urban fabric

- Recycled brownfield land, the vacant and derelict land resource, will be used as the development priority and environmental priority and will be central to developing a quality of life needed to attract economic activity, talented people and key investors.
- The urban fabric will be renewed, based upon passive carbon neutral and energy efficient building standards. The extension of the city-region’s built-up area will be restricted by developing a selection of sustainable locations within it, focusing investment on maintaining a sustainable compact city-region.
- Run down and excluded communities will be regenerated as a central theme of the Spatial Vision with a focus on healthy urban planning. The Clyde Gateway will provide the model for the regeneration programme and other candidate areas of the city-region will become targets for monitoring and review as part of that approach.
- Economic agglomeration and higher urban densities will be developed within the city-region core and associated urban areas using existing urban land and in sustainable locations. Critical mass to support core services will result from this focus. The city-region Flagship Initiatives of the Clyde Gateway, Clyde Waterfront and Ravenscraig will be the key development focus of this process.
- The City Centre and the city-region’s surrounding urban areas will form a network of strategic centres identified by their key roles and functions. They will be the focus for economic activity, social and community life, maximising their sustainable accessibility.

Infrastructure

- A system of sustainable transport networks will integrate the rest of the city-region with the central Glasgow rail stations, High Speed Rail terminus and will shrink the distance between the city centre and the surrounding area. Sustainable transport investment will be a key priority for government linked to private capital funding. The Strategic Transport Projects Review will provide the foundation for that programme of investment.
- New and upgraded water and drainage networks will underlie the regenerated urban areas driven by the Metropolitan Glasgow Strategic Drainage Plan, which provides a model for co-ordinated action by different sectors and different organisations co-operating to solve strategic investment in such infrastructure.
- Public transport, integrated mass transit systems, eg, trains, trams, buses, will be the key sustainable transport mode, along with promotion of active travel. This provides the alternative to the private car with development prioritised to locations accessible by such sustainable transport. The growth of existing communities will be based on this locational policy, as evidenced by the continued focus on the Community Growth Areas.

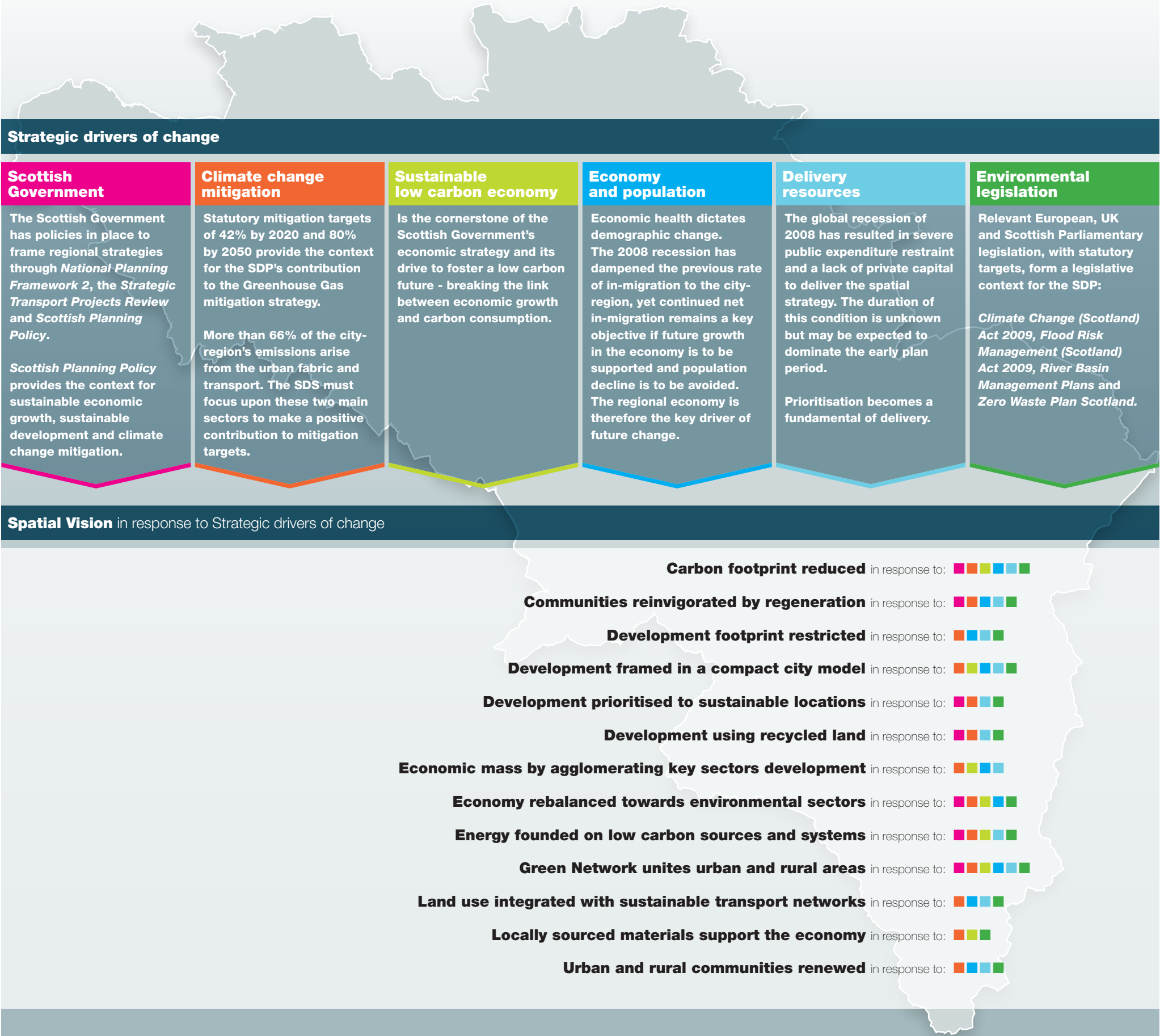
Environment

- Green infrastructure: open space, formal and informal, green corridors and pathways, playing spaces, parks, trees and natural green spaces will be key parts of the urban environment of the city-region. It will be the focus for action to improve the living environment, aid competitiveness, develop new economic and energy developments, enhance biodiversity, provide opportunities for healthy living and integrate the urban / rural areas of the city-region. The Glasgow and Clyde Valley Green Network, linked to and integrated with the Central Scotland Green Network, will provide the framework for a wide range of action addressing such myriad objectives.
- New areas of woodland will be planted and where existing, will be managed around and within the urban areas, becoming integral to their green infrastructure planning. It will address a range of key objectives, including economic competitiveness, health programmes, energy development and climate change mitigation in particular.
- Commercial forests addressing the UK's timber demand will characterise the rural landscape where appropriate. These two roles will complement each other as well as providing increasingly significant carbon sink capacity to mitigate carbon emissions and help reduce the potential for continued climate change.

Energy

- As an adjunct to centralised generation, decentralised distributed power plants, based on alternative technologies, will be located across the city-region exploiting opportunities to develop biomass, combined heat and power and other forms of renewable energy. In the long term, the balance should shift from decarbonised centralised energy from the National Grid to decentralised energy generation based on alternative renewable sources.

Diagram 8 Spatial Vision and the Strategic drivers of change



4

Spatial Development Strategy



Introduction

-
- 4.1** The Spatial Development Strategy (SDS) which most effectively meets the needs of the Spatial Vision and the challenges of the long-term drivers of change is that based upon a *compact city model*. This planning model applies across the whole city-region, and focuses upon sustainable economic growth, regeneration, renewal of the urban fabric, minimising carbon and development footprints, all of which are allied to enhanced sustainable transport links between Glasgow City Centre as the city-region core and the city-region's constituent communities [Diagram 9]. **Diagram 9** selects key elements from **Diagram 8** to illustrate how the components of the SDS are linked to the delivery of some of the key physical elements of the Spatial Vision.
- 4.2** In this respect, the Authority and its constituent councils do not start from a blank sheet. They currently have in place a sustainable SDS based upon this model as part of the legacy of the 2000 Joint Structure Plan. Its key components are well-established with many of them integral to the Scottish Government's NPF2, for example, the Clyde Waterfront and the Green Network. However, despite the fact that much has happened in line with the SDS, in terms of the overall scale of transformation required, the SDS can still be considered to be in its relative infancy in terms of physical development on the ground.
- 4.3** There is little need therefore to alter the broad model of the current SDS which is sustainable in its design into the longer-term. However, the Spatial Vision [Diagram 7] and the future drivers of change to 2035 [Diagram 8], particularly those for sustainable but low carbon growth, for climate change adaptation and mitigation and for improved environmental quality result in the SDS being more intensified with a concentrated focus on its core spatial components and a stronger prioritisation on their delivery. This approach has been confirmed by the extensive work of the Authority's Strategic Futures Group [Background Report 3].
- 4.4** The core components of the SDS model [Diagram 10] together comprise the foundations of a development future that emphasises sustainable economic activity in all its forms, as reinforced by NPF2, and is designed to deliver the Spatial Vision. The core components, brought forward from the 2000 and 2006 Joint Structure Plans are set out in paragraphs 4.5 to 4.15.

4

Spatial Development Strategy
Introduction

Diagram 9

Spatial Vision and the Spatial Development Strategy

		Spatial Vision									
		Reduced Development Footprint	Higher Densities	Agglomeration	Regeneration and Renewal	Land-use and transport Integration	Sustainable Locations	Green Infrastructure	Low Carbon Energy Potential	Greening the Economy	Local Supply
Spatial Development Strategy											
Development Corridor	Clyde Waterfront	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	
	Clyde Gateway	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	
	Glasgow City Centre	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	
	Ravenscraig	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	
	Green Network	<div></div>			<div></div>	<div></div>		<div></div>		<div></div>	
	Community Growth Areas					<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	
	Collaboration	<div></div>		<div></div>		<div></div>	<div></div>			<div></div>	
Spatial Frameworks	Strategic Economic Investment Locations	<div></div>		<div></div>		<div></div>	<div></div>		<div></div>	<div></div>	
	Glasgow International Airport			<div></div>		<div></div>	<div></div>		<div></div>		
	High Speed Rail	<div></div>	<div></div>	<div></div>		<div></div>	<div></div>		<div></div>		
	Sustainable Transport	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>			
	Green Network Spatial Priorities	<div></div>			<div></div>	<div></div>	<div></div>			<div></div>	
	Forestry and Woodland	<div></div>			<div></div>			<div></div>	<div></div>	<div></div>	<div></div>
	Green Belt	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>
	Windfarm Search Areas						<div></div>		<div></div>	<div></div>	<div></div>
	Minerals Search Areas					<div></div>	<div></div>		<div></div>		<div></div>
	Low Carbon Energy - Urban Retrofit	<div></div>	<div></div>	<div></div>	<div></div>		<div></div>	<div></div>	<div></div>	<div></div>	<div></div>

Spatial Development Strategy

The Spatial Development Strategy model

The Development Corridor

- 4.5** The central focus of the model is a Development Corridor which runs west to east through the city-region paralleling the River Clyde and the M8 corridor to Edinburgh. Contained within this Corridor are a series of generational and transformational projects, the Flagship Initiatives, designed around sustainability principles to regenerate and restructure its urban communities. The Corridor, with its significant reserves of industrial, vacant and derelict land [[Background Report 4](#)] now seeking a new use, provides opportunities for a range of co-ordinated actions by public and private sectors which will continue to deliver a step-change transformation of the urban fabric of the city-region. The Corridor provides the opportunity to achieve multiple objectives whilst at the same time reducing the carbon footprint of the city-region by
- reconnecting its communities with the river, and connections north and south of the river
 - generating large-scale economic activity within easy reach of these communities
 - maximising the opportunity for sustainable travel between home and work
 - developing increased development densities
 - recycling and reusing brownfield land
 - developing more critical mass to lower the unit cost of infrastructure, public transport and services.

The City Centre

- 4.6** Glasgow City Centre is the core of the city-region and its principal economic and cultural global asset. Sitting between the strategic development engines of the Clyde Waterfront and Clyde Gateway, the City Centre is Scotland's primary metropolitan centre and the city-region's economic core with its
- employment concentrations (14% of city-region total employment; 5% of Scotland's total)
 - journey-to-work catchment (60% from the rest of the city-region)
 - educational resource of two universities and their aligned research and development functions
 - new key sector economic development quarters, eg, International Financial Services District, City Science
 - tourism role and its UK level visitor destination, in particular, its conference and business tourism offer
 - cultural and artistic role, its home to Scottish music and dance companies and other key cultural facilities
 - significant UK retail offer, second only to London
 - administrative, governmental, health institutions and management role
 - centrality and accessibility as a public transport hub, the UK's second most extensive suburban rail network with radial networks and future High Speed Rail terminus.

- 4.7** This scale of regional significance grows even further when account is taken of the supporting role played by areas around the City Centre, eg, the University of Glasgow campus, the Exhibition Centre, the Riverside Museum and the West End cultural quarter, whilst to the east, the People's Palace, Glasgow Green and the Commonwealth Games quarter. As such, the City Centre along with its surrounding areas is unique in its diversity and in its pivotal economic resource for the city-region. The realisation of the Spatial Vision and the SDS to 2035 in terms of sustainable economic growth and sustainable development revolves around reinforcing a successful City Centre.

Clyde Waterfront

- 4.8** The Clyde Waterfront is a key component of the SDS model and is a major long-term mixed-use regeneration and urban community restructuring project. It is designed to revitalise the River Clyde section of the Development Corridor; reconnect its communities with the river and provide a new central development focus for the city-region. It is the most advanced project in development terms of the SDS and whilst significant progress has been achieved, eg, Pacific Quay, the Exhibition and Conference Centre campus, Glasgow Harbour, Renfrew Riverside, the scale of the challenge remains strategically significant.
- 4.9** The Clyde Waterfront Strategic Partnership and two Urban Regeneration Companies, Riverside Inverclyde and Clydebank Rebuilt, have been established to drive forward specific areas of the overall project, which is a key part of the Clyde Corridor national priority as set out by the Scottish Government in NPF2.

Spatial Development Strategy

The Spatial Development Strategy model

Clyde Gateway

- 4.10** A key long-term strategic action at both the Glasgow and the Clyde Valley and national levels, being a core component of the Scottish Government's NPF2, the Clyde Gateway is a large-scale mixed-use community regeneration and restructuring development opportunity for the Spatial Vision and SDS. The project area is focused on the east end of Glasgow and the western edge of South Lanarkshire. It includes significant new road infrastructure, M74 Completion and East End Regeneration Route, and will incorporate many of the 2014 Commonwealth Games facilities as well as being the initial focus for delivery of the Metropolitan Glasgow Strategic Drainage Plan (MGSDP).
- 4.11** The Commonwealth Games legacy will comprise new facilities of national and regional importance which will aid strategic delivery in terms of competitive place, health and quality of life. The commitment to this project from its various stakeholders is reflected in the establishment of the Clyde Gateway Urban Regeneration Company to take forward the regeneration of the project area and to create momentum behind its delivery.

Ravenscraig

- 4.12** Ravenscraig's essential strategic role is to drive forward long-term regeneration and restructuring of the southern area of the North Lanarkshire conurbation and provide a new central focus and new urban centre for Motherwell, Wishaw and their surrounding smaller communities. Effectively, this key project is to create a mixed-use regeneration opportunity for the post-industrial economy of that part of Glasgow and the Clyde Valley. The project is sustainable in that it recycles a large area of derelict land, minimises its carbon footprint, provides an opportunity for sustainable transport access, and develops green infrastructure as an inherent element of its overall design.

Glasgow and Clyde Valley Green Network

- 4.13** The Glasgow and Clyde Valley Green Network is a programme of positive action to address the need for green infrastructure across the city-region, linking urban and rural communities. As such, it provides key support for the Glasgow and Clyde Valley Green Belt. The Glasgow and Clyde Valley Green Network reconciles multiple environmentally-related issues including economic competitiveness through place-setting, tourism and day visitor attractions, renewable energy biomass supply, health and recreation needs, sustainable access, biodiversity, landscape and environmental quality, climate change adaptation and soft infrastructure solutions to flooding. It is a large-scale long-term transformational programme of action which is now an integral part of the Central Scotland Green Network, a National Development in NPF2.

Community Growth Areas

- 4.14** The economic and demographic growth projection of the 2006 Joint Structure Plan identified a need for additional development land outwith the regeneration and renewal agendas of the existing urban fabric, to manage long-term housing growth. As a result, thirteen Community Growth Areas (CGAs) were identified to deliver approximately 19,000 new houses. The economic downturn has had an impact on growth projections and slowed the rate of economic and demographic increase. It is still anticipated that rates will recover to previous levels.
- 4.15** As such, those land allocations for housing growth, the CGAs [[Schedule 1](#) on [Diagram 10](#)] remain relevant to meeting that future growth. Their identification reflects a managed sustainable growth approach, emphasising their locations along key rail and public transport corridors. They provide an opportunity to create examples of low carbon sustainable communities, realising low carbon development through their planning frameworks, by incorporating green infrastructure, renewable energy options at the community and domestic scales, local scale employment and business development, as well as new community infrastructure.

STRATEGY SUPPORT MEASURE
1

Delivering the spatial development priorities

Delivery of the Spatial Vision to 2035 requires clear and focused priority to be placed on meeting the development demands of the Spatial Development Strategy, as set out in Diagram 20, through

- **Local Authorities:**
Local Development Plans and related documents
- **Scottish Government and Key Agencies:**
investment programmes
- **Infrastructure bodies:**
future capital programmes
- **Investment and development industries:**
development proposals.

The Spatial Development Strategy is clear and consistent in its intent, to support sustainable economic growth and development. In a period of severely constrained resources, a focus on delivery of the key Spatial Development Strategy components represents a strong prioritisation of resources and an optimum return on investment.

Longer-term Strategic Study

4.16 The key components of the SDS set out above are the priorities for action to deliver the Spatial Vision. However, other parts of the city-region have the potential for strategic significance through their developing roles and functions. The SDS recognises this trend and in this section highlights the need for longer-term action to address these emerging roles and functions.

Strathleven Corridor and Gateway to the Loch Lomond and the Trossachs National Park

4.17 The Strathleven Corridor in West Dunbartonshire, running north from the Clyde Estuary to Loch Lomond along the River Leven is a northward extension of the Development Corridor as it transects west Dumbarton. Additionally, the corridor acts as the gateway to the Loch Lomond and the Trossachs National Park. There are distinct issues along this corridor including regeneration, economic activity, the quality of the tourism and visitor offer, environmental quality and flooding events. Significant proposals such as the Lomond Canal and the Lomondgate Strategic Economic Investment Location have been promoted to address some of these issues and as such this location is emerging as a strategically significant opportunity worthy of further consideration.

STRATEGY SUPPORT MEASURE
2

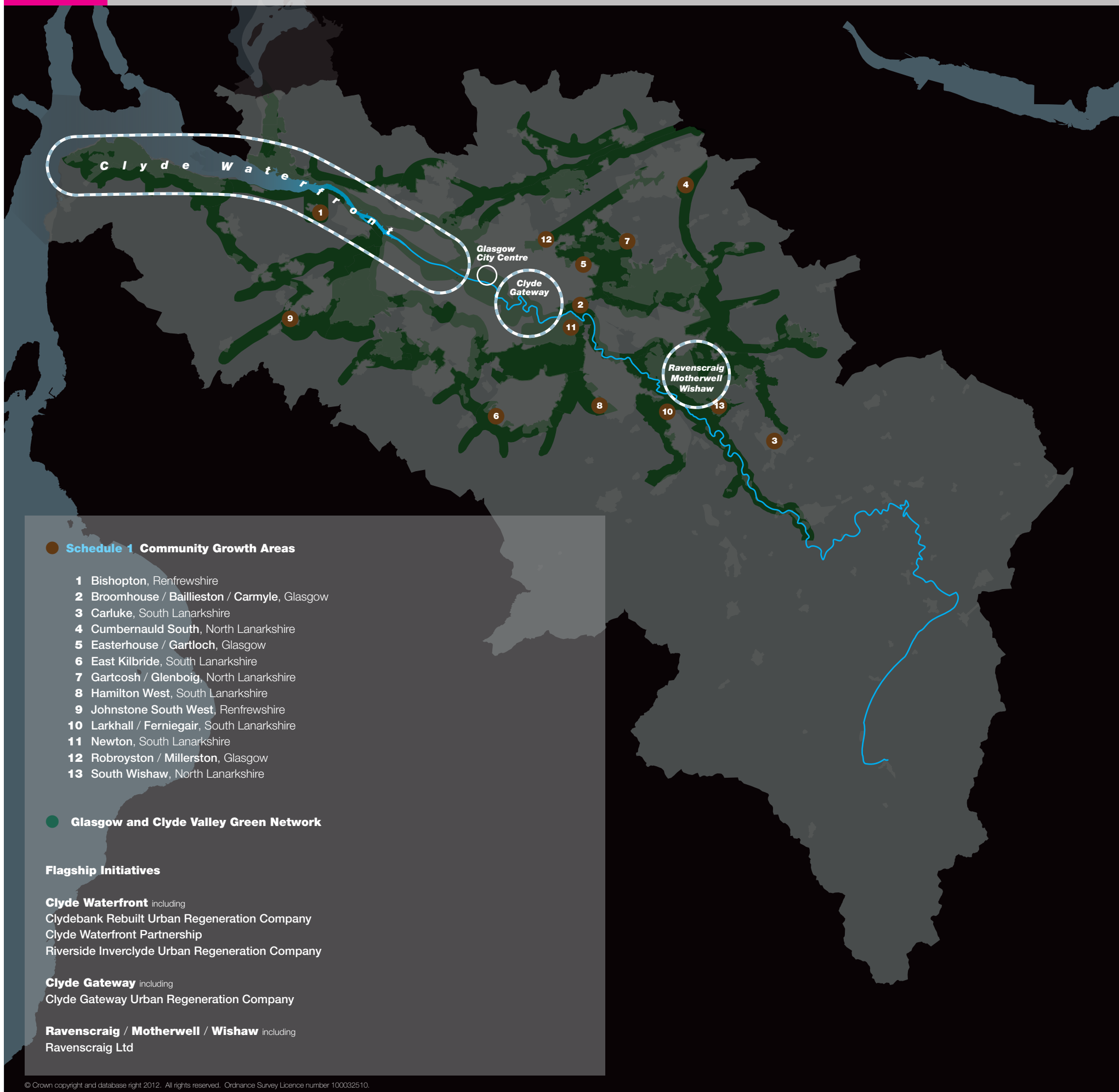
Longer-term potential strategic development initiative

West Dunbartonshire Council, with relevant strategic partners, will set in place a longer-term study to analyse the appropriate planning and investment requirements of the Strathleven Corridor, and its wider setting, including the Kilpatrick Hills, commensurate with its emerging role as a gateway to the Loch Lomond and the Trossachs National Park.

The study should address regeneration and renewal requirements, sustainable transport options, connectivity and accessibility issues, as well as development of its environmental quality, green infrastructure and its visitor attractions.

It is anticipated that once complete, a strategic action package may be considered for inclusion in a future review of the Strategic Development Plan.

Diagram 10 The Spatial Development Strategy model



4

Spatial Development Strategy
Spatial Framework 1
Competitiveness

Key Economic Locations

- 4.18

In terms of supporting a rebalanced low carbon economy for the city-region with its focus on key existing and new economic sectors, the SDS identifies a priority set of locations, Strategic Economic Investment Locations (SEILs), based upon their ability to offer specific roles and functions within the new rebalanced economy [Background Report 5, Diagram 11 and Schedule 2].
- 4.19

The primary SEIL is Glasgow City Centre and its surrounding areas with their employment districts, University campuses, related research and development, cultural quarters, and emerging new green technology focus. Its inherent accessibility by sustainable transport and its mix of economic activity and employment results in an ability to meet a wide range of economic roles and functions and be the centre for the new low carbon sustainable economy.
- 4.20

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.

STRATEGY SUPPORT MEASURE

3

Strategic Economic Investment Locations

*The Strategic Economic Investment Locations set out in **Schedule 2** comprise the city-region’s strategic response to long-term sustainable economic growth.*

Through the Local Development Plan process measures are required to be put in place to safeguard current locations and to ensure their ability to respond to their defined role and function.

*Equally, the opportunity locations require promotion for investment based upon their defined role and function, with subsequent safeguarding in Local Development Plans for the uses set out in **Schedule 2**.*

**The City-Region Economy:
Collaborating to Compete**

- 4.21** Agglomeration is developing as a trend in competitor nations, especially across the European mainland, through the creation of inter-urban economic linkages to build competitive mass. In Scotland, the economic alliance of the Glasgow and Edinburgh city-regions provides the primary response to this trend.
- 4.22** In economic output terms, these city-regions comprise significantly more than half Scotland's total. 17% of Edinburgh city-region's economic mass can be attributed to the proximity of the Glasgow city-region and 5% of Glasgow's to Edinburgh. In labour market terms, the figures are significantly less, 1.8% of Edinburgh's from Glasgow and 4.3% to Glasgow from Edinburgh.
- 4.23** Both NPF2 and the city-regions' local authorities recognise the pivotal role of Central Scotland in the Scottish economy with their joint place-making strategy to increase its environmental quality and quality of life offer which is reflected in the Central Scotland, Glasgow and the Clyde Valley and the Lothians Green Network initiatives.
- 4.24** The Edinburgh city-region has specialisations in a number of key economic growth sectors including creative industries, life sciences, financial services, tourism and higher education. Whilst the Glasgow city-region shares, to a lesser extent, many of these specialisations, it has high levels of specialisation in the energy and food and drink growth sectors. Both city-regions require to upskill their resident populations and attract more skilled migrants to service these sectors.
- 4.25** Central to the question of how the two city-regions collaborate to compete with competitor city-regions is how the respective economies are likely to develop into the medium- and longer-term, whether convergence or divergence, and the resultant degree of economic complementarity. A baseline scenario, *Glasgow Edinburgh Collaboration Initiative Economic Linkages (Draft Final Report) May 2011*, suggests increasing convergence upon the services sectors, especially financial and business services, which will likely result in expanding trade between the two city-regions.
- 4.26** A further scenario, aligned to the SDP rebalanced economic scenario, would suggest some continuing convergence but also some divergence and greater specialisation, particularly in the Glasgow and the Clyde Valley city-region, as it seeks to develop further its lead in the low carbon new environmental green and energy technologies.
- 4.27** Both economic scenarios suggest greater interaction and economic benefit between the two city-regions with a potential 70% increase in the labour market exchange by 2022. The key impact of that economic agglomeration will be upon the internal and external transport systems of the two city-regions. If the true economic benefits of the agglomeration are to be realised for Scotland as a whole, the respective SDPs need to reflect the transport demands of supporting the collaboration.
- 4.28** Under the scenario of continuing convergence, there is likely to be a focus on increasing long-term the capacity and quality of the already well-developed public transport networks between both city-regions, a commitment for which has already been made by the Scottish Government in its Strategic Transport Projects Review (STPR). However, the economic direction of increasing specialisation will demand a greater focus on city-region internal transport networks and their linkage to the Glasgow - Edinburgh network and to future HSR terminals, as people commute further and wider to take up employment in these key economic growth sectors. This process will have less focus on city centre locations. The implications for the Glasgow and the Clyde Valley area are reflected in the location, role and function of the SEILs set out in [Schedule 2](#).
- 4.29** The key focus for the SDP is therefore the development into the medium and long-term of sustainable transport between the city centre and its constituent communities around the city-region. Without such investment, economic benefit to both the city-regions and to the Scottish economy as a whole, is likely to be constrained by growing congestion on the road networks. The SDP's response to this anticipated future is set out in the section on Sustainable Transport.

4

Spatial Development Strategy
Spatial Framework 1
Competitiveness

Schedule 2

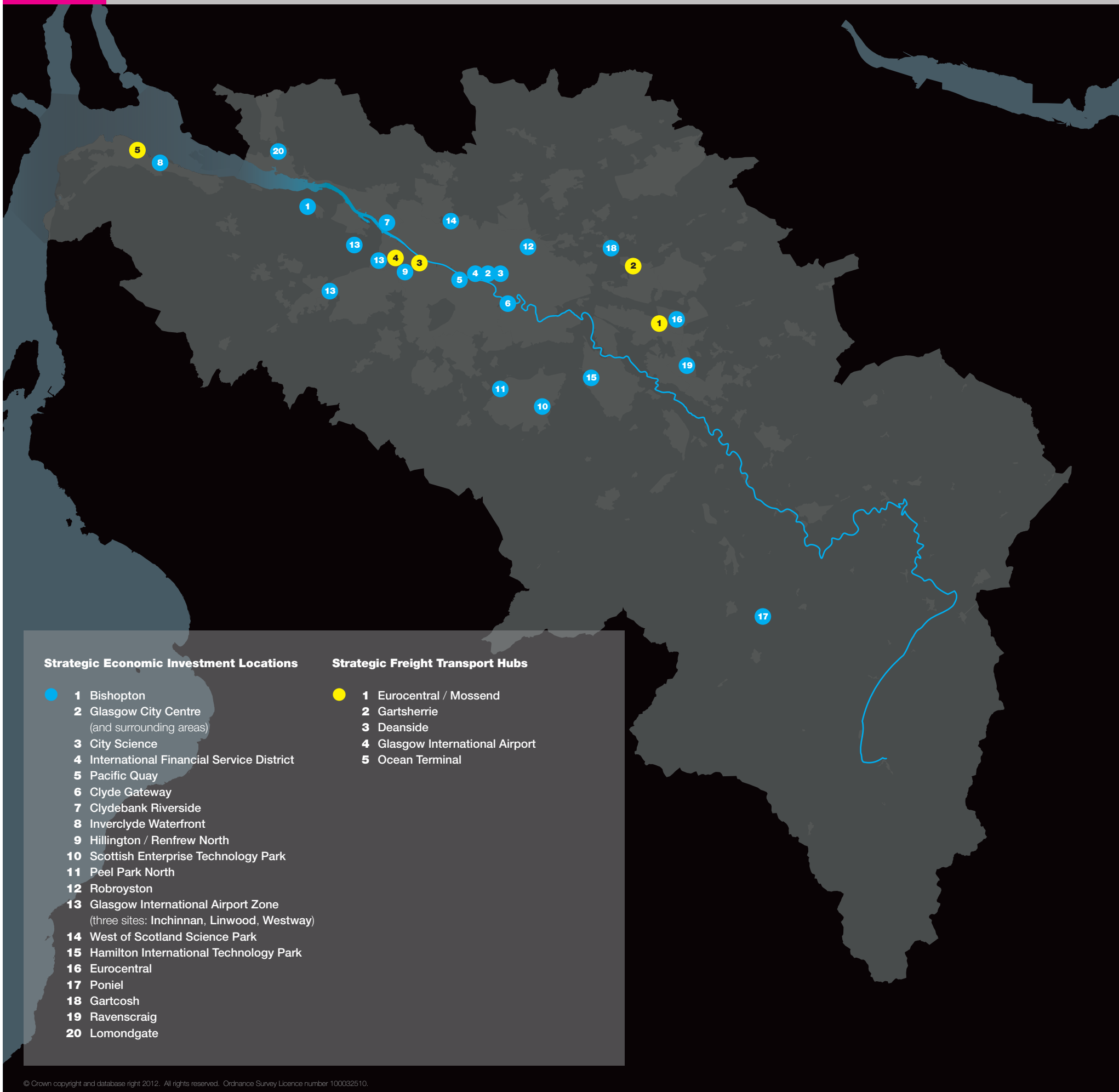
Strategic Economic Investment Locations

Location	Key Sectors: Dominant Role and Function	Status *
Bishopton	Business and Financial Services	Opportunity
Glasgow City Centre (and surrounding areas)	Business and Financial Services / Green Technologies	Safeguarded / Opportunity
City Science	Green Technologies	Opportunity
International Financial Service District (IFSD)	Business and Financial Services	Opportunity
Pacific Quay	Creative and Digital Industries / Tourism	Safeguarded
Clyde Gateway	Business and Financial Services / Distribution and Logistics	Opportunity
Clydebank Riverside	Business and Financial Services / Life Sciences	Opportunity
Inverclyde Waterfront	Green Technologies / Business and Financial Services	Opportunity
Hillington / Renfrew North	Business and Financial Services / Distribution and Logistics	Safeguarded
Scottish Enterprise Technology Park (SETP)	Life Sciences / Creative and Digital Industries / Green Technologies (Research & Development)	Safeguarded
Peel Park North	Life Sciences/Creative and Digital Industries	Safeguarded
Robroyston	Business and Financial Services	Opportunity
Glasgow International Airport Zone (Airport plus 3 sites) **	Business and Financial Services / Distribution and Logistics / Life Sciences / Green Technologies	Opportunity
West of Scotland Science Park	Life Sciences / Green Technologies	Safeguarded
Hamilton International Technology Park	Business and Financial Services / Life Sciences / Creative and Digital Industries	Safeguarded
Eurocentral	Distribution and Logistics	Opportunity
Poniel	Distribution and Logistics	Opportunity
Gartcosh	Business and Financial Services	Opportunity
Ravenscraig	Business and Financial Services / Construction	Opportunity
Lomondgate	Business and Financial Services / Creative and Digital Industries / Tourism	Opportunity

* Safeguarded: existing location
Opportunity: new location
For more detail, refer [Background Report 5](#)

** In light of the Habitats Regulations Appraisal, development proposals are required to demonstrate that they would not adversely affect the Black Cart Special Protection Area

Diagram 11 Strategic Economic Investment Locations and Strategic Freight Transport Hubs



4

Spatial Development Strategy

Spatial Framework 1

Competitiveness

Connectivity and wider economic markets

4.30 High quality access to wider UK, European and global markets is essential in support of the city-region's economy and development of the SEILs. As a peripheral northern European economy, the city-region's competitive position is significantly dependent upon its ability to access its various economic markets efficiently and effectively. Any erosion of that ability, in comparison to that of its competitors, will have a detrimental impact on its relative competitiveness. To some extent, peripherality can be mitigated by advances in information technology connectivity and efficiency, but this will require significant investment to achieve such advances already embedded in many competitor city-regions.

Glasgow International Airport

4.31 The city-region is serviced to a greater or lesser extent by three international airports, Glasgow International, Edinburgh and Prestwick. Edinburgh and Prestwick lie outwith the boundaries of the Plan area and decisions on their long-term development lie with other organisations. Glasgow International Airport (GIA) is the city-region's primary linkage with its wider business and tourism markets, both sectors which are key to the area's future competitiveness. As such, it is anticipated that this position will endure into the longer-term and even where European and UK high-speed rail investments provide the potential for modal shift to rail, any modal shift will occur slowly and generally for short- and medium-haul distances. International connectivity will remain dependent upon GIA and as technology develops and air travel becomes more competitive in emissions and fares, GIA will be closely linked with the long-term success of the regional economy.

4.32 In these terms, GIA is a key component of the city-region's and Scotland's economic infrastructure as recognised by NPF2. The future of GIA's longer-term development will be secured through its own masterplan, and related economic activity through delivery of the SEILs located around the airport. However, the key aspect of its connectivity with the rest of the city-region is constrained by its comparative lack of sustainable transport relative to other competitor city-regions and by problems of road capacity in and around the airport itself.

STRATEGY SUPPORT MEASURE

4

Glasgow International Airport and sustainable transport access

The fundamental regional connectivity issues of Glasgow International Airport require that a sustainable transport solution for the airport be agreed between stakeholders as part of the wider package of transport investment underpinning this strategy.

In the absence of such a solution which addresses large-scale modal shift, road access will remain pivotal to Glasgow International Airport's future and an early commitment to resolve capacity problems on the M8 adjacent to the airport remains an imperative.

High Speed Rail

4.33 High Speed Rail (HSR) provides a sustainable alternative to short- and medium-haul air travel. Whilst developing rapidly across Europe, linking up and creating substantive economic mass, HSR has the potential to enhance the city-region's economic activity and connectivity. The UK's limited development of HSR and its restricted programme within the plan period will only serve to further intensify the city-region's peripherality and further disadvantage its competitive position, whilst reinforcing its reliance upon air travel.

4.34 As any HSR programme has substantial lead-in times early action to facilitate its long-term development needs to be taken. The key strategic requirement is a decision on a central Glasgow location for the HSR rail terminus and the safeguarding of its linkages through sustainable transport networks to the rest of the city-region. This will ensure wider economic benefits by reducing travel times and improving the frequency of services between the region's core and its constituent communities.

4

Spatial Development Strategy

Spatial Framework 1

Competitiveness

STRATEGY SUPPORT MEASURE

5

High Speed Rail: meeting the challenge

Following the identification of a location in central Glasgow for a High Speed Rail terminus by the Scottish Partnership Group (which includes Glasgow City Council and other stakeholders), Glasgow City Council and related stakeholders are to secure and safeguard related development land, and to secure and safeguard the options for sustainable transport connections between the terminus and the rest of the city-region.

Similar safeguarding action on route and development land options will be required of the other authorities through whose administrative areas the High Speed Rail may pass en route to a Glasgow terminus.

Strategic Freight Transport Hubs

4.35 The movement of raw materials, both imports and exports is essential to the long-term city-region economy. The SDS requires that this be achieved as sustainably as possible. Modal shift between road, rail and marine shipping is a key component of this, eg, there is an 80% reduction in emissions for every tonne of freight moved by rail in comparison to road. In carbon terms, there is therefore an imperative to invest in freight hubs in key locations to enable modal shift to occur. With a general trend within freight movements towards larger ships and containers, even where dealing with break-bulk, such hubs require locations which maximise access to ports and rail networks and which are capable of taking the increasing scale of freight infrastructure.

4.36 Distribution and logistics is identified as a key growth sector within the city-region economy and the SDP seeks to put in place support for that sector. The SDS will therefore be supported by investment in Strategic Freight Transport Hubs in the locations set out in **Diagram 11** and **Schedule 3**.

Schedule 3

Strategic Freight Transport Hubs

Strategic freight transport hub	Location	Mode
Eurocentral / Mossend	Mossend, North Lanarkshire	Rail
Gartsherrie	Coatbridge, North Lanarkshire	Road
Deanside	Renfrew, Renfrewshire	Rail
Glasgow International Airport	Paisley, Renfrewshire	Air
Ocean Terminal	Greenock, Inverclyde	Sea

STRATEGY SUPPORT MEASURE

6

Strategic freight facilities

The Strategic Freight Transport Hubs on **Diagram 11** and in **Schedule 3** comprise the strategic response to long-term sustainable freight movements into and within the city-region.

Measures require to be put in place to safeguard relevant investment in such locations.

Ancillary land allocations adjacent to such facilities, where appropriate, should be designated freight parks and safeguarded solely for the purposes of freight activity, for example, storage, trans-shipment, break-bulk infrastructure and related services.

Sustainable Transport

4.37 If sustainable economic growth towards a low carbon economy in the city-region is to be achieved; climate change targets are to be met; the city-region's carbon footprint to be minimised; and the vision is to be delivered by 2035, transport within the city-region must undergo a significant step-change in terms of

- an increase in the levels of active travel
- the level and quality of public transport provision, increasing patronage and integration
- the scale of shift from private to public modes.

As a key context, transport accounts for 25% of the city-region's greenhouse gas emissions [[Background Report 6](#)].

4.38 The SDS is designed to maximise the relationship between land-use and sustainable transport [[Diagram 12](#)] within the city-region. The focus on the City Centre as the economic core of the region with its public transport, rail and road radial routes; the focus on key strategic centres as economic and retail hubs; on key public transport corridors and how they serve both SEILs and CGAs, illustrate the integral relationship between land-use and public transport [[Background Report 7](#)].

4.39 The Scottish Government's commitments, through its *Strategic Transport Projects Review (STPR)*, to the improvement of rail services under the *Edinburgh - Glasgow Improvements Programme (EGIP)* and to Glasgow - Ayrshire services will serve to improve the city-region's external inter-urban rail services. At the same time, those key growth sectors of the economy which require a strategic road network location, eg, distribution and logistics, are identified relative to the strategic road network. The necessary improvements to the strategic road network are either under construction or programmed.

4.40 However, a step-change in sustainable transport, *internal to the city-region*, linking the city centre with the wider city-region, remains essential to the SDS. A range of studies have been commissioned by Transport Scotland and by Strathclyde Partnership for Transport to help identify the interventions that will be needed into the long-term to achieve the step-change that will be necessary. The two City Centre rail stations are close to capacity and any step-change in sustainable transport must address that issue.

4.41 The *West of Scotland Public Transport Conurbation Study (WSPTCS)* provided one example of the type of integrated public transport network that could be developed to achieve that step-change and support delivery of the vision. Transport Scotland's *STPR* and its *Project 24* provides another related example. However, the detailed transport interventions in the City Centre and along the various public transport corridors that would be needed as an overall long-term integrated package remain under discussion as part of *Project 24* and have not yet been finalised by the Scottish Government or Strathclyde Partnership for Transport and therefore cannot be included in the SDP.

4.42 A step-change in sustainable transport remains an economic prerequisite of the vision and the SDS to 2035. [Diagram 12](#) and [Schedule 4](#) set out the spatial framework of the public transport corridors and related SDS development locations, and a range of potential broad-level strategic options and interventions which could meet the need for step-change.

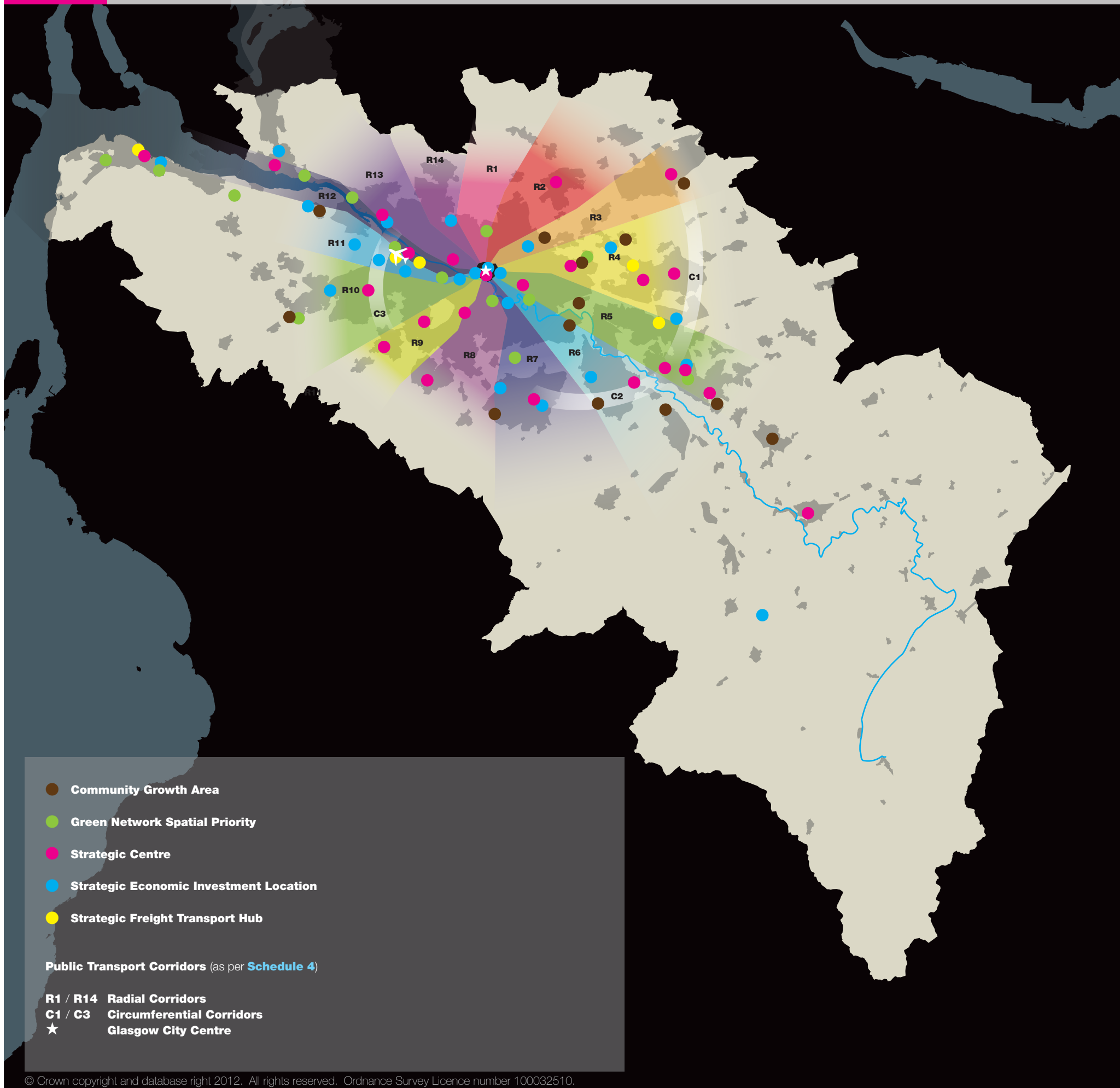
STRATEGY SUPPORT MEASURE

7

Sustainable transport: the need for a step-change

In order to achieve the necessary long-term step-change in sustainable transport to 2035, Transport Scotland, the Strathclyde Partnership for Transport and the constituent local authorities require to reach agreement on the specific programme of sustainable transport investments and measures to be included in the Strategic Transport Projects Review, the Regional Transport Strategy and in individual Local Development Plans, Local Transport Strategies and related programmes.

Diagram 12 Land-use and transport integration: transport corridors and economic activity locations



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4

Spatial Development Strategy

Spatial Framework 1

Competitiveness

Schedule 4

Public transport corridors and the range of potential options for public transport step-change

Transport Corridor	Strategic Development locations	Strategic significance	Public Transport Change: Potential Options
Radial Corridors			
R1 Glasgow North	Lambhill / Possil	Green Network Priority	Improve core bus frequencies and routing
R2 Bishopbriggs / Kirkintilloch / Kilsyth	Kirkintilloch	Strategic Centre	Improve core bus frequencies and routing
R3 North East Stepps / Cumbernauld / Stirling	Robroyston, Gartcosh, Cumbernauld	CGAs, SEILs, Strategic Centre	STPR intervention 15; improve rail frequency and service quality on Cumbernauld line; new halt at Robroyston; heavy or light rail; improve core bus frequencies and routing; park-and-ride
R4 Eastern (M8) Corridor	Easterhouse, Glenboig, Airdrie, Coatbridge, Eurocentral, Mossend, Broomhouse	Strategic Centres, CGA, SEIL, Strategic Freight Transport Hub, Green Network Priority	STPR intervention 15; improve core bus frequencies and routing; Bus Rapid Transit (BRT); park-and-ride
R5 Gateway / Motherwell / Ravenscraig	Clyde Gateway, Parkhead, Ravenscraig, Motherwell, Wishaw, Carluke, Lanark	Flagship Initiatives, Strategic Centres, SEILs, CGAs, Green Network Priority	Improve heavy rail frequency and revise routings; develop Light Rapid Transit (LRT) and BRT in Gateway; improve core bus frequencies and routing; interchanges; new rail station at Ravenscraig
R6 Hamilton / M74	Newton, Hamilton, Larkhall, Poniel	Strategic Centre, SEIL, CGAs	Improve heavy rail frequency and revise routings; improve core bus frequencies and routing; park-and-ride; improve inter-modal interchange
R7 Rutherglen / East Kilbride	East Kilbride	Strategic Centre, SEILs, CGA, Green Network Priority	Heavy rail conversion to LRT; improve core bus frequencies
R8 Shawlands / Newton Mearns	Shawlands, Newton Mearns	Strategic Centres	STPR intervention 24; heavy rail to LRT; improve core bus frequencies and routing
R9 Pollok / Barrhead	Barrhead	Strategic Centre	STPR intervention 24; heavy rail to LRT; improve core bus frequencies and routing
R10 Paisley / Johnstone / Ayrshire	Paisley, Hillington, Johnstone	Strategic Centre, SEILs, CGA, Green Network Priority	STPR intervention 26; heavy rail to LRT; BRT; improve core bus frequencies and routing
R11 Glasgow International Airport / Bishopston / Inverclyde	Clyde Waterfront, Braehead, Glasgow International Airport, Bishopston, Inverclyde, Strategic Freight Transport Hub	Flagship Initiative, Strategic Centre, SEILs, CGA, Green Network Priorities	Modernise Subway; develop BRT / LRT along Waterfront; improve core bus frequencies and routing; interchanges
R12 Clyde Waterfront Corridor	Clyde Waterfront, Clydebank, Dumbarton, Vale of Leven, Loch Lomond	Flagship Initiative, Strategic Centres, SEILs, Green Network Priorities, National Park	Modernise Subway; improve rail frequency and service quality; develop BRT / LRT along Waterfront; improve core bus frequencies and routing
R13 Great Western Road / Dalmuir	Clydebank	Strategic Centre	Improve heavy rail frequency and service; BRT; LRT
R14 Maryhill / Bearsden / Milngavie	West of Scotland Science Park	SEIL	Heavy or light rail - improve / develop service frequency; improve core bus frequencies and routings

4

Spatial Development Strategy

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Schedule 4
Public transport corridors and the range of potential options for public transport step-change

Transport Corridor	Strategic Development locations	Strategic significance	Public Transport Change: Potential Options
Circumferential Corridors			
C1 Cumbernauld to Motherwell	Cumbernauld, Gartcosh, Airdrie, Coatbridge, Ravenscraig	Flagship Initiative, Strategic Centres, SEILs, CGAs, Strategic Freight Transport Hub	Improve heavy rail frequency; improve core bus frequencies and routing; park-and-ride; improve inter-modal interchange
C2 Motherwell to East Kilbride	Hamilton, East Kilbride	Strategic Centres, SEILs, CGAs	Improve core bus frequencies and routing
C3 Barrhead to Renfrew, Glasgow International Airport and Riverside North	Clyde Waterfront, Barrhead, Paisley, Renfrew, Glasgow International Airport, Braehead, Clydebank	Flagship Initiative, Strategic Centres, SEILs, Strategic Freight Transport Hub	Improve core bus frequencies and routing

Transport Corridor	Strategic Development locations	Strategic significance	Public Transport Change: Potential Options
★ Glasgow City Centre and Subway			
City Centre	City Centre	Global asset; regional core; employment centre; tourism; Higher and Further Education; cultural centre; SEILs; Strategic Centre	New High Speed Rail (HSR) station and new regional station (number of options) to relieve pressure on current stations; heavy rail improvements; modernise subway; cross-city tunnel; heavy rail conversion to LRT; STPR interventions 15, 24 and 26
Glasgow Subway	City Centre, Clyde Waterfront, Partick / Byres Road, Universities and Further Education, West End Cultural Quarter	Global asset, City-region core, Flagship Initiative, Strategic Centres, SEILs, Green Network Priorities	Modernisation of existing Subway; improved integration with heavy rail and HSR

STPR intervention 15 Edinburgh to Glasgow rail improvements
STPR intervention 24 West of Scotland strategic rail enhancements
STPR intervention 26 Rail enhancements between Inverclyde, Ayrshire and Glasgow

Introduction

4.43 The environment of the city-region is a complex mix of inter-related strategic themes which are central to the area's economic competitiveness and social well-being. In the context of a low carbon economy and long-term sustainable future, the environment is a major strategic economic asset and a platform for the city-region's growth. Along with investment in sustainable transport and delivering the SEILs, the environment is critical to a low carbon economic future through its role in

- delivering economic competitiveness through place-setting
- creating a destination for the tourist and visitor economy
- promoting health and recreation by providing sustainable access networks and natural leisure facilities
- providing infrastructure capacity for fluvial flooding
- mitigating greenhouse gas emissions through carbon storage and sequestration
- providing the potential for low carbon energy supplies
- creating and supporting biodiversity and sensitive habitats
- supplying natural resources of minerals, timber and agricultural products
- supporting diversification of the rural economy in support of rural regeneration.

4.44 It is recognised that many of these themes are potentially in tension with each other and addressing these competing demands can only be reconciled within the framework of the SDS. Two key mechanisms for addressing these competing demands are the promotion of a Green Network and Green Belt.

Glasgow and Clyde Valley Green Network

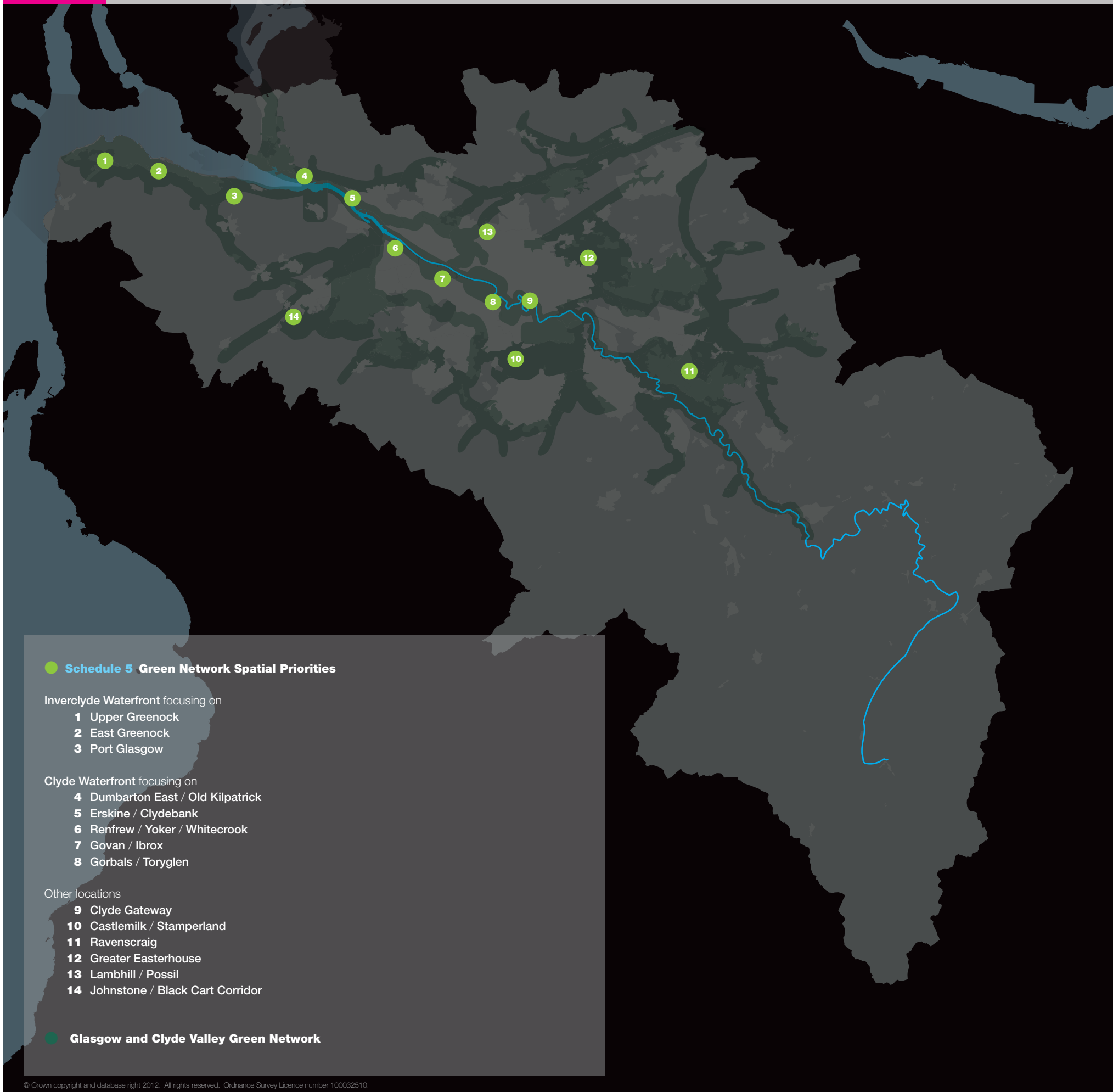
4.45 The Glasgow and Clyde Valley Green Network is a fundamental component of the SDS and NPF2's Central Scotland Green Network (CSGN). It is an exemplar of an action-orientated multi-agency partnership approach to addressing a long-term strategic solution to the complex array of environmental demands, listed in paragraph 4.43. It seeks a transformation in environmental quality whilst integrating the diverse, complex and competing objectives of environmental development and action.

4.46 The potential scale of the Glasgow and Clyde Valley Green Network is substantial, providing the environmental setting for both the city-region's built-up area and the natural environment link between these areas and the outlying rural areas.

4.47 In order to provide critical focus for delivery over such a large part of the city-region and to provide momentum to the planned transformational change, prioritisation of action is key. **Diagram 13**, **Schedule 5** and **Background Report 8** illustrate the key Green Network spatial priorities. They reflect those locations where environmental, social, access and regeneration elements are integrated and which provide the opportunity to extend networks to maximise the return on available resources. These priorities represent the most significant prospect to deliver

- habitat, access creation, green and open space enhancement
- opportunities associated with major development.

Diagram 13 Green Network Spatial Priorities



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Glasgow and Clyde Valley Green Belt

- 4.48** The Green Belt is central to the sustainable planning of the city-region and provides support to the positive action-orientated Green Network programme. In terms of the Spatial Vision and its sustainability and low carbon focus, a Green Belt is an important strategic tool and has a significant role to play in achieving key environmental objectives by
- directing planned growth to the most appropriate locations
 - supporting regeneration
 - creating and safeguarding identity through place-setting and protecting the separation between communities
 - protecting open space and sustainable access
 - protecting the natural roles of the environment, whether in terms of floodplain capacity, carbon sequestration or biodiversity
 - protecting the farming economy of the city-region
 - meeting the sustainability requirements of biomass renewable energy, timber production and natural resource developments.

STRATEGY SUPPORT MEASURE

8

Green infrastructure: an economic necessity

The development of a multi-functional Green Network will contribute to the economic competitiveness and quality of life of the city-region.

At the same time, the Green Belt should continue to be designated.

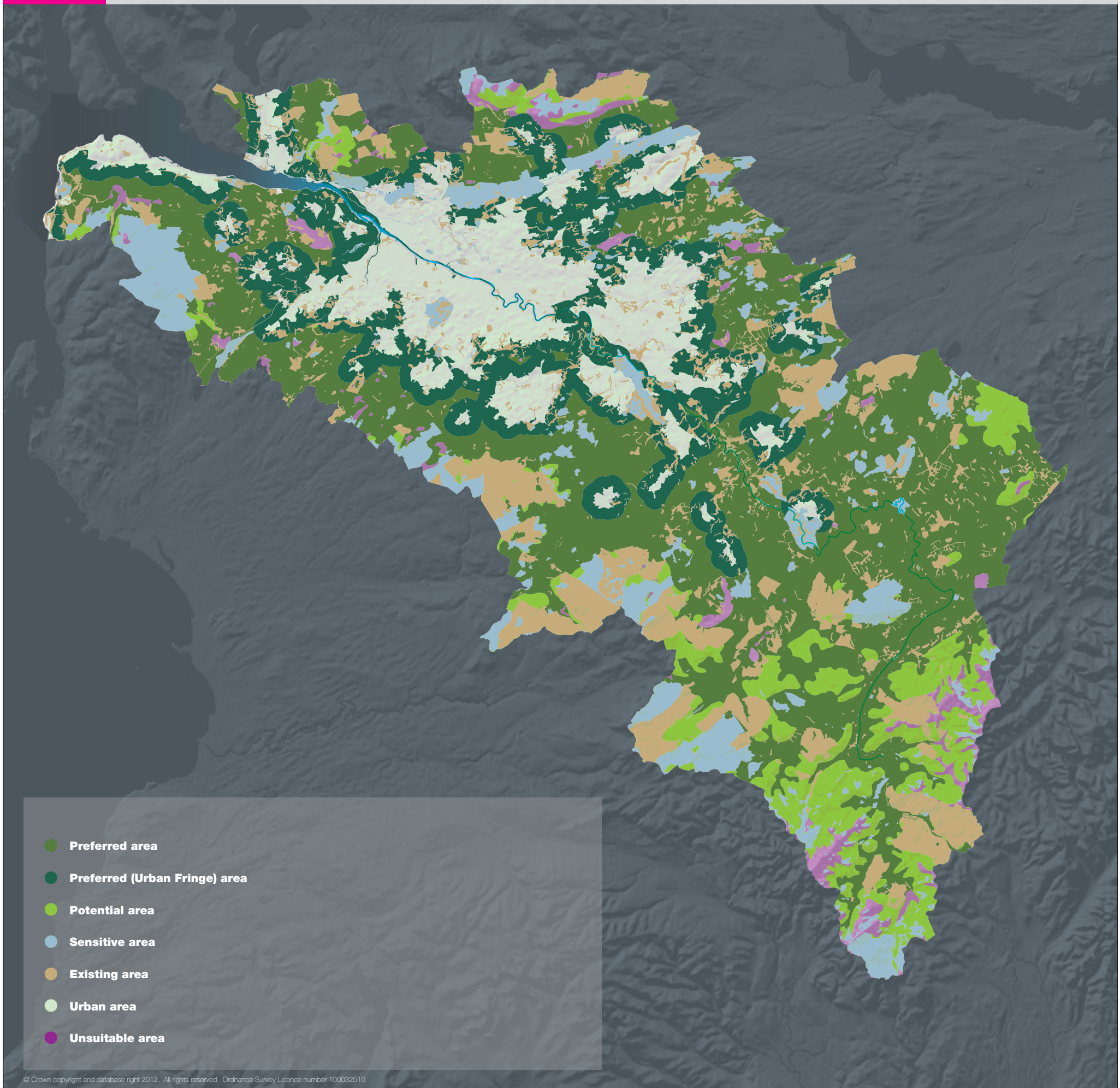
Delivery of the Green Network and the review and designation of the inner and outer boundaries of the Green Belt should be priorities for Local Development Plans so as to ensure that the key environmental objectives, set out above, are achieved.

Forestry and Woodland Framework

- 4.49** The modern forestry context is much more strategic and complex than in previous Structure Plans. The former one-dimensional approach of simple timber production and fostering the development of a healthy indigenous processing sector, whilst still significant in meeting Scottish Government planting and economic targets, is now framed by additional roles in
- urban woodlands and place-setting for economic competitiveness
 - pre-development planting and creating high quality development spaces
 - developing opportunities for health, wellbeing and recreation
 - the creation and management of community woodlands
 - brownfield land recycling through planting, with the advantage of not sterilising the land from future development potential
 - climate change mitigation through carbon sequestration and maintenance
 - climate change adaptation via sustainable flood and catchment management
 - biomass woodfuel production
 - windfarm developments
 - diversification of the agricultural economy through farm woodlands
 - biodiversity and integrated habitat delivery.
- 4.50** Forestry is now a city-region multi-dimensional issue and not just a commercial rural operation. It is fundamentally linked to the delivery of the Glasgow and Clyde Valley and Central Scotland Green Networks, whose foundations address many of the above roles. Forestry and woodland and green infrastructure are therefore intertwined at the city-region scale.
- 4.51** Forestry has a fundamental and significant contribution to make to the city-region's economy. In order to address these multiple roles and to reconcile tensions between forestry and woodland, and competing land-uses, the *Glasgow and the Clyde Valley Forestry and Woodland Framework Strategy (FWS)* has been developed [[Background Report 9](#)]. The FWS will inform and guide key stakeholders, in particular Forestry Commission Scotland, as to the future role and potential of forestry and woodland in the city-region, including decisions on new planting, investment programmes and grant support.
- 4.52** **Diagram 14**, taken from the FWS, illustrates the priority locations for woodland management and expansion to meet these multiple strategic demands. Delivery of woodland creation and expansion within this spatial structure is central to the development of a sustainable future and to minimising the city-region's carbon footprint. The Preferred (Urban Fringe) area in **Diagram 14** is used to highlight the great opportunity for public benefit from any woodland expansion close to settlements but does not infer blanket suitability of this area for woodland, or necessarily exclude other uses.

Diagram 14

Forestry and Woodland spatial framework



Natural Resources

4.53 In sustainability terms, it is important to minimise long distance imports of natural resources, whether from Scottish or UK sources or from international sources. As such, the SDP adopts the concept of local supply in terms of its strategic planning for natural resources. The following sections are therefore focused upon developing the city-region's indigenous natural resources in order to support its long-term sustainable economic growth from local sources [[Background Reports 9](#) and [10](#)].

Biomass Woodfuel Production

4.54 One of the components of the FWS which carries particular significance to the city-region in terms of a low carbon economy is that relating to biomass woodfuel production. It is anticipated that the launch of the UK Government's Renewable Heat Incentive for commercial scale woodfuel power production in 2011 and for domestic production in 2012 will provide further stimulus to an already developing market and the need for indigenous supply to obviate the need for large-scale imports will become more pressing.

4.55 The city-region has significant areas of both vacant and derelict land and under-used land with little medium- to long-term potential for development. Initial estimates suggest that over 3,800 hectares of such land have the potential for biomass production with an associated income to land-owners. [Diagram 14](#) illustrates areas of search around the fringes of the urban areas for such potential. Development of this potential has the opportunity to

- meet a known and growing economic demand
- bring into production under-used land
- provide an income stream but not sterilise land from other development uses in the medium and longer-terms as market conditions evolve
- provide temporary greening as part of the Green Network.

Surface Coal

4.56 Whilst the Spatial Vision looks forward to a low carbon future and long-term decarbonisation of the energy grids, in the absence of a nuclear option in Scotland, there remains an issue regarding how to secure base-load energy supplies. In the Scottish context coal-fired power stations will remain central to the base-load issue. Rapid developments in carbon capture and storage will address the carbon reduction requirement of such power stations.

4.57 It is against this background that there will be a continued coal future for power production. If Scotland is to avoid unsustainable levels of coal imports from international sources, a continued indigenous supply is necessary.

4.58 Current operational sites for surface coal extraction in the city-region have consents that lapse by 2018. There is therefore a requirement to maintain a rolling programme of operations throughout the plan period to 2035.

4.59 Areas of search can provide the spatial framework for the consideration of this requirement. The broad areas, indicated on [Diagram 15](#), provide a basis for local planning authorities to address the issue through their LDPs. The detailed methodology and approach to be adopted is a matter to be determined at the detailed local development planning stage by individual local planning authorities.

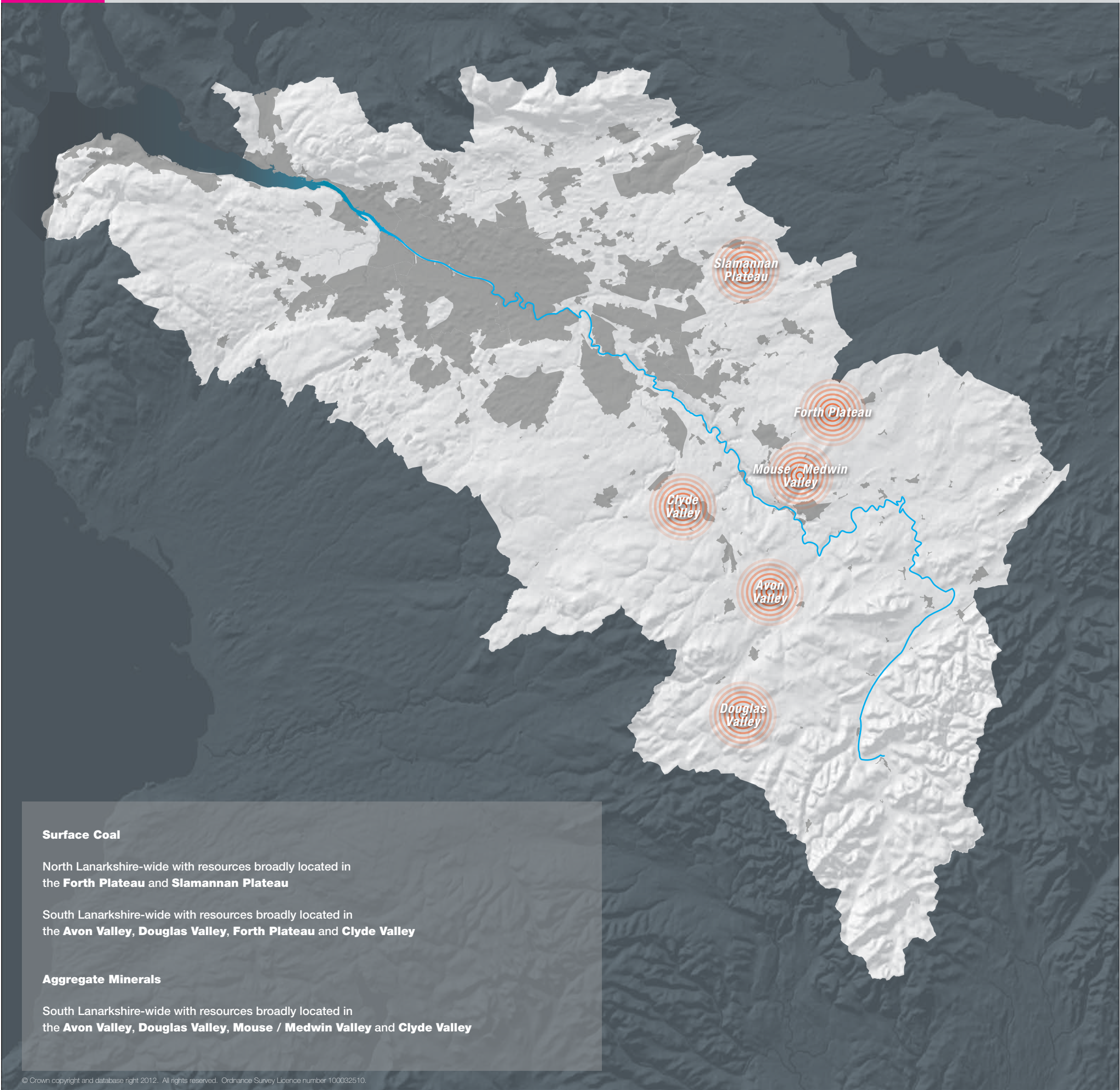
Aggregate Minerals

4.60 Aggregate minerals, both hard rock and sand and gravel, are essential to sustainable economic growth and development of the city-region. Within the plan period to 2035, there are sufficient hard-rock operational reserves to meet demand; however, consented reserves of sand gravels are constrained beyond the first ten year period of the SDS into the longer-term, post-2021. As a result additional locations will be required across the city-region to ensure that distances from source to market are, where possible, reduced.

4.61 Areas of search can provide the spatial framework for the consideration of this requirement. The detailed methodology and approach to be adopted is a matter to be determined at the detailed local development planning stage by individual local planning authorities.

4.62 [Diagram 15](#) outlines broad search areas for such resources so as to provide a strategic spatial context for more detailed local development planning.

Diagram 15 Minerals: broad areas of search



4

Spatial Development Strategy

Spatial Framework 2

Environmental action

Wind Energy

4.63 The city-region is characterised by significant potential for onshore wind energy development. Given the context of a low carbon future and the need to decarbonise and green the power grid [Background Report 11] against a context of emissions reduction targets, yet also seeking to protect important natural environments, the SDP adopts the approach of defining search areas for wind farm developments. **Diagram 16** has been derived by mapping significant constraints, namely: international and national designations; windfarms of 20MW or over which are existing, consented or at planning application stage; Green Belt; 2-kilometre-wide buffers around settlements; and Regional Scenic Areas (Kilpatrick Hills, Campsie Fells and Kilsyth Hills). It illustrates the areas of search so as to provide a strategic spatial framework for more detailed local development planning. In their refinement of this strategy, local authorities are required, among other things, to distinguish those areas outwith the broad areas of search which require significant protection from those with potential constraints.

STRATEGY SUPPORT MEASURE

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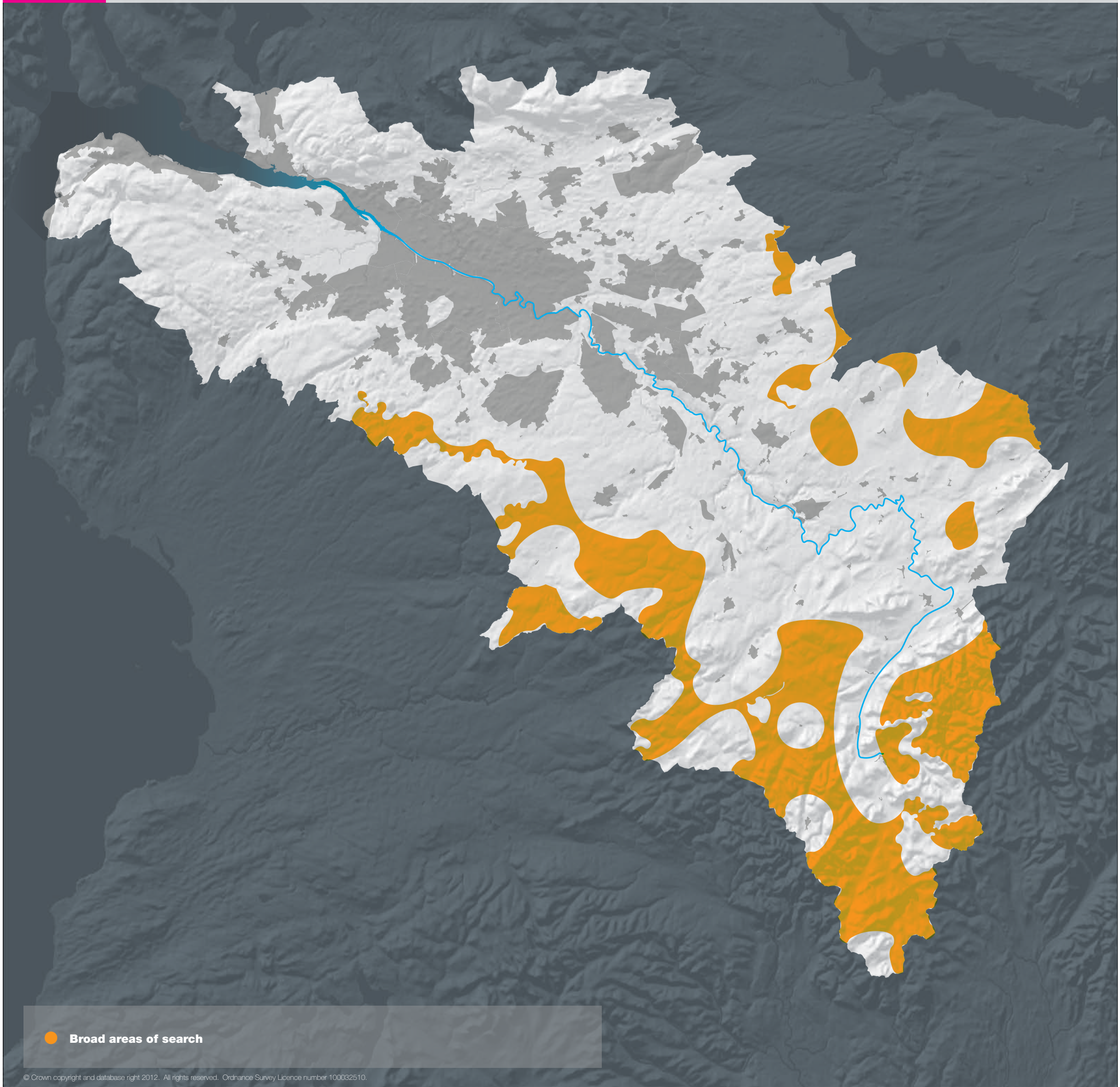
Natural resources planning

Low carbon economic growth requires that indigenous supplies of natural resources continue to be developed and that, where feasible, a phased programme of development be established through the life of the plan.

Broad areas of search for surface coals, sand and gravel aggregate, biomass wood-fuel production and wind energy have been outlined in the Spatial Development Strategy and it will be for Local Development Plans to take forward the refinement of these areas to establish their long-term potential.

Diagram 16

Wind energy: broad areas of search



4

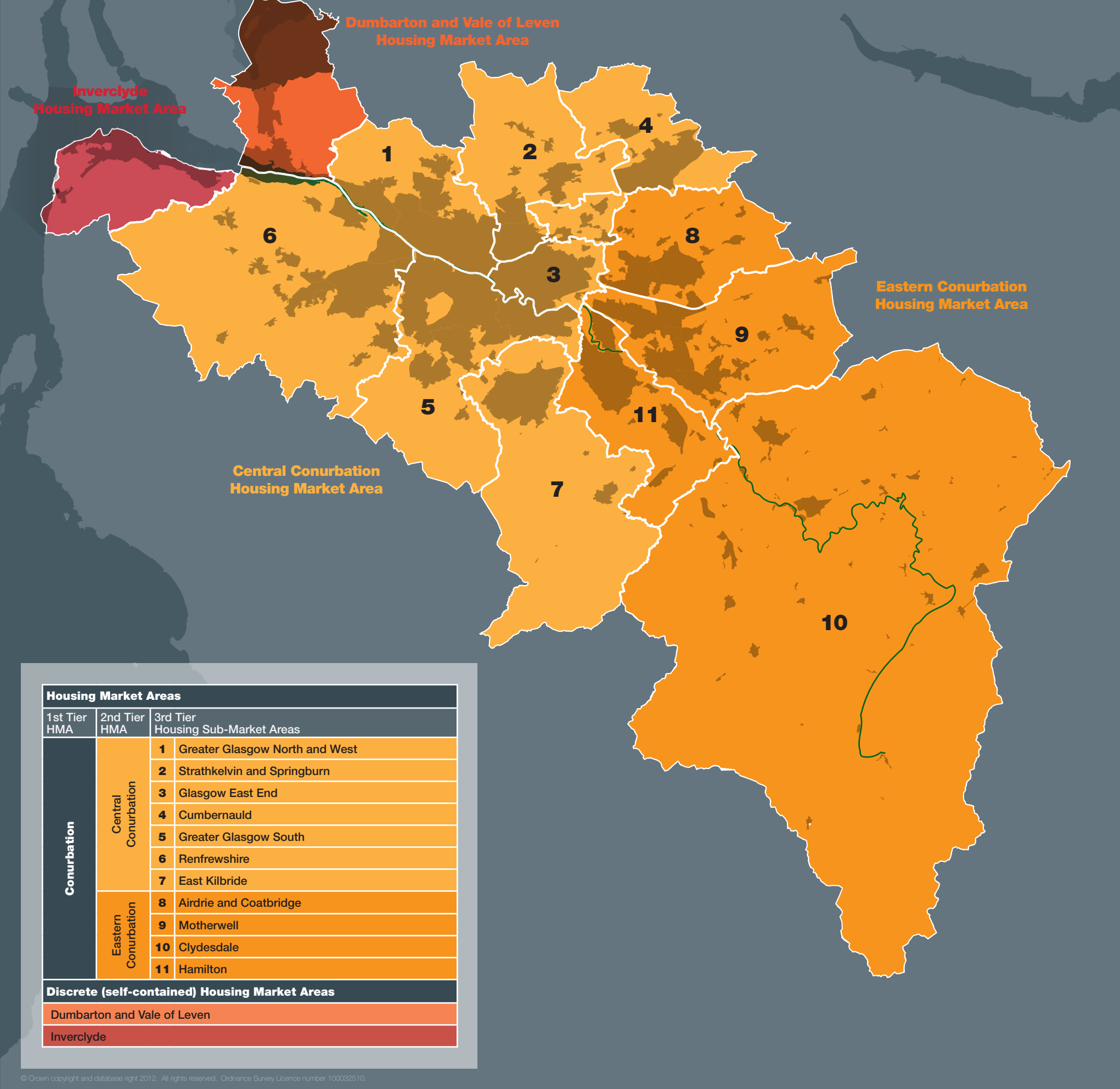
Spatial Development Strategy

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Sustainable communities

Introduction	Housing	Assessment Periods
<p>4.64 The city-region’s future economic growth and its quality-of-life offer to its population require basic demands and needs, such as housing and shopping facilities to be easily accessible and of good quality. The SDS with its emphasis upon minimising the footprint of the built fabric of the city-region requires that these needs and demands be met in the most sustainably accessible locations. By their nature, these locations are predominantly brownfield, rather than greenfield.</p>	<p>4.65 The long-term strategic planning of housing in the city-region has been prepared under the auspices of the Scottish Government’s Housing Need and Demand Assessment (HNDA, Background Report 12), which addresses all housing tenures. The demographic scenario adopted for the SDP (refer Section 2), founded on higher migration into the city-region, projects a level of household growth greater than that projected by the Scottish Government’s National Records of Scotland (NRS).</p> <p>4.66 A requirement of the HNDA is that the projection of households is tenured. Because the main tenures: <i>private sector</i> (owner-occupied and private rented) and <i>affordable sector</i> (currently predominantly social rented), have different geographies, the former based on a Housing Market Area (HMA) framework, Diagram 17, the latter upon local authority boundaries, different methods of assessment have been required for each sector.</p>	<p>4.67 Two affordability assumptions have been applied to the household projections, <i>high</i> - which assumes households are willing to spend a higher proportion of their income to meet their housing requirements, resulting in a larger private sector and <i>low</i> - which assumes a lower level of spend and therefore a larger affordable sector. The adoption of both assumptions separately for the two main sectors across the city-region authorities has resulted in an element of overlap when the projected households in each sector are totalled.</p> <p>4.68 The HNDA also explores the potential for <i>intermediate housing</i>. There is limited evidence upon which to base sound forecasts of its future size, and for the purposes of the SDP, it is identified as subsidised low cost home ownership</p> <p>4.69 The HNDA includes the full scale of current (or backlog) housing need, distributing this between the private and affordable sectors, based upon the application of an affordability assessment. The Scottish Government’s HNDA guidance requires Local Housing Strategies (LHS) to address this backlog over ten years, effectively front-loading the projection of household needs over the SDP projection period. There is also evidence to suggest an overlap between assessed needs and the household projections. This represents an element of flexibility in the HNDA.</p> <p>4.70 The assessment of the requirement for additional land, beyond that currently identified, for the private sector covers two time periods: 2009-2020 and 2020-2025. These periods are in accordance with SPP, the SDP provision being for years seven (2020) and twelve (2025), assuming SDP approval in 2013. These periods align with the anticipated adoption of LDPs by 2015, ensuring both that a five years' effective housing land supply is maintained throughout the period up to 2020, and that these plans' housing land allocations also allow for a longer term supply up to 2025. The assessment of need for the affordable sector is provided for the same time periods as the private sector, but also for the period to 2016 for LHS purposes.</p>

Diagram 17 Housing Market Areas



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

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4 Spatial Development Strategy

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Flexibility in the HNDA Approach

4.71 Flexibility is built into the HNDA by incorporating backlog need over and above household projections, and discounting the contribution to supply from windfall sites. These factors have helped the Authority to conclude that it has identified a generous land supply to meet projected demand for private sector housing, whilst the position for the assessed need for affordable housing, including the intermediate sector, will be confirmed by the constituent local authorities through their LHSs and LDPs.

Strategic Approach

4.72 The SDS which underpins the SDP requires priority to be given to the recycling of urban land by using brownfield in preference to greenfield sites in the provision of future housing. Considerable scope exists to alter market perceptions and promote sustainable mixed communities in renewal and regeneration areas, by providing housing in a range of types, sizes and tenures. The planned development of the Community Growth Areas is also intended to deliver sustainable communities, although mainly on greenfield sites.

Private Sector

4.73 Private sector housing requirements for the city-region, by its constituent local authorities and by HMAs, **Diagram 17**, and the estimated scale of new house-building required, to 2020 and 2025, are set out in **Schedules 6, 7, 8 and 9**.

4.74 In accordance with HNDA Guidance, these housing requirements have been assessed by comparing the projected demand with projected supply at HMA level, to ensure account is taken of both local and mobile demand across local authority boundaries and the city-region. This is the foundation for strategic planning of housing for the private sector in the city-region.

4.75 Supply is based on the 2009 Housing Land Audit (HLA) (prepared in accordance with SPP and programmed in liaison with Homes for Scotland, taking into account the economic downturn) and the Urban Capacity Study (UCS) 2009 [**Background Report 13**]. This includes the Community Growth Areas (**Schedule 1** on **Diagram 10**). **Schedules 8 and 9** show that there may be sufficient land from these combined sources to meet demand in this sector both to 2020 and to 2025. This preliminary conclusion will be subject to the detailed assessment of all sites to be allocated in LDPs. The requirements shown in **Schedules 6 and 7**, and also reflected in **Schedule 11A**, supersede the approved 2006 Joint Structure Plan.

4.76 Whilst the appropriate geography to consider private sector housing requirements is at HMA level, the SPP requires the assessment to be set out at a local authority level for the purposes of establishing a housing supply target in LHSs and for its translation into LDPs. The number of additional private sector house completions required in each local authority area is set out in **Schedule 7**. This is derived from the comparison of private sector supply and demand for each housing market area set out in **Schedules 8 and 9**, and takes account of shortfalls and surpluses identified there. The requirements set out in **Schedule 7** for the private sector are to be met through housing land allocations in LDPs in accordance with the all-tenure housing requirements identified indicatively in **Schedule 11A**.

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Schedule 6
Private Sector Housing Requirements,
2009 to 2025, GCV Area

GCV Area	2009-25
Net new housing completions required	97,000
Total planned completions	108,000
Comparison of requirements and completions	11,000 (surplus)
Average annual completions required to 2025	6,000

Note:
Based on Planning Scenario / High Affordability, including Lower Estimate of Backlog Need.

Figures subject to rounding.

Schedule 7
Estimated Private Sector New Build,
2009 to 2025, by Local Authority

Local Authority	Estimated Net New Completions to meet Projected Demand		
	2009-20	2020-25	2009-25
East Dunbartonshire	2,700	400	3,100
East Renfrewshire	2,200	300	2,500
Glasgow City	25,400	10,000	35,400
Inverclyde	1,400	100	1,500
North Lanarkshire	15,200	6,400	21,600
Renfrewshire	8,300	2,700	11,000
South Lanarkshire	15,800	2,500	18,300
West Dunbartonshire	2,800	1,200	4,000
GCV total	73,800	23,600	97,400

Notes:
Based on Planning Scenario / High Affordability, including Lower Estimate of Backlog Need (2009-19).

Private sector figures are assessed in the Housing Market Area system.

The results have been approximated to provide LA level figures.

Housing Market Area outcomes to 2020 and 2025

4.77 Planning for sustainable housing locations across the city region requires the assessment to take account of household mobility, which recognises established housing market areas. This is outlined in [Schedules 8](#) and [9](#). On this preliminary and indicative basis, existing sites already identified in housing land audits together with new sites identified through the Urban Capacity Study may be sufficient to meet all private sector housing requirements up to 2025 across all HMAs. However, local authorities will be required to demonstrate that the sites to be allocated in their LDPs are capable of proving effective in delivering the required housing completions in the relevant periods, and will maintain the availability of a five years' effective housing land supply throughout. This will ensure the provision of a sufficiently generous housing land supply for the private sector to meet the identified housing requirements, both to 2020 and to 2025.

4

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Schedule 8

Preliminary and Indicative Comparison of Private Sector Supply and Demand, 2009 to 2020, Housing Market Areas

Stage 1				
Sub-Market Area	Locally Targeted Demand at 2020	Effective Stock at 2020	Local Shortfall	Local Surplus
Greater Glasgow North and West	101,200	104,600	0	3,400
Strathkelvin and Springburn	33,300	36,200	0	2,900
Glasgow East	41,000	45,800	0	4,800
Cumbernauld	32,000	33,300	0	1,300
Greater Glasgow South	127,700	129,400	0	1,700
Renfrewshire	72,000	79,800	0	7,800
East Kilbride	35,400	36,600	0	1,200
Central Conurbation	442,600	465,700	0	23,100
Airdrie and Coatbridge	34,100	36,000	0	1,900
Motherwell	47,150	50,300	0	3,150
Hamilton	39,150	40,700	0	1,550
Clydesdale	22,800	24,400	0	1,600
Eastern Conurbation	143,200	151,400	0	8,200
Stage 2				
2nd Tier Market Area	Mobile Demand at 2020	Local Surpluses at 2020 (from Stage 1)	Mobile Shortfall	Mobile Surplus
Central Conurbation	22,350	23,100	0	750
Eastern Conurbation	5,700	8,200	0	2,500
	28,050	31,300	0	3,250
Stage 3				
1st Tier Market Area	Mobile Demand at 2020	Mobile Surplus at 2020 (from Stage 2)	Mobile Shortfall	Mobile Surplus
Conurbation	3,350	3,250	100	0
Individual HMA	Demand at 2020	Effective Stock at 2020	Shortfall	Surplus
Dumbarton and Vale of Leven	16,400	17,400	0	1,000
Inverclyde	26,500	28,300	0	1,800

Note: Based on Planning Scenario / High Affordability, including Lower Estimate of Backlog Need

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Schedule 9

Preliminary and Indicative Comparison of Private Sector Supply and Demand, 2009 to 2025, Housing Market Areas

Stage 1				
Sub-Market Area	Locally Targeted Demand at 2025	Effective Stock at 2025	Local Shortfall	Local Surplus
Greater Glasgow North and West	105,800	111,250	0	5,450
Strathkelvin and Springburn	34,200	38,550	0	4,350
Glasgow East	43,400	51,200	0	7,800
Cumbernauld	33,650	34,900	0	1,250
Greater Glasgow South	134,150	135,600	0	1,450
Renfrewshire	73,850	83,200	0	9,350
East Kilbride	37,300	37,550	0	250
Central Conurbation	462,350	492,250	0	29,900
Airdrie and Coatbridge	36,000	38,200	0	2,200
Motherwell	49,700	55,000	0	5,300
Hamilton	41,300	42,100	0	800
Clydesdale	24,000	24,600	0	600
Eastern Conurbation	151,000	159,900	0	8,900
Stage 2				
2nd Tier Market Area	Mobile Demand at 2025	Local Surpluses at 2025 (from Stage 1)	Mobile Shortfall	Mobile Surplus
Central Conurbation	23,350	29,900	0	6,550
Eastern Conurbation	6,000	8,900	0	2,900
	29,350	38,800	0	9,450
Stage 3				
1st Tier Market Area	Mobile Demand at 2025	Mobile Surplus at 2025 (from Stage 2)	Mobile Shortfall	Mobile Surplus
Conurbation	3,550	9,450	0	5,900
Individual HMA	Demand at 2025	Effective Stock at 2025	Shortfall	Surplus
Dumbarton and Vale of Leven	16,900	18,450	0	1,550
Inverclyde	26,700	29,850	0	3,150

Note: Based on Planning Scenario / High Affordability, including Lower Estimate of Backlog Need

Commentary

Affordable Sector

4.78 A significant factor in the increasing surplus of stock over demand projected between 2020 and 2025 is the impact of Backlog Need. In accordance with HNDA guidance, it is assumed that Backlog Need should be met over a ten-year period, from 2009 to 2019. Consequently, the level of completions required to meet both the increase in demand and Backlog Need by 2020 is significantly higher than the completions required to meet demand only in the subsequent period 2020-2025. This assessment will be monitored every two years and fully reviewed in five years time in advance of the next SDP.

4.79 The Affordable sector comprises both social-rented housing and the more limited component of intermediate housing, *ie*, low cost home ownership (LCHO). The appropriate geography for the comparison of need and supply in the Affordable sector is the local authority area, and for LHS purposes, LA sub-areas. The affordable sector has been assessed using a low affordability assumption. However, local authorities can make a case in their LHS for adopting the higher affordability assumption. [Schedule 10](#) sets out the housing needs for the Affordable sector to 2016, 2020 and 2025.

4.80 A number of factors have to be taken into account in interpreting [Schedule 10](#). As indicated, the overall level of housing need includes addressing Backlog Need over the years 2009-2019, hence the tailing-off into the longer term to 2025. Importantly, this housing need does not directly translate into a new house building requirement for affordable housing. Local authorities, through their LHSs, will determine appropriate housing supply targets to be met in their LDPs, taking into account the range of housing needs and available resources together with other forms of housing provision, including conversion, subdivision and the use of empty properties, and other policy interventions, such as adaptations and the management of lettings. Local authorities will also be able to make allowance for circumstances where local authority level results may mask variations (shortfall or surplus) at sub-area level.

4.81 Despite these qualifications which are an important part of the HNDA, the results show a larger potential shortfall in the Affordable sector across the city-region (with significant variations between local authorities) than previously understood. What is clear is that the direction of travel towards identifying a shortfall in this sector is reasonable, particularly in the context of current economic circumstances, and short / medium term forecasts for the economy and housing market. Another consideration is the need to continue to address poor quality and unpopular housing in some local authorities, including those without an identified shortfall. This may be achieved through reprovion and new build housing of a type and quality which is actively sought after, resulting in more sustainable and healthier living environments.

4.82 There is therefore a requirement for further testing against more detailed information at the LHS and LDP level in order for local authorities to reflect more clearly on their individual housing needs, and to take forward the realities of actual available funding and the resources for delivery within this sector. This situation particularly applies to Glasgow where the local authority will need to consider the complexities of the city's housing market and its household characteristics, and take forward the recorded local evidence and the issues associated with the deliverability of affordable housing.

4

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Schedule 10
Affordable Sector Housing Needs at 2016, 2020 and 2025, by Local Authority

Local Authority	Estimated Shortfall 2008-16	Estimated Shortfall 2016-20	Estimated Shortfall 2020-25	Estimated Shortfall 2008-25 *
East Dunbartonshire	4,400	2,000	1,200	7,600
East Renfrewshire	2,000	1,000	200	3,200
Glasgow City	30,800	15,300	9,900	56,000
Inverclyde	2,600	1,200	100	3,900
North Lanarkshire	0	0	0	0
Renfrewshire	700	100	0	0
South Lanarkshire	9,000	4,300	1,300	14,600
West Dunbartonshire	0	0	0	0
GCV total	49,000	24,000	12,000	85,000

Notes: based on Planning Scenario / Low Affordability; Backlog Need is included for the years 2009-19

The assessment in this table includes estimates of planned Intermediate supply and assumes that shortfalls / surpluses are contained within an LA boundary. The LA totals may mask shortfalls / surpluses at LA sub-area level, including in those authorities recording no shortfall.

* The 2008-25 shortfall totals may be less than the sum of the shortfalls of the three periods (2008-16, 2016-20 and 2020-25), as any surplus in one of the three periods may reduce the 2008-25 shortfall.

4

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Potential Intermediate Sector

- 4.83

The Intermediate sector is a subset of the affordable sector. Therefore, it is expressed as a potential sector due to its dependence upon public subsidy and upon households' access to finance, as well as continuing uncertainty over both the likely level of demand for its products and the range of constraints affecting future supply. Its potential will be greatly influenced by the level of subsidy made available through Scottish Government funding. Its future role will be determined by factors such as affordability and access issues. Using the two affordability assumptions, both high and low, the likely impact has been assessed and ranges from making a zero contribution up to a potential maximum.
- 4.84

Given the considerable flexibility built into the HNDA, it would be inappropriate therefore, to allocate additional land for the maximum potential scale of intermediate housing, particularly given the above uncertainties and surpluses in the private sector. This is an important consideration given that it has been assumed that all intermediate housing will be met within each local authority, whilst households may be more mobile in this sector. [Schedule 11](#) illustrates the potential maximum scale of the intermediate sector for the city-region and the corresponding estimates for local authorities.

Schedule 11
Maximum Potential of Intermediate Housing,
2008 to 2025, by Local Authority

Maximum Potential Contribution of Intermediate Housing to Meeting Affordable Housing Needs (a subset of the Affordable Sector)				
Local Authority	2008-16 Max	2016-20 Max	2020-25 Max	2008-25 Max
East Dunbartonshire	1,500	700	400	2,600
East Renfrewshire	800	400	100	1,300
Glasgow City	3,400	1,700	1,100	6,200
Inverclyde	1,800	700	100	2,600
North Lanarkshire	0	0	0	0
Renfrewshire	400	100	0	0
South Lanarkshire	5,600	2,700	800	9,100
West Dunbartonshire	0	0	0	0
GCV total	13,500	6,000	2,500	22,000

Notes:
Based on Planning Scenario / Low Affordability

The Potential Intermediate sector has been calculated taking the percentage low cost home ownership share modelled by Tribal for new households (*ie*, those households in the affordable sector who could potentially access LCHO products as a share of the Affordable sector) and applying this percentage to Affordable sector housing needs.

Backlog Need is noted in [Schedule 9](#).

GCV totals are rounded.

The Affordable sector requirement includes Intermediate supply, sourced from 2009 HLA and UCS.

Caution should be applied to the estimates of the Potential Intermediate Sector due to the limited information available for this sector. Therefore, the maximum potential indicated for intermediate housing does not directly translate to a requirement for new build housing.

Local authorities with a surplus, *ie*, zero affordable housing requirement, may still have a requirement for intermediate housing at LA sub-area level, or wish to encourage the growth of this sector.

4

Spatial Development Strategy

Spatial Framework 3

Sustainable communities

Schedule 11A
Indicative All-Tenure Housing Requirement,
2008/09 to 2025, by Local Authority

Indicative All-Tenure Housing Requirement			
Local Authority	2008/09-20	2020-25	2008/09-25
East Dunbartonshire	9,100	1,600	10,700
East Renfrewshire	5,200	500	5,700
Glasgow City	71,500	19,900	91,400
Inverclyde	5,200	200	5,400
North Lanarkshire	15,200	6,400	21,600
Renfrewshire	9,100	2,700	11,800
South Lanarkshire	29,100	3,800	32,900
West Dunbartonshire	2,800	1,200	4,000
GCV total	147,200	36,300	183,500

Notes:
The figures in each column for each local authority area are derived by adding the relevant figures from [Schedules 7](#) and [10](#).

Indicative All-Tenure Housing Requirement and Local Authority Flexibility

4.85 The indicative all-tenure housing requirement set out in [Schedule 11A](#) reflects the information set out in [Schedules 7](#) and [10](#). The figures in [Schedule 11A](#) aggregate, for each local authority area and for the periods to 2020 and then to 2025, both the estimated number of net new private sector completions required to meet projected demand and the estimates for affordable sector housing needs.

4 Spatial Development Strategy

Spatial Framework 3

Sustainable communities

Indicative All-Tenure Housing Requirement and Local Authority Flexibility

- 4.86** Schedules 7 and 10 are both derived from the HNDA, but the figures require to be treated as indicative at this stage, as a number of important caveats apply to the results of the assessment. These require to be considered further in the preparation of each local authority's LHS and LDP, mainly because different methodologies were used for calculating private sector demand and affordable housing needs. In preparing its LDP to comply with this SDP, each planning authority should justify any variation from the indicative requirements set out in Schedule 11A.
- 4.86a** Such variations could be demonstrated from further analysis in relation to

 - the scale of Backlog Need and the rate at which it can be met
 - the scale of identified need for affordable housing
 - the likely availability of public subsidy
 - the capacity of private developers to deliver various forms of affordable housing
 - double-counting or under-counting arising from the use of inconsistent methodologies, including the different base dates of 2008 and 2009
 - the extent to which housing needs can be met without building new houses
 - the application of quota policies to secure affordable housing on a proportion of a private sector site
 - the identification of insurmountable infrastructure constraints
 - agreement of an adjoining authority to meet some of the identified housing needs or demands.
- 4.87** The strategic assessment of housing requirements has been undertaken in the knowledge that the range of assumptions employed in the HNDA has produced levels of need that requires further consideration against likely future funding and delivery issues. This requirement remains an important role for local authorities in their LHSs and LDPs. The degree of uncertainty in the current housing market, and in the availability of public subsidy, suggests that the constituent local authorities may require additional flexibility to plan for housing, particularly over the short term to 2020 in relation to the private sector, and to test further the policy implications of the outcomes for the Affordable sector.
- 4.88** It is anticipated that the provision of affordable housing, particularly low cost home ownership, will be met through established quota-style policies, supplementary guidance or other more innovative private sector or public-private delivery mechanisms. However it is also recognised that new housing provided in any tenure will contribute to meeting the overall housing requirement which has been identified across Glasgow and the Clyde Valley. Assumptions regarding the likely tenure of the provider should not impose artificial or unnecessary restrictions on new housing provision.

4

Spatial Development Strategy

Spatial Framework 3

Sustainable communities

Indicative All-Tenure Housing Requirement and Local Authority Flexibility

- 4.89

In [Schedules 8](#) and [9](#), the SDP has identified, on a preliminary and indicative basis, that sites identified through the Urban Capacity Study, in addition to the existing effective housing land supply, may be sufficient to meet private sector housing demand for the period to 2025.
- 4.90

However, LDPs should seek to ensure that a five years' effective housing land supply is maintained at all times throughout their plan periods, and are required to demonstrate that the sites which they propose to allocate are likely to be capable of delivering the identified housing requirement for the relevant plan periods across all tenures.
- 4.91

SPP requires, in areas such as Glasgow and the Clyde Valley where there is a SDP, that LDPs should allocate land on a range of sites which is effective or capable of becoming effective to meet the housing land requirement up to year 10 from the predicted year of adoption, ensuring a minimum of five years effective land supply at all times.
- 4.92

LDPs in Glasgow and the Clyde Valley should therefore allocate sufficient land which is effective, or likely to be capable of becoming effective, so as to deliver the scale of house completions required across all tenures both in the period to 2020, and from 2020 to 2025.
- 4.93

This will help to ensure that at 2020, there will still be a five years' effective housing land supply for the period 2020 to 2025. By doing so, the requirement of SPP for the provision of a generous allocation of housing land across all tenures can also be met.
- 4.94

This will require each local authority to test the likely effectiveness of any site which is to be allocated for housing development in relation to possible environmental and infrastructure constraints as well as other relevant criteria. This will apply not only to sites identified in the Urban Capacity Study, but also to others which are brought forward during preparation of the LDP.

STRATEGY SUPPORT MEASURE

10

Housing development and local flexibility

Local authorities should continue to audit their housing land supply in light of the prevailing housing market conditions and other changing circumstances, with a view to maintaining a five years' effective housing land supply across all tenures throughout the period to 2020.

This action is particularly relevant where a private sector contribution could address housing needs in the Affordable sector.

Where the supply needs to be augmented, priority should be given to bringing forward for earlier development any sites which have been allocated in the Local Development Plan for construction in the period 2020 to 2025.

If further sites are needed, their identification for release should be guided by

- *use of the criteria in **Diagram 4** to find the most suitable locations*
- *absence of insurmountable infrastructure constraints and availability of the necessary funding for any new infrastructure needed*
- *the site being of a scale which is capable of delivering its house completions in the next five years, and*
- *the vision and planning principles of both the Strategic Development Plan and the Local Development Plan.*

4

Spatial Development Strategy

Spatial Framework 3

Sustainable communities

Urban Centres

- 4.95

The SDS, with its focus on minimising carbon and development footprints through sustainability principles, requires a focus on the city-region’s existing communities and their regeneration and renewal. Fundamental to such an approach are the future of urban centres. These are at the heart of how the city-region functions, as the core of communities and which are generally more sustainably accessible by public transport [Background Report 14].
- 4.96

Urban centres support a diverse range of economic and social roles and functions. The traditional role of the urban centre is usually characterised by its retail and civic functions. However, the roles and functions of many urban centres are changing and evolving, as retail market demand and trends in society change. Centres are now multi-dimensional in nature and almost all offer common services and functions. The balance between these multiple roles differs and results in each individual centre possessing a range of different dominant roles.
- 4.97

The dominant roles can be viewed as a reflection of size, catchment population and distance and the diversity of their services, such as

 - national and city-region economy: Glasgow City Centre
 - regeneration, eg, Braehead, Easterhouse, Ravenscraig
 - governance and civic, eg, Airdrie, Barrhead, Kirkintilloch, Paisley
 - employment and business, eg, Hamilton, East Kilbride, Greenock
 - retail, eg, Glasgow City Centre, Pollok, Braehead
 - leisure and tourism, eg, Byres Road
 - market town, eg, Lanark.
- 4.98

Some urban centres within the city-region, therefore, through scale, diversity, catchment and environment have taken on a more strategic role than others. Such centres possess, or should aim to possess, a balanced range of role and functions, eg, a retail role balanced by a leisure or cultural role. Underpinning this mix is accessibility by public and other sustainable transport modes and a key role as a public transport hub. The mix of roles and functions may give rise to further definitions that characterise the centre in strategic terms, eg, regional economic core, market town, regeneration catalyst, particularly following detailed consideration of their qualitative criteria. **Diagram 18** and **Schedule 12** identify a network of centres which, over the period to 2035, will be central to delivering the Spatial Vision through the SDS.

4

Spatial Development Strategy

Spatial Framework 3

Sustainable communities

Glasgow City Centre

- 4.99

Reflecting its focus as the employment, civic and cultural core of the city-region, the scale and reach of its catchment, its UK significance as a retail destination, its central accessibility by public transport modes, and its growing international role as a tourism destination, Glasgow City Centre is at the apex of the network, its strategic economic significance and diverse range of core functions setting it apart from all other urban centres. Its long-term future is fundamental to the economic well-being of the city-region and the SDS requires that its future is secured through continuing investment and modernisation.
- 4.100

The SDS will also need the City Centre’s fundamental strategic role to be safeguarded by the city-region’s authorities during the exercise of their development management function and provision is made in the SDP’s sustainability assessment (Diagram 4) to reflect that requirement.

Network of Strategic Centres

- 4.101

Under the sustainability-focused SDS, the wider network of strategic centres beyond the City Centre equally needs to be protected and enhanced, with a channelling of investment to secure their respective roles, improve their quality of offer, their diversity, their public realm and environment, and their continuing sustainable accessibility.
- 4.102

The process of evolution and change will continue as the balance of role and function changes between centres.
- 4.103

Many traditional town centres, through physical configuration, ownership and historic role and function, have been experiencing long-term decline as modern trends towards large floor-space retail units have resulted in the development of separate free-standing retail and commercial centres. If that decline, collectively a strategic issue for the city-region, is to be addressed, and the sustainable long-term future of traditional centres is to be secured, then active management measures need to be put in place by local authorities and centre managers. Radical and innovative management, new generation action plans, health checks and new funding models, need to be developed. In some instances, that need has already been identified.
- 4.104

On the other hand, in more modern urban centres, their diversity of offer may be limited, their focus overly balanced towards a single aspect of a centre’s role and function, their accessibility dominated by the private car, their public transport services less developed than in traditional centres and their public realm less developed. There is therefore equally a need to rebalance the offer of such centres to serve the wider needs of the communities that each serves. Equally in some instances, this deficiency is recognised and masterplans are coming forward to address the imbalance.
- 4.105

Schedule 12 lists the network of strategic centres, their challenges and the range of interventions that will be required to support their long-term roles and functions. Local authorities, through their respective LDPs and related action programmes, need to take forward the interventions outlined in the Schedule.

STRATEGY SUPPORT MEASURE

11

Network of Strategic Centres

Local Development Plans should be the primary vehicle for taking forward the management and development of the Network of Strategic Centres, in particular with provisions to arrest the decline of traditional town centres.

This planning should be in accordance with the principle (Diagram 4) of safeguarding and developing their key community role and diversity of function.

The long-term health and well-being of Glasgow City Centre is central to the Spatial Development Strategy and needs to be reflected in development management decisions of the local authorities.

4

Spatial Development Strategy

Spatial Framework 3

Sustainable communities

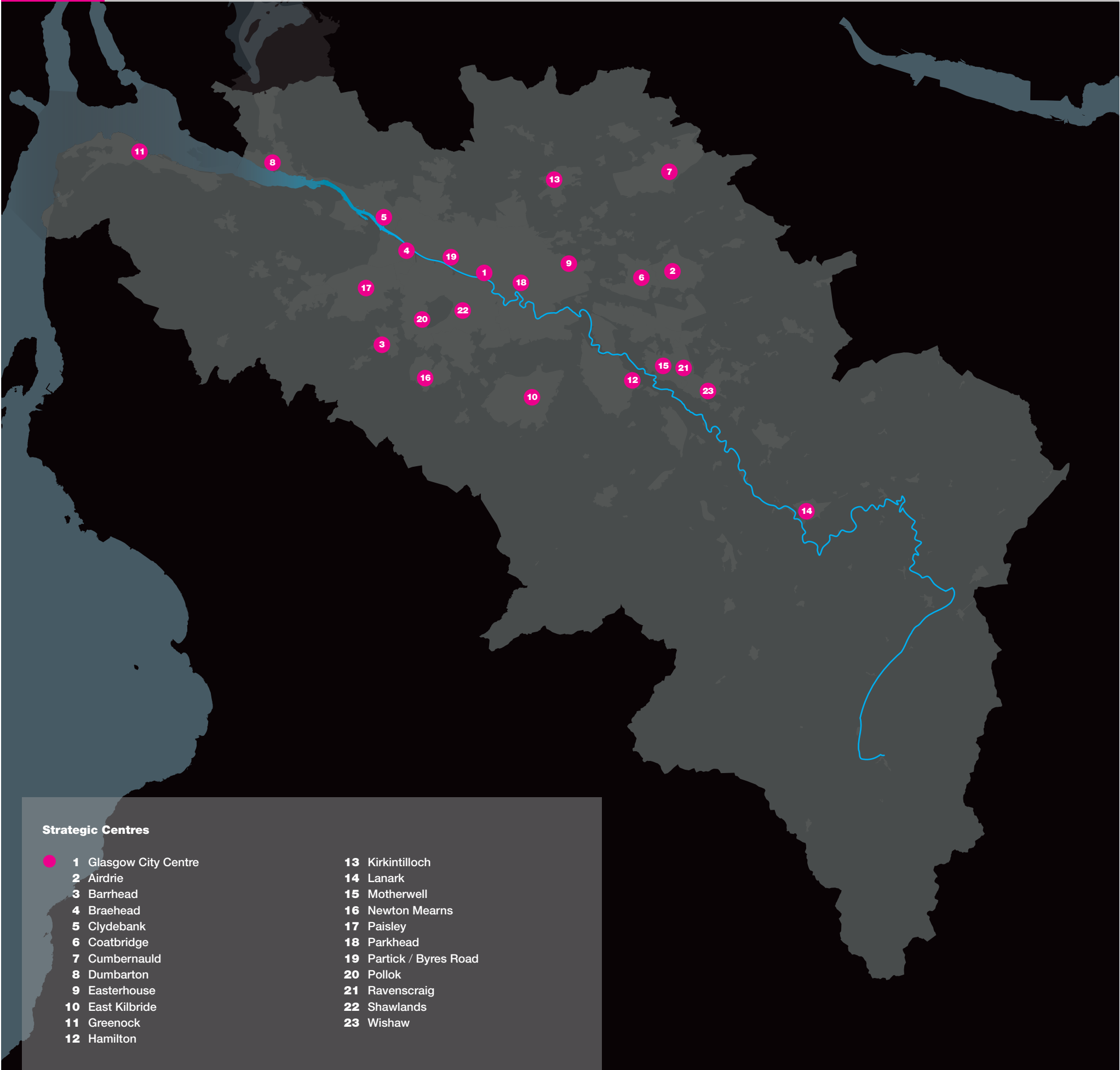
Schedule 12

Network of Strategic Centres: roles and functions; managing change

Strategic Centre	Current Planning Status / Dominant Roles and Function	Challenges	Future Actions *
1 Glasgow City Centre	The primary commercial and business centre in the city-region which combines a high quality retail offer with leisure and entertainment facilities of national importance and also a national transport hub and international tourist destination	Competition from other retail locations	Implement the City Centre Strategy Key measures include: improve range / quality of the retail offer promote accessibility by all modes of travel and improve public realm
2 Airdrie	Town centre with civic and community, employment and business	Retail contraction	Development of 2nd generation Town Centre Action Plan to pursue diversification and regeneration opportunities
3 Barrhead	Town centre with regeneration, civic and community, employment and business	Urban decline. Competition from car-borne retailing	Improve urban realm and retail offer
4 Braehead	Commercial centre with retail, leisure, commercial, employment and business	To diversify the roles and functions of the centre in support of the Clyde Waterfront regeneration initiative. To incorporate a range of functions including residential, civic, transport and leisure sectors, in order to maintain the sustainability of the centre and wider regeneration programme, thereby contributing to a Strategic Development Priority - Clyde Waterfront	Bring forward a masterplan for a further regeneration of the centre and wider environment
5 Clydebank	Town centre with retail, civic and community, leisure and entertainment, public transport hub, employment and business	Retail offer, expenditure leakage, mix of non-retail uses	Linkage to waterfront, promotion of development sites, new / improved public transport hub
6 Coatbridge	Town centre with civic and community, retail, employment and business	Retail contraction	Development of 2nd generation Town Centre Action Plan to pursue diversification and regeneration opportunities
7 Cumbernauld	Town centre with civic and community, employment, education, retail and business	Proximity to major retail centres	Development of 2nd generation Town Centre Action Plan to pursue diversification and regeneration opportunities
8 Dumbarton	Town centre with retail, civic and community, tourist and cultural, leisure and entertainment, employment and business	Retail offer, quality of environment, accessibility, town centre vacancies	Promotion of retail and residential development opportunities, new / refurbished retail floor-space, linkage to waterfront, improved accessibility
9 Easterhouse	Town centre with retail, civic and community and leisure	Poor linkage between different elements of the town centre	Seek to reconfigure land uses and promote movement within the town centre in line with Town Centre Action Plan
10 East Kilbride	Town centre with retail, civic and community, leisure, employment and business	Competition from other centres	Build upon existing catchment and public transport linkages. Assessment and review of retail offer to improve quality and level of provision
11 Greenock	Town centre with retail, civic and community, leisure, employment and business	Good accessibility but need to address effects of declining population and the quality of the environment	Further improve public realm and retail offer, including the complementary role of Port Glasgow
12 Hamilton	Town centre with retail, civic and community, leisure, employment and business	Competition from retail locations	Promote further urban realm and improve quality of retail offer
13 Kirkintilloch	Historic town centre with strong civic, community, cultural and visitor functions	Competition from larger retail locations	Opportunity to deliver regeneration - investment in the quality of the public realm; significantly improving the range and quality of the retail offer
14 Lanark	Town centre with civic and community, tourism and culture	Limited rural catchment and accessibility	Market town Improve accessibility
15 Motherwell	Town centre with retail, civic and community, leisure and business.	Retail contraction - proximity to strategic regeneration project (Ravenscraig)	Development of 2nd generation Town Centre Action Plan to pursue diversification and regeneration opportunities
16 Newton Mearns	Town centre with retail, civic and community	Limited scope for growth	Enhance and expand retail provision. Encourage other complementary Town Centre uses
17 Paisley	Town centre with retail, civic, community and leisure	Area regeneration and diversification - reinforce community role, residential and niche retail	Implementation of the approved Paisley Town Centre Action Plan through the Paisley Vision Board
18 Parkhead	Town centre with retail, leisure and entertainment, civic and community	Poor quality streetscape/shopping environment	Strengthen retail offer and improve quality of public realm through Townscape Heritage Initiative
19 Partick / Byres Road	Town centre with retail, leisure and entertainment, tourism and cultural	Lack of development opportunities for modern large scale retailers within the centre.	Manage the balance of retail and other town centre uses through regular health checks
20 Pollok	Town centre with retail, civic and community	Retail element predominantly accessed by car	Integrate community hub with high quality retail offer
21 Ravenscraig	Town centre regeneration, retail, education, leisure, employment and business	Extended timescale for delivery	Promote and support Ravenscraig Masterplan
22 Shawlands	Town centre with civic and community, leisure and entertainment	Competition from other retail locations	Develop the leisure / entertainment function and improve retail offer by attracting independent operators and niche retailers
23 Wishaw	Town centre with civic and community	Retail contraction - proximity to strategic regeneration project (Ravenscraig)	Development of 2nd generation Town Centre Action Plan to pursue diversification and regeneration opportunities

*Timescale of necessary action to be determined through Local Development Plan process.

Diagram 18 Network of Strategic Centres



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4 Spatial Development Strategy

Spatial Framework 4

Infrastructure

Introduction

4.106 The journey to a low carbon economic future and to sustainable growth will require the city-region to address the key infrastructure needs - energy, waste disposal and drainage. In order to effect a significant shift in approach and outcome, a new paradigm of clean, smart energy for urban and rural communities is required. This aspect is singularly the most important infrastructure component of the journey to a low carbon future and to achieving the scale of greening of the energy supply that underlies emission reduction targets.

Energy: Emissions and Energy Supply

4.107 In excess of 90% of the city-region's greenhouse gas emissions (GHG) relate to the conversion and consumption of carbon-based energy - electricity, petroleum, *etc.* More than two-thirds of emissions relate directly to the urban environments of the city-region, either from its current building fabric or through the transport that maintains its economy and mobility [[Background Report 6](#)].

4.108 The SDS, through its principal focus on the regeneration and renewal of the urban fabric and land resources, on its integration of land-use and sustainable transport modes, and on the general spatial model of increasing overall urban densities, is targeted directly at reducing these urban-based emissions. The scale of the potential retrofit of the urban fabric to meet emission reduction standards is strategic in scale and investment. The introduction and application of emissions-efficient building standards to new-build and renewed urban fabric will be a fundamental step in the process.

4.109 At the same time, there is a comprehensive strategic need to address energy supply, its raw materials and sources, and its usage rather than simply addressing emissions mitigation and adaptation. The Authority and its constituent local authorities have systematically modelled scenarios of the future energy picture in the city-region and its economy against the background of GHG emissions reduction targets. If European, UK and Scottish Government targets are to be met by 2050, the current energy paradigm must be changed to incorporate a fundamental decarbonising of the energy grid, either through direct replacement of carbon-based fuel sources with low or non-carbon alternatives and / or through carbon capture and storage (CCS) of emissions from carbon-based fuels.

4.110 The provisions of the SDP to identify areas of search for energy generation from wind and from biomass are part of that process of substitution of carbon-based fuels to non- or low carbon fuels.

Energy and a Paradigm Shift

4.111 The SDP predicates its strategy on centralised energy generation companies moving to implement the substitution of non-carbon fuels and carbon capture and storage technology, once beyond prototype, in order to decarbonise centrally generated energy. It recognises the need to diversify the energy generation mix and provide the strategic planning context for a low carbon future with both centralised and de-centralised energy supply in that mix.

4.112 However, the real potential for a paradigm shift lies in the built-up areas. The SDS and its compact city model provide a real opportunity to develop the potential of decarbonised local supply and its integration into the regeneration of the city-region's communities and into the CGAs at the development framework planning stage. The new paradigm would seek a local energy solution around a micro-generation basket of renewable energy, smart-grid technologies and integration with the current energy distribution networks, effectively reducing the current paradigm of the National Grid to a secondary back-up supply or base-load insurance in the event that the renewable resource is unable to supply such.

4.113 Pioneering studies and development of the smart-grid model have been led by *Sustainable Glasgow*, a partnership led by Glasgow City Council, including the private sector and the Scottish Government. **Diagram 10** maps out the areas of key potential for this approach in line with the overall strategic approach to carbon reduction and urban regeneration.

4.114 The scale of the potential, the range of effective micro-generation and local energy supply options and the varying sub-regional and community contexts demands a structured and systematic approach to the issue.

4.115 This approach needs to address three basic stages for any community

- a structured analysis, “energy - carbon masterplanning”, based upon clear data of its energy and heat demand and need, an understanding of its energy consumption and of credible local generation options appropriate to its economic and social context
- an evaluation of low carbon technology options to arrive at a tailored solution
- clear areas of action with indicative solutions and community agreements.

STRATEGY SUPPORT MEASURE

12

Energy and a new low carbon paradigm

In order to achieve a paradigm shift in energy generation and consumption to meet a low or decarbonised future, a structured approach “Energy - Carbon Masterplanning” could be adopted in Local Development Plans when taking forward the core components of the Spatial Development Strategy model, including Community Growth Areas (Diagram 10).

This approach needs a partnership with power utility companies to develop tailored energy solutions for the communities concerned.

4

Spatial Development Strategy
Spatial Framework 4
Infrastructure

Waste

- 4.116

The Scottish Government’s *Zero Waste Plan (ZWP)* sets out its vision for a zero waste society by focusing on a waste hierarchy with a target of 70% recycling and a maximum 5% to landfill for all Scotland’s waste by 2025. The SDP recognises waste as an economic resource which can support its vision, including as a source of energy production as well as supporting through Strategy Support Measure 13 the re-use of waste heat.
- 4.117

Within the SDP area, the ZWP states that additional operational waste management infrastructure capacity is required by 2025 for 810,000 tonnes for recycling and source segregated organic wastes for composting and anaerobic digestion and 1.15 million tonnes for treating unsorted wastes (*ZWP, 2011, Annex B Regional Capacity Table*). Meeting these targets and the actions required by the ZWP will require the development of additional waste management facilities in the SDP area.

- 4.118

In support of Annex B, the Authority and its constituent local authorities will work together to develop an integrated network of waste management facilities. As a matter of priority, the Authority will consider potential joint working mechanisms to support the delivery of such facilities to meet the capacity requirements set out in the ZWP by 2025.
- 4.119

The targets for the SDP as set out in the ZWP will be updated annually by SEPA recognising that the technologies and best practice in the design and operation of waste management facilities are constantly evolving and that this will be kept under review by the SDP.

Landfill

- 4.120

The SDP recognises that, even with high recycling targets, there will be wastes from which no further value can be recovered and which will require to be put to landfill. A requirement for a ten-year rolling capacity for landfill has been set by the Scottish Government; however, it is recognised that this will reduce over time in order to achieve the long-term ZWP target of a maximum of 5% to landfill by 2025. The ten year rolling landfill capacity requirement for the SDP area is 23 million tonnes (*ZWP, 2011, Annex B Regional Capacity Table*).
- 4.121

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

STRATEGY SUPPORT MEASURE

13

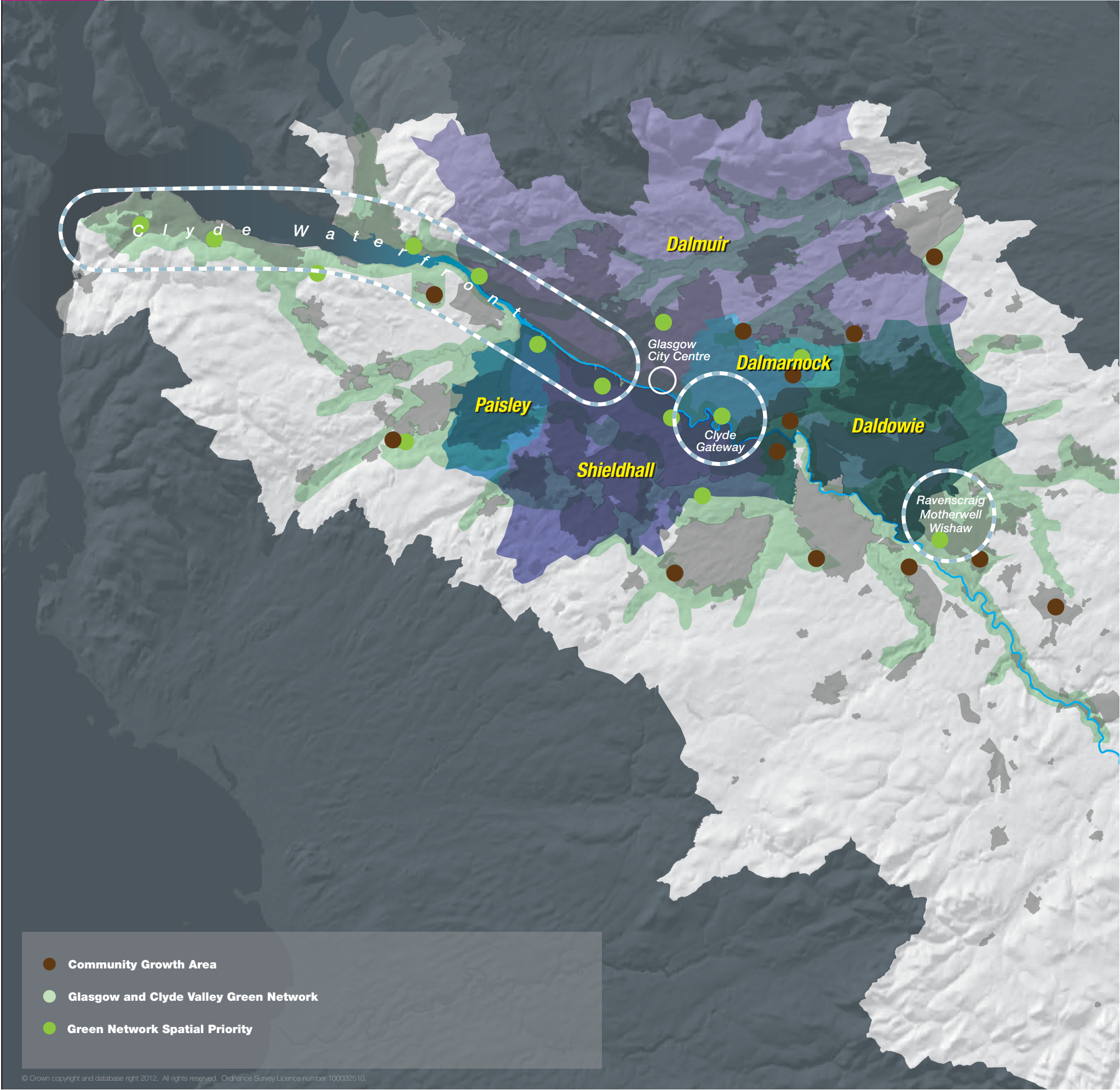
Zero waste and the planning challenge

The provision of the appropriate infrastructure to meet the Zero Waste Plan targets will support the Spatial Development Strategy.

Development proposals for waste management facilities will generally be acceptable in industrial and storage or distribution locations and at existing waste management facilities particularly where there exists the opportunity to maximise the potential for the reuse of waste heat through co-location with potential heat users.

Diagram 19

Metropolitan Glasgow Strategic Drainage Plan: waste water treatment works catchments



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Water Environment

- 4.122** Securing improvements to water and drainage capacity and water quality as well as reducing flood risk are fundamental in supporting the long term sustainable development of the SDP area.
- 4.123** With regard to water and drainage capacities to support the SDS, a water catchment management based approach is required and this is promoted through the integration and delivery of the Metropolitan Glasgow Strategic Drainage Plan (MGSDP) a NPF2 National Development within the spatial framework of the SDS (**Diagram 19**).
- 4.124** The MGSDP is a constituent component of the environmental, regeneration and economic activity objectives of the SDP. In this context, sustainable urban drainage systems (SUDS) and soft engineering solutions to flooding and adaptation can also contribute to the delivery of the Glasgow and Clyde Valley Green Network.
- 4.125** Maintaining and improving the quality of rivers, lochs, estuaries, coastal waters and ground-waters is a requirement of the *EU Water Framework Directive (WFD)*. The approach adopted to achieve this by the Scottish Government, through the *Water Environment and Water Services (Scotland) Act 2003*, is river basin management planning. The SDP is covered by the *River Basin Management Plan* for the Scotland river basin district and the *Clyde Area Management Plan*.
- 4.126** Key impacts on the water bodies within the SDP area include urban drainage, diffuse pollution from rural sources and managing the impacts from the area's industrial past. The SDP area has 67% (108) of its defined water bodies at less than *good* status.
- 4.127** The scale of overall improvements proposed is set out in **Schedule 13**. In order to achieve this, water bodies currently at good or high status will be protected from deterioration and action taken to enhance and restore the others. The detailed measures are set out in the Clyde Area Management Plan and will require joint working between SEPA, Scottish Water, the local authorities, the Forestry Commission, Scottish Natural Heritage, and land and riparian owners.
- 4.128** The SDP recognises the many benefits that implementation of the WFD can bring particularly in relation to delivering the Glasgow and Clyde Valley Green Network, biodiversity, tourism, regeneration, climate change, health and recreation.
- 4.129** The *Flood Risk Management Act (2009)* places an onus on local authorities to work together to reduce flood risk. The first Flood Risk Management Plans are required to be in place by 2015. The importance of the functional flood plain to store and convey flood water is recognised.

4

Spatial Development Strategy

Spatial Framework 4

Infrastructure

Schedule 13
Planned water quality improvements, 2015 to 2027

Percentage of surface water bodies at good (or high) ecological status	
2015	49%
2021	56%
2027	98%

STRATEGY SUPPORT MEASURE

14

**Water environment
and flood risk**

In order to address the implications of sea level rises in the coastal zone and to achieve the objectives and targets set out in the Water Framework Directive, the Flood Risk Management Act (2009), Water Environment and Water Services (Scotland) Act 2003 and the Clyde Area Management Plan, the Strategic Development Plan supports the protection and enhancement of the water environment and the reduction of flood risk through the delivery of the Metropolitan Glasgow Strategic Drainage Plan, the extension of the Glasgow and Clyde Valley Green Network, the use of sustainable urban drainage systems and the safeguarding of the storage capacity of the functional floodplain.

4

Spatial Development Strategy

Spatial Framework 5

Strategic development priorities

Introduction

- 4.130

The drivers of change to 2035 shape the SDP’s Spatial Vision and SDS and stress the need for a clear focus on sustainability principles and above all the need to promote sustainable development locations and supporting infrastructure. The result is an SDP with an even firmer focus on a successful low carbon economy, based upon
- agglomeration for sustainable economic growth
- higher development densities in accessible urban locations
- continued regeneration and renewal
- a drive to minimise the carbon footprint of the city-region.
- 4.131

The scale of resources available to deliver the SDS is dominated by two current themes which have relevance into the long-term and which will constrain the pace at which delivery takes place, firstly the impact of the current global economic position on private sector investment, and secondly, the impact of current and planned public expenditure programmes.
- 4.132

The duration of these resource constraints is uncertain, but will certainly dominate the short to medium-term of the SDP period to 2035. There are therefore inherent risks to delivering the Spatial Vision and SDS associated with these scarce public resources, limited private sector investment confidence and continuing issues of credit and debt financing.

The Nature of Risk

- 4.133

A potential consequence of such risks, and their financial origins, is that short-term financial targets and risk-averse investment judgements will come to dominate the process of delivery in both private and public sectors. Long-term strategic investment remains the required focus in urban locations where development would meet the demands of the SDS.
- 4.134

This pressure could bring forward development proposals in non-sustainable development locations which run counter to the SDP’s Spatial Vision and SDS and which undermine the potential to deliver a low carbon economy. It is important therefore that to support the long-term SDS and create the step-change of a low carbon sustainable economic future such proposals should be resisted.
- 4.135

In addition, the potential associated with this pressure would likely lead to an acceleration in the growth of greenhouse gas emissions rather than their reduction and mitigation in line with Scottish Government mandatory targets, and a city-region with an expanding carbon footprint instead of a diminishing footprint despite substantive reserves of reusable land in sustainable and accessible locations.

Addressing Risk

- 4.136

The means therefore to address short-term uncertainty and risk, and to stimulate investment confidence is for the SDP to be clear in its
- focus on delivering a low carbon economy
- focus on setting out a sustainable spatial planning strategy
- identification of spatial development priorities.
- 4.137

Diagram 20 and **Schedule 14** reflect this approach to addressing risk by setting out and reinforcing the spatial priorities of the SDS.

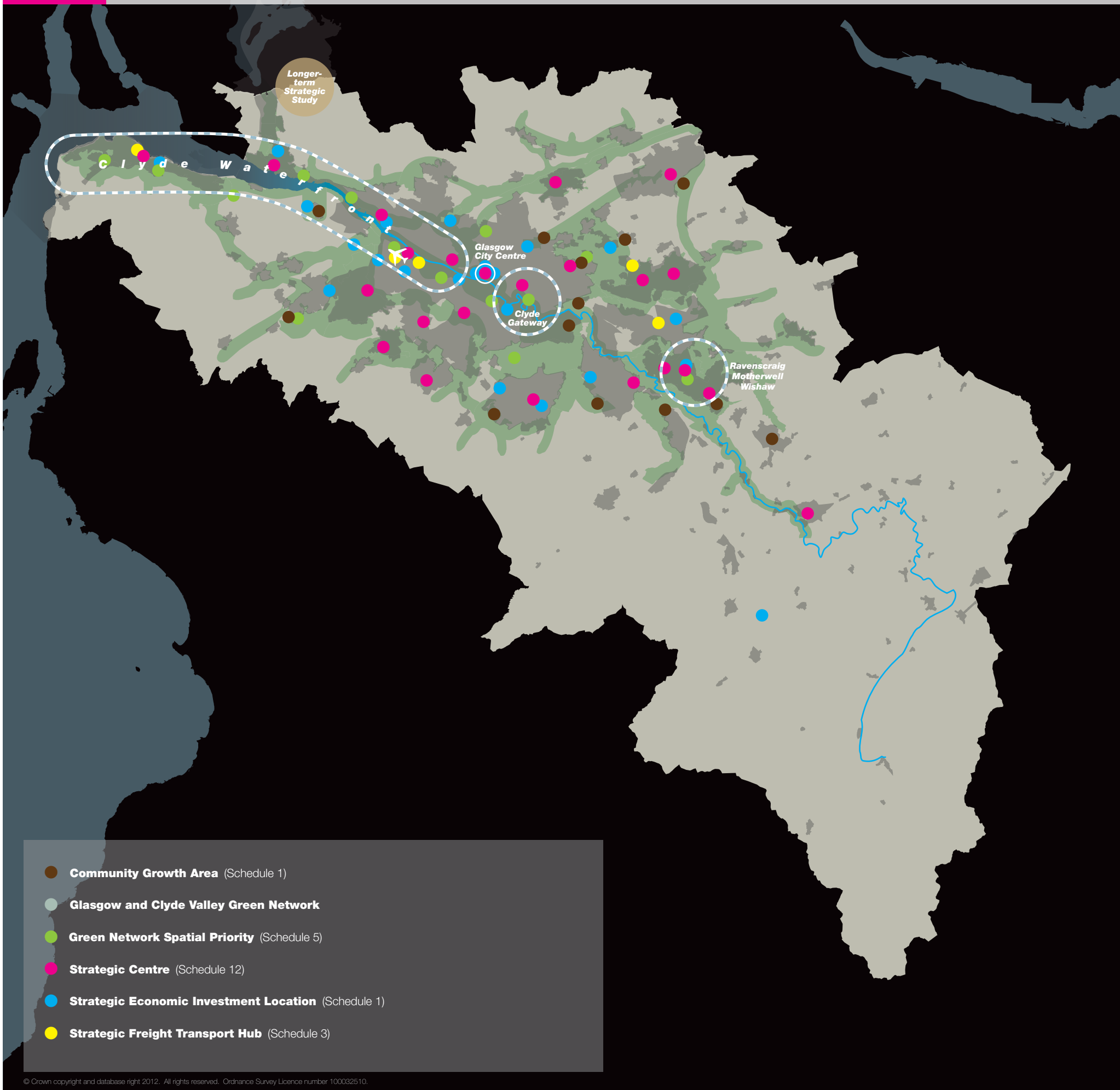
STRATEGY SUPPORT MEASURE

15

Meeting risk: delivering the spatial development priorities

Delivery of the Spatial Development Strategy and a low carbon sustainable economic future requires that both private and public sectors support the delivery of the priorities set out in Schedule 14 and resist pressure to take short-term decisions which run counter to the strategic direction of the Strategic Development Plan.

Diagram 20 Spatial development priorities



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Spatial Development Strategy

Spatial Framework 5

Strategic development priorities

Schedule 14 Strategic development priorities

The Development Corridor	Community Growth Areas	Green Network Strategic Priorities	Network of Strategic Centres
<ul style="list-style-type: none"> Clyde Waterfront including Riverside Inverclyde Urban Regeneration Company, Clydebank Rebuilt Urban Regeneration Company and Clyde Waterfront Strategic Partnership Clyde Gateway Glasgow City Centre Ravenscraig / Motherwell / Wishaw including Ravenscraig Ltd 	<ul style="list-style-type: none"> Bishopton, Renfrewshire Broomhouse / Baillieston / Carmyle, Glasgow Carluke, South Lanarkshire Cumbernauld South, North Lanarkshire Easterhouse / Gartloch, Glasgow East Kilbride, South Lanarkshire Gartcosh / Glenboig, North Lanarkshire Hamilton West, South Lanarkshire Johnstone South West, Renfrewshire Larkhall / Ferniegair, South Lanarkshire Newton, South Lanarkshire Robroyston / Millerston, Glasgow South Wishaw, North Lanarkshire 	<p>Inverclyde Waterfront, focusing on</p> <ul style="list-style-type: none"> Upper Greenock East Greenock Port Glasgow <p>Clyde Waterfront, focusing on</p> <ul style="list-style-type: none"> Dumbarton East / Old Kilpatrick Erskine / Clydebank Renfrew / Yoker / Whitecrook Govan / Ibrox Gorbals / Toryglen <p>Other locations</p> <ul style="list-style-type: none"> Clyde Gateway Castlemilk / Stamperland Ravenscraig Greater Easterhouse Lambhill / Possil Johnstone / Black Cart Corridor 	<ul style="list-style-type: none"> Airdrie Barrhead Braehead Clydebank Coatbridge Cumbernauld Dumbarton East Kilbride Easterhouse Glasgow City Centre Greenock Hamilton Kirkintilloch Lanark Motherwell Newton Mearns Paisley Parkhead Partick / Byres Road Pollok Ravenscraig Shawlands Wishaw

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Spatial Development Strategy

Spatial Framework 5

Strategic development priorities

Schedule 14 Strategic development priorities *continued*

Strategic Components	Strategic Economic Investment Locations		
	Location	Key Sectors: Dominant Role and Function	Status *
■ Commonwealth Games 2014 <i>NPF2 National Development 14</i>	Bishopton	Business and Financial Services	Opportunity
■ Metropolitan Glasgow Strategic Drainage Plan <i>NPF2 National Development 13</i>	Glasgow City Centre (and surrounding areas)	Business and Financial Services / Green Technologies	Safeguarded / Opportunity
■ Glasgow International Airport including accessibility <i>NPF2 National Development 4</i>	City Science	Green Technologies	Opportunity
■ Strategic Transport Projects Review including West of Scotland Rail Enhancements (Project 24) <i>NPF2 National Development 2</i>	International Financial Service District (IFSD)	Business and Financial Services	Opportunity
■ High Speed Rail <i>NPF2 National Development 3</i>	Pacific Quay	Creative and Digital Industries / Tourism	Safeguarded
■ A8/M8 upgrades	Clyde Gateway	Business and Financial Services / Distribution and Logistics	Opportunity
	Clydebank Riverside	Business and Financial Services / Life Sciences	Opportunity
	Inverclyde Waterfront	Green Technologies / Business and Financial Services	Opportunity
	Hillington / Renfrew North	Business and Financial Services / Distribution and Logistics	Safeguarded
	Scottish Enterprise Technology Park (SETP)	Life Sciences / Creative and Digital Industries / Green Technologies (Research and Development)	Safeguarded
	Peel Park North	Life Sciences / Creative and Digital Industries	Safeguarded
	Robroyston	Business and Financial Services	Opportunity
	Glasgow International Airport Zone (3 sites: Inchinnan, Linwood, Westway)	Business and Financial Services / Distribution and Logistics / Life Sciences / Green Technologies	Opportunity
	West of Scotland Science Park	Life Sciences / Green Technologies	Safeguarded
	Hamilton International Technology Park	Business and Financial Services / Life Sciences / Creative and Digital Industries	Safeguarded
	Eurocentral	Distribution and Logistics	Opportunity
	Poniel	Distribution and Logistics	Opportunity
	Gartcosh	Business and Financial Services	Opportunity
	Ravenscraig	Business and Financial Services / Construction	Opportunity
	Lomondgate	Business and Financial Services / Creative and Digital Industries / Tourism	Opportunity
* Safeguarded: existing location Opportunity: new location For more detail, refer Background Report 5			

Action Programme

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

Active travel

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

Affordability

Two affordability scenarios have been applied to the household tenure projections - *low* and *high affordability*.

High affordability assumes new households would have a willingness to spend a higher proportion of income on private rent, which results in a larger private sector; low affordability assumes that new households will only spend a lower proportion of their income on private rent.

This results in a smaller private rented sector and a correspondingly larger social rented sector.

Therefore, high and low affordability thresholds of 25%, 33% or 40% have been considered depending on the local authority:

The low affordability scenario assumes households are able to spend up to 25% of their income on private rented sector, or 33% if they live in Glasgow or East Dunbartonshire.

The high affordability scenario assumes that households are able to spend 33% of their income on private rented sector, or 40% if they live in Glasgow or East Dunbartonshire.

Agglomeration

Urban agglomeration integrates cities and towns into a coherent interrelated whole by linking functionality and transport networks usually around a central city. By so doing, critical competitive mass can be built, economic benefits can flow between the component parts and the unit cost of infrastructure provision can be reduced.

Alteration

A formal change or update to a Structure Plan requiring the approval of Scottish Ministers.

Biodiversity

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

Biomass

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

Brownfield land

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

Carbon footprint

The total amount of greenhouse gas emissions - in CO₂ equivalent - given out by an area, structure, event or product.

City-region

A concept which transcends individual local authority boundaries and joins more than one city, town or administrative area together in terms of strategic planning for economic development, physical planning or strategic housing - and in terms of governance arrangements, such as through the GCVSDPA itself. The Glasgow city-region comprises eight local authorities in such a governance arrangement.

Compact City Model

A strategic physical planning concept, which promotes higher urban densities and mixed land uses around an efficient public transport system, and a geography which seeks to reduce pollution, encourage active travel and low energy consumption. It is designed to be more sustainable than low density development approaches as it is less dependent on the car and delivers infrastructure at lower unit and per capita cost.

Creative industries

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

Critical mass

The creation of sufficient scale and growth in an area or service such that growth becomes self-sustaining and fuels and sustains increasing growth.

Demography

The statistical study of human populations. It encompasses the study of the size, structure and distribution of these populations, and spatial and / or temporal changes in them in response to births, deaths, ageing and migration.

Densification

A deliberate process of fostering higher population and building densities within the urban area.

Development footprint

The total area of land taken up by physical development.

Digital industries

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

Drivers of change

Factors and forces, both external and internal, which act to shape long-term thinking and planning, whether in public government or in private business. Their consideration is fundamental to development, business or corporate strategic planning.

Energy - carbon masterplanning

A systematic process of analysing current and future power demand and associated supply infrastructure at the local level and the potential for incorporation of micro-renewable generation so as to provide the context for the design and development of smart-grids which maximise non- and low carbon power usage.

Forestry and Woodland Strategy (FWS)

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

Glasgow City Centre

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

Greenfield land

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

Greenhouse gas emissions

Gases in the atmosphere that absorb and emit thermal infrared radiation, a process that is the fundamental cause of the greenhouse effect in the atmosphere and widely cited as a primary factor in the heating of the earth's atmosphere and in global warming. The primary greenhouse gases are carbon dioxide, methane, nitrous oxide and ozone.

Green infrastructure

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

High Speed Rail (HSR)

Rail passenger transport operating at significantly higher speeds than the normal speed of rail traffic. Specific definitions by the EU include 200 km/h for upgraded track and 250 km/h (160 mph) or faster for new track. In Japan, the Shinkansen trains run at speeds in excess of 260 km/h (160 mph) and are built using standard gauge track with no crossings. In China, high speed lines operate at top speeds of 350 km/h (220 mph). In France, a TGV scheduled rail journey can run with a start to stop average speed of 279.4 km/h (173.6 mph).

Housing Land Requirements - Private Sector

In the wider conurbation Housing Market Area the supply / demand comparison involves a three stage process:

Stage 1 is a test of the adequacy of the projected stock in meeting local demand. Local demand is compared with the effective stock in each Housing Sub-Market Area.

Stage 2 involves the comparison of supply and mobile demand for each of the two 2nd Tier Housing Market Areas. The local surpluses of stock that emerge from the first stage are summed for the Central Conurbation and the Eastern Conurbation separately and compared with mobile demand that is specific to those areas.

Stage 3 involves the comparison of supply and mobile demand for the Conurbation 1st Tier Housing Market Area. If any surpluses emerge from the second stage they are summed and compared with the estimate of demand that is mobile across the wider Conurbation.

Any shortfalls in supply that emerge from each stage in the comparison are remedied at the relevant tier in the HMA system.

Housing Market Area (HMA)

Areas within which households are willing to move to buy a house (excluding moves which are employment or retirement-led). These areas are used to reflect the mobility of demand across the city-region. They are relatively self contained from other HMAs, but are interlinked (*Refer to Background Report 12*).

Housing Need and Demand Assessment (HNDA)

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

Key Agencies

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

Key sectors

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

Life sciences

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

Local Development Plan (LDP)

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

Local Housing Strategy (LHS)

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

Local supply

A sustainable development approach based upon maximising a local supply source and supply chain rather than seeking to draw in supply from a wider geographic area with consequences for environmental and transport costs.

Low carbon

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

Metropolitan Glasgow Strategic Drainage Plan (MGSDP)

A formal partnership project established between Glasgow City Council, Scottish Water, Scottish Enterprise and SEPA; incorporating the Scottish Government, GCVSDPA, British Waterways Scotland, Clyde Gateway Urban Regeneration Company and other local authorities, to address long-term investment in water and drainage infrastructure across the city-region core. It is included in *National Planning Framework 2* by the Scottish Government as a national development.

Mobile Housing Demand

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

National Development

A designation of certain projects in the National Planning Framework as a mechanism for establishing the need for these developments in Scotland’s national interest. The Scottish Government has indicated that major transport, energy and environmental infrastructure projects may fall within this category of development.

National Planning Framework (NPF)

A spatial strategy for Scotland’s future. It guides development, setting out strategic development priorities to support the Scottish Government’s central purpose - sustainable economic growth. The *Planning etc (Scotland) Act 2006* puts this and future iterations of the National Planning Framework on a statutory footing. It is intended to play a key role in co-ordinating policies with a spatial dimension and aligning strategic investment priorities. It takes forward the spatial aspects of the Government’s economic strategy, highlighting the importance of place and identifying priorities for investment to enable each part of the country to play to its strengths. It provides the strategic spatial policy context for decisions and actions by the Government and its agencies. Planning authorities are required to take the Framework into account when preparing development plans.

National Records of Scotland (NRS)

A component of the Scottish Government responsible for a range of functions related to the Census, to demographic statistics and other formal recording of the Scottish population. National Records of Scotland incorporates the former General Registers of Scotland (GROS).

Natural infrastructure

A term used to reflect the capacity of the natural environment to act as a piece of non-engineered infrastructure, particularly in an urban area, eg, a river’s natural floodplain to hold and store excess water at times of flood.

Place setting

A policy of improving the physical and environmental setting of an urban area so as to improve its attractiveness and liveability with a view to attracting investors and economic migrants and so increasing the area’s economic competitiveness.

Proximity principle

A concept initially established in waste planning whereby waste disposal should be managed close to its point of generation, thus aiming to achieve responsible self sufficiency at city-region or sub-city-region level. The concept has developed wider application, akin to that of local supply, emphasising the sustainable benefits of reducing environmental costs by seeking to minimise distances over which material is moved.

Rebalancing economic scenario

One of a number of economic futures modelled for the city-region involving a shift in its economic structure towards fostering future growth in a number of key economic sectors, with a particular focus on its already growing green technology and new technology sectors where the city-region has developed new competencies.

Scottish Planning Policy (SPP)

The Scottish Government’s planning policy on different types of development and environmental issues.

Service-based economy

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

Short-rotation coppicing

High yield fast growing woodland of poplar and willow grown as an energy crop for use in power generation, alone or in combination with other fuels. It is differentiated from short-rotation forestry by the nature of the trees grown, and the frequency of cropping, which in coppicing is over a much shorter term - up to four years.

Short-rotation forestry

Woodland grown as an energy crop for use in power stations, alone or in combination with other fuels. It is the practice of cultivating fast-growing trees that reach their economically optimum size between eight and twenty years old. Species used are selected on this basis and include alder, ash, birch, poplar, willow and others.

Spatial Vision

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

Spatial Development Strategy (SDS)

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

Spatial Development Strategy model

The geographical frame which puts a shape on future development within the Strategy and which provides its spatial foundation, its core components.

Strategic Development Plan (SDP)

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

Strategic Economic Investment Location (SEIL)

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

Spatial Framework

A component of the Spatial Development Strategy specifically focused on the spatial planning of a single theme of that Strategy.

Structure Plan

A strategic level physical plan under the *Town and Country Planning (Scotland) Acts* between 1975 and 2006 designed to set out long-term development strategy for large urban areas and guide the more detailed planning of constituent Local Plans. Both types of plan are now superseded by the Strategic Development and Local Development Plans under new Scottish planning legislation introduced in 2006 and made operational in 2009.

Strategic Development Planning Authority (SDPA, the Authority)

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

Strategic Transport Projects Review (STPR)

A Scottish Government review to define the most appropriate strategic investments in Scotland’s national transport network from 2012. It comprises a portfolio of land-based strategic transport interventions which will establish the basis for the ongoing development of Scotland’s transport infrastructure to meet the demands of the 21st century and complements both the emerging *National Planning Framework 2* and the *National Transport Strategy*.

Sustainable development

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

Sustainable economic growth

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

Sustainable locations

These are accessible by all forms of sustainable transport and which provide the potential for modal shift from car to more fuel-efficient transport and the potential to move proportionately larger numbers of people more fuel-efficiently.

Sustainable transport

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

Sustainability

Since the 1980s the term has been used in the sense of human activity on Earth. This has resulted in the most widely quoted definition of sustainability and sustainable development by the Brundtland Commission of the UN in 1987: “*sustainable development is development that meets the needs of the present without compromising the ability of future generations to meet their own needs*”.

Urban Regeneration Company

An organisation set up by central government to coordinate targeted regeneration and development in depressed city areas. First introduced in 1981 their aims typically included the improvement of the local environment, making it more attractive to business; to give grants to businesses setting up or expanding within the area; to renovate and reuse buildings; and to offer advice and practical help to businesses considering moving to the location.

Strategy Support Measures and Background Reports

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7	Land-use and transport integration
8	Green Network Spatial Priorities
9	Forestry and Woodland Framework
10	Minerals Search Areas
11	Wind Energy Search Areas
12	Housing Need and Demand Assessment
13	Urban Capacity Study 2009
14	Network of Strategic Centres



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