



Ambition · Opportunity · Place

Scotland's Third National Planning Framework



SG Purpose	To focus government and public services on creating a more successful country, with opportunities for all to flourish, through increasing sustainable economic growth.										
SG National Outcomes	The planning system and service contribute to all 16 National Outcomes										
SG National Plans, Policies & Strategies	Government Economic Strategy										
	Infrastructure Investment Plan										
	Scotland's Digital Future	Electricity & Heat Generation Policy Statements	2020 Challenge for Scotland's Biodiversity	Scottish Historic Environment Strategy and Policy	Housing Strategy	National Planning Framework & Scottish Planning Policy	Land Use Strategy	Low Carbon Scotland: Report of Proposals and Policies	National Marine Plan	Regeneration Strategy	National Transport Strategy
Planning Vision	We live in a Scotland with a growing, low carbon economy with progressively narrowing disparities in well-being and opportunity. It is growth that can be achieved whilst reducing emissions and which respects the quality of environment, place and life which makes our country so special. It is growth which increases solidarity – reducing inequalities between our regions. We live in sustainable, well-designed places and homes which meet our needs. We enjoy excellent transport and digital connections, internally and with the rest of the world.										
Planning Outcomes	Planning makes Scotland a successful, sustainable place – supporting sustainable economic growth and regeneration, and the creation of well-designed places.			Planning makes Scotland a low carbon place – reducing our carbon emissions and adapting to climate change.			Planning makes Scotland a natural, resilient place – helping to protect and enhance our natural and cultural assets, and facilitating their sustainable use.		Planning makes Scotland a connected place – supporting better transport and digital connectivity.		
National Planning	Scottish Planning Policy (SPP)					National Planning Framework (NPF)					
	Principal Policies										
	Sustainability			Placemaking		<div style="display: flex; justify-content: space-between; align-items: center;"> <div style="width: 20%;"></div> <div style="width: 20%; text-align: center;"> <i>Cities and Towns</i> <i>Rural Areas</i> <i>Coast and Islands</i> <i>National Developments</i> </div> <div style="width: 20%;"></div> <div style="width: 20%;"></div> </div>					
	Subject Policies										
	Town Centres	Heat and Electricity	Natural Environment		Travel						
	Rural Development		Green Infrastructure								
Homes	Zero Waste	Aquacultural		Digital Connectivity							
Business & Employment		Minerals									
Historic Environment		Flooding & Drainage									
	COMMUNITY PLANNING										
Strategic	Strategic Development Plans										
Local	Local Development Plans										
Site	Master Plans										



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Some cover images from: The Steve Tiesdell Legacy Image Collection

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June 2014

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Ministerial Foreword



The central purpose of the Scottish Government is to make Scotland a more successful country, with opportunities for all to flourish through increasing sustainable economic growth.

This, Scotland's Third National Planning Framework – NPF3 – is the spatial expression of the Government Economic Strategy, and of our plans for infrastructure investment. It is about our ambition to create great places that support sustainable economic growth across the country.

NPF3 is a strategy for all of Scotland – championing our most successful places and supporting change in areas where, in the past, there has been a legacy of decline. It builds on the success of our city regions and will help to transform our towns. It highlights opportunities for rural development that will strengthen our communities. And it sets out an ambitious agenda to secure investment in the unique assets of our coast and our islands.

NPF3 brings together our plans and strategies in economic development, regeneration, energy, environment, climate change, transport and digital infrastructure to provide a coherent vision of how Scotland should evolve over the next 20 to 30 years. In turn, this vision will help to inform our future policies and prioritise investment decisions.

I am grateful to the many people, communities and organisations and the Scottish Parliament, who have shared their views and ideas to inform the development of NPF3. We now have an opportunity to build on this shared sense of ownership to shape the delivery of our national spatial plan. All local authorities are required to reflect our national planning policy within their strategic and local development plans. In turn, I expect development plans to form an integral part of local community planning alongside place-based Single Outcome Agreements, supporting public sector bodies to work together, and with communities, to make a real difference to local places and people's lives.

A planning system that provides clarity and confidence to developers and communities is vitally important to Scotland. Together with the Scottish Planning Policy, NPF3 provides a clear national vision of what is expected of the planning system and the outcomes that it must deliver for the people of Scotland. Whilst some of these outcomes will only be realised in the long-term, there is much that can be achieved within the five year lifespan on NPF3. I urge all those with an interest in planning in Scotland to work together now to drive forward our ambition and deliver real and positive change on the ground.

A handwritten signature in black ink, appearing to read 'Derek Mackay'.

Derek Mackay MSP

Minister for Local Government and Planning

Planning in Scotland

Scottish Planning Policy is Scottish Government policy on how nationally important land use planning matters should be addressed across the country. As a statement of Ministers' priorities, we expect it to carry significant weight in the preparation of development plans and to be a material consideration in planning decisions.

The **National Planning Framework** (NPF) is a long-term strategy for Scotland. It is the spatial expression of the Government Economic Strategy, and of our plans for development and investment in infrastructure. NPF identifies national developments and other strategically important development opportunities in Scotland. It is accompanied by an Action Programme which identifies how we expect it to be implemented, by whom, and when.

Statutory development plans must have regard to the NPF, and Scottish Ministers expect planning decisions to support its delivery. The forthcoming National and Regional Marine Plans should also be taken into account where relevant. NPF3 informs development and investment decisions of the Scottish Government, its agencies, planning authorities, private investors and other bodies.

Statutory land use planning also has a key to play as part of community planning partnerships – NPF3 should be considered by local authorities as they work with community planning partners to take forward their Single Outcome Agreement as a binding plan for place.

Together, NPF and SPP, applied at the national, strategic and local levels, will help the planning system to deliver our vision and outcomes for Scotland, and will contribute to the Scottish Government's central purpose.

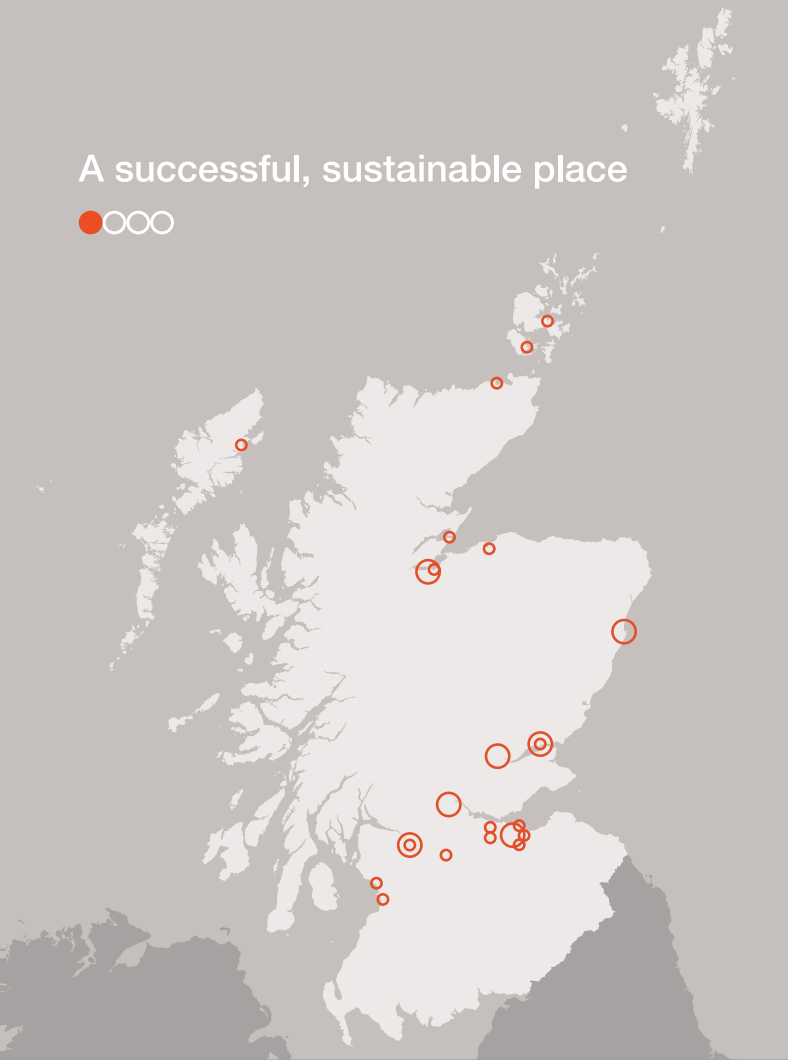
Supporting information, including the accompanying environmental, business and equalities assessments, consultation responses and our analysis of proposals for national development status in NPF3, is available on our website at:

<http://www.scotland.gov.uk/Topics/Built-Environment/planning>

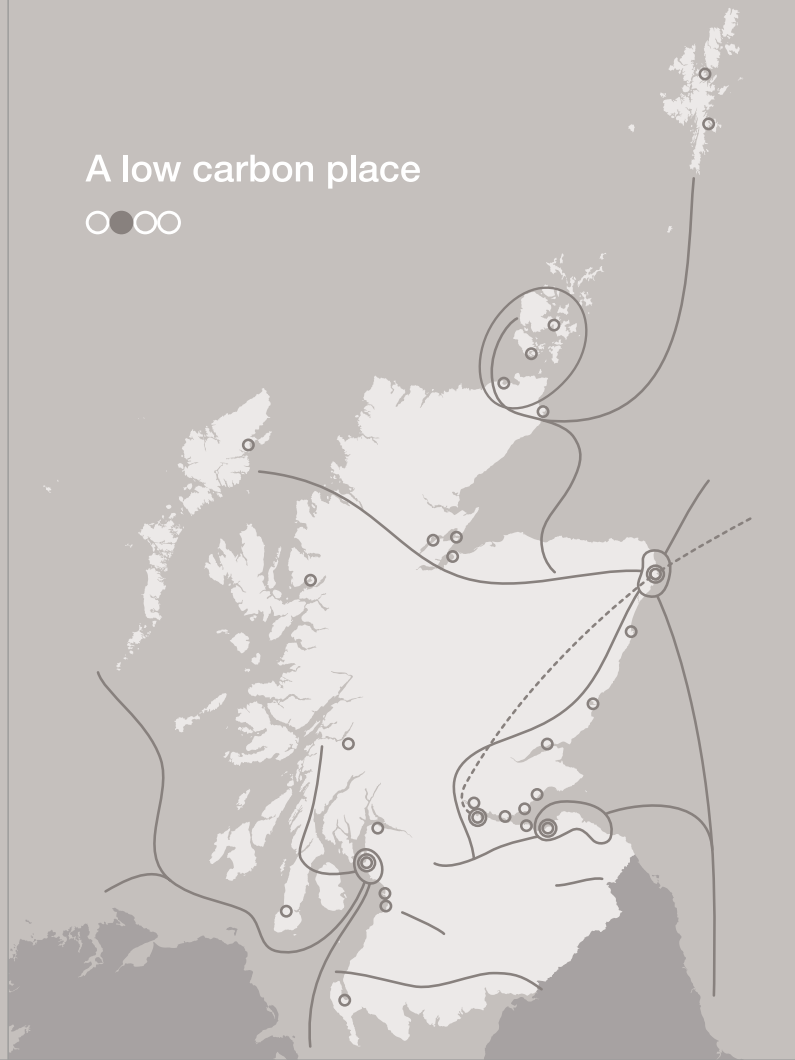
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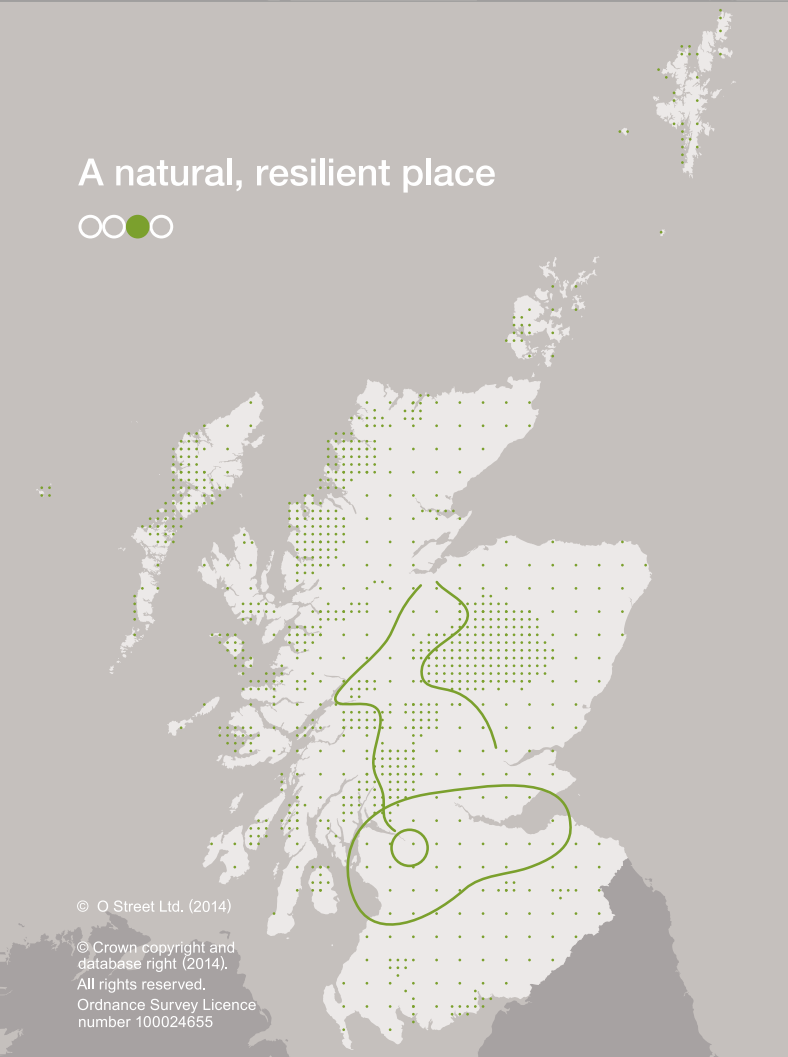
A successful, sustainable place



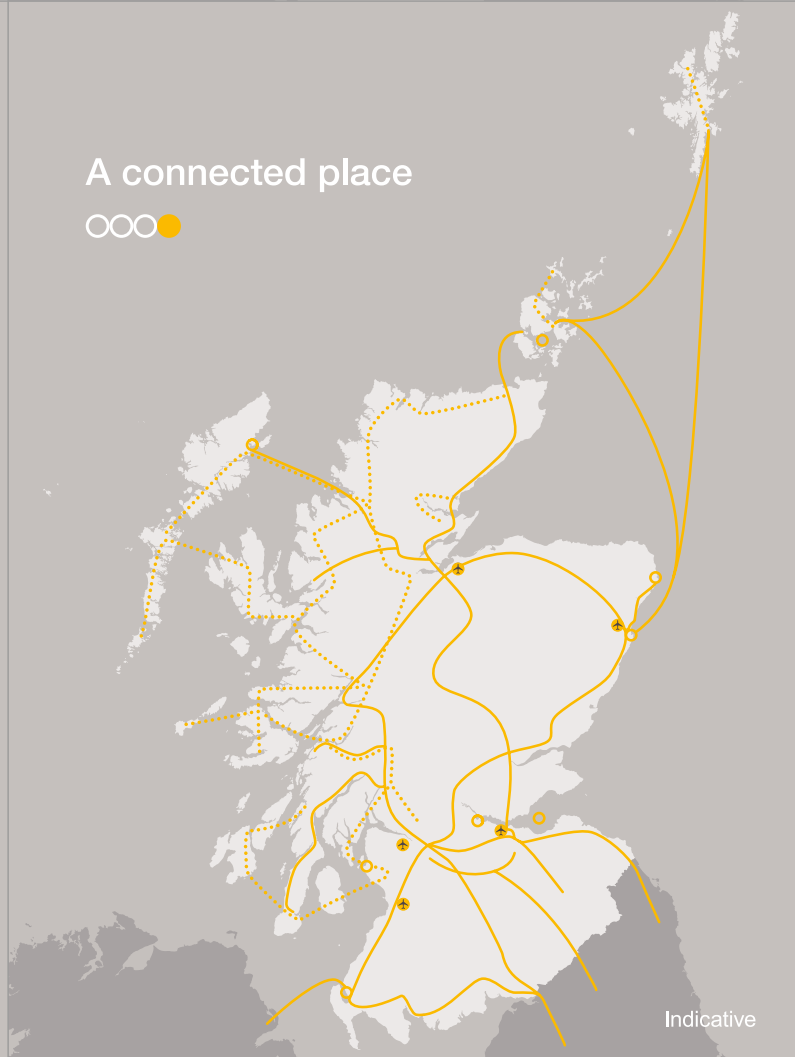
A low carbon place



A natural, resilient place



A connected place



Indicative

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Using the maps in this document: Strategy maps are provided for each of the four themes included in the document: a successful, sustainable place, a low carbon place, a natural, resilient place and a connected place and the national developments. A fold-out key is provided for each of the full size individual maps.

Ambition, Opportunity...

1.1 The Scottish Government's central purpose is to create a more successful country, with opportunities for all of Scotland to flourish, through increasing sustainable economic growth. To achieve this, the Government Economic Strategy aims to share the benefits of growth by encouraging economic activity and investment across all of Scotland's communities, whilst protecting our natural and cultural assets.

1.2 Our vision is a Scotland which is:

- **a successful, sustainable place.** We have a growing low carbon economy which provides opportunities that are more fairly distributed between, and within, all our communities. We live in high quality, vibrant and sustainable places with enough, good quality homes. Our living environments foster better health and we have reduced spatial inequalities in well-being. There is a fair distribution of opportunities in cities, towns and rural areas, reflecting the diversity and strengths of our unique people and places.
- **a low carbon place.** We have seized the opportunities arising from our ambition to be a world leader in low carbon energy generation, both onshore and offshore. Our built environment is more energy efficient and produces less waste and we have largely decarbonised our travel.
- **a natural, resilient place.** Natural and cultural assets are respected, they are improving in condition and represent a sustainable economic, environmental and social resource for the nation. Our environment and infrastructure have become more resilient to the impacts of climate change.
- **a connected place.** The whole country has access to high-speed fixed and mobile digital networks. We make better use of our existing infrastructure, and have improved internal and international transport links to facilitate our ambition for growth and our commitment to an inclusive society.

1.3 Our spatial strategy shows where there will be opportunities for growth and regeneration, investment in the low carbon economy, environmental enhancement and improved connections across the country. It indicates where we expect most change to happen, from our city regions to rural areas and coastal towns.

... Place

1.4 Scotland is a diverse country. Our national spatial strategy provides a flexible framework for sustainable growth and development which reflects the varied assets of our many distinctive places.

1.5 Scotland's seven city regions are home to the majority of our population and economic activity. In the coming years, our **cities network** will continue to be a focus for investment. We will build on the collective strengths of the city regions and on the opportunities which are unique to each. We aim to transform cities into models of low carbon living, supporting growth, addressing regeneration and improving connections. Many of our largest and most vibrant **towns** are located close to our cities.

Our spatial strategy provides a growth and development agenda for each of our city regions, and highlights where infrastructure investment will be a priority. Many nationally important developments are located in or close to our cities.

1.6 A sustainable, economically active **rural area**, which attracts investment and supports vibrant, growing communities, is essential to our vision. Within this, we recognise the collective national importance of our networks of rural **towns and villages**. We are committed to safeguarding our natural and cultural assets and making innovative and sustainable use of our resources.

Our spatial strategy provides a vision for sustainable growth and development across rural Scotland, and highlights the role of some of our rural towns in achieving this. Our rural areas are diverse – but this strategy sets an agenda that will be shared by communities from the south of Scotland to the northern Highlands and Islands.

1.7 Scotland's varied **coast and islands** have an exceptional, internationally recognised environment. They now have an unprecedented opportunity to secure growth from renewable energy generation as well as other key economic sectors including tourism and food and drink. In our more remote areas, this will bring new employment, reverse population decline and stimulate demand for development and services. Infrastructure investment, including improved transport and digital links and a planned approach to development, will be required to support this change and realise this potential.

Our spatial strategy emphasises the importance of our islands and coast as an economic opportunity and a resource to be protected and enjoyed. Many coastal and island towns act as transport and service hubs and provide a focal point for investment and growth.

Detail key

A successful, sustainable place

●○○○ We will create high quality, diverse and sustainable places that promote well-being and attract investment

Place

Cities

- 1 Inverness
- 2 Aberdeen
- 3 Dundee
- 4 Perth
- 5 Stirling
- 6 Edinburgh
- 7 Glasgow

Enterprise Areas

- 8 Prestwick International
- 9 Irvine
- 10 Creative Clyde
- 11 Broxburn
- 12 Livingston
- 13 Midlothian BioCampus
- 14 Edinburgh BioQuarter
- 15 Port of Leith
- 16 Dundee Port
- 17 Enterprise Park Forres
- 18 Inverness Campus
- 19 Nigg
- 20 Arnish
- 21 Scrabster
- 22 Lyness
- 23 Hatston

National Developments

- 24 Ravenscraig
- 25 Dundee Waterfront

2. A successful, sustainable place

We will create high quality, diverse and sustainable places that promote well-being and attract investment.

Scotland today

2.1 Scotland has the highest level of Gross Value Added (GVA) per head in the UK outside of London and the South East of England, and productivity levels match the UK as a whole. Whilst the recession in Scotland has been shallower than that experienced elsewhere in the UK, economic recovery is expected to continue through the 5-year lifetime of NPF3.

2.2 We want to build on our success. The Scottish Government Economic Strategy aims to stimulate economic activity and investment across all of Scotland's communities. It sets out the action we are taking to accelerate economic recovery and provide jobs and identifies seven key sectors with particular opportunities for growth. These opportunities arise from existing competitive advantage and the potential to capitalise on our natural assets. Our key sectors are: energy; food and drink; life sciences; tourism; financial and business services; universities and the creative industries.

2.3 Employment levels and community resilience vary across Scotland. Fragile places can be found not only in remote areas, but also close to and within some of our towns and cities. The Scottish Government is committed to reducing the gap between those who are most and least advantaged in society, and this has a spatial dimension. Our Cohesion Target aims to narrow the gap in economic participation between the best and worst performing regions by 2017.

2.4 All of our people are entitled to a good quality living environment. The population of Scotland is expected to rise from 5.31 million in 2012 to 5.78 million in 2037. The population is ageing, particularly in rural areas and household sizes are getting smaller: 2010-based projections indicate that we will have 2.89 million households by 2035, an increase of 23%. Growth is projected to be highest in the local authority areas of Edinburgh, Perth and Kinross, Aberdeen, East Lothian and Aberdeenshire. In other areas, including some in the west, the increases are much smaller, although Glasgow itself is projected to grow by 28%. These contrasts between areas reflect very different circumstances around the country.



2.5 The financial climate has reduced the amount of new housing built in recent years. In the coming years, we want to see a significant increase in house building to ensure housing requirements are met across the country.

Scotland tomorrow

2.6 Our strategy aims to ensure that all parts of Scotland make best use of their assets to build a sustainable future. Planning will help to create high quality, diverse and sustainable places that promote well-being and attract investment.

2.7 Great places support vibrant, empowered communities, and attract and retain a skilled workforce. Emerging technologies for renewable energy and improved digital connectivity are changing our understanding of what constitutes a sustainable community. We must ensure that development facilitates adaptation to climate change, reduces resource consumption and lowers greenhouse gas emissions.

2.8 We will support growth in priority sectors and locations, and promote a place-based approach to development. We want to capitalise on the distinctive potential of each of our cities as economic drivers, reinvigorate our towns and encourage innovation in our rural areas. Much can be gained by focusing on our energy resources; on the natural and cultural assets that underpin our tourism and food and drink sectors; on our highly educated and skilled people; on our emerging growth sectors including life sciences and creative industries; on our established strengths in financial services and higher education; and on our existing infrastructure in the transport, energy and industrial sectors.

2.9 We need to close the gap between our best- and worst-performing regions. To address long-standing problems of inequity we will need new solutions that reflect the distinctive character of all our places.

2.10 Flexibility is required to allow for different approaches to housing provision that respond to varying local requirements. Planning should focus its efforts particularly on areas where the greatest levels of change are expected and where there is pressure for development.



2.11 Our Enterprise Areas are a particular priority for action. Successful places can emerge from areas which have, in the past, seen decline. Scotland's Regeneration Strategy promotes community-led regeneration with a particular emphasis on the economic, physical and social fabric of disadvantaged communities. The Scottish Futures Trust is helping to make more efficient use of public assets to improve the quality of places. Legislation on community empowerment will strengthen opportunities for communities to have their voices heard in decisions that affect them and their local area, as well as scope to take ownership of and manage properties to support their aspirations. The Town Centre Action Plan will help us to realise the full potential of our many and varied towns.

Spatial priorities for change

Cities will be a focus for investment

2.12 Scotland's seven distinctive cities, together with their surrounding regions, will continue to be a focus for investment in the coming years. Our spatial strategy recognises the strengths which are shared across the city regions, as well as the distinctive assets of each. Each city's relationship with its surrounding region is unique.

2.13 Cities are the main driver of our economy – notably the performance of Aberdeen and Edinburgh exceeds what may be expected from their population size. All of the seven key sectors in our economic strategy have a strong presence in the cities, in particular the creative industries, financial and business services, learning and life sciences. Many of our Enterprise Areas are located in and around our cities.

2.14 There is considerable scope for our cities to capitalise on new and growing economic sectors. The cities and their wider regions host many of the sites identified in the National Renewables Infrastructure Plan, and other key economic development sites, for example those near our main airports. There are a number of sites within the cities network where there is scope to make use of our cool climate, skills, and fibre network to attract investment in data centres. The Scottish Cities Alliance has prepared City Investment Plans showing the key investment and development opportunities in each city.



2.15 City centres are key assets for attracting investment and providing services. Quality of place is fundamental to the success of our cities, in particular city centres. We wish to see ambitious, up-to-date frameworks for city centre development. These should focus on the quality, sustainability and resilience of the built environment and wider public realm, and on improving accessibility by public and sustainable transport modes, such as cycling.

2.16 Reducing the impact of the car on city and town centres will make a significant contribution to realising their potential as sustainable places to live and invest by addressing congestion, air pollution and noise and improving the public realm. Significant health benefits could be achieved by substantially increasing active travel within our most densely populated areas.

2.17 The cities are, of course, at the core of their regions, but the towns within these regions are also important centres where many people live and work. Many of these towns are crucial transport, commercial and cultural hubs. The Town Centres Review called for a 'town centres first' approach to planning policy. The Scottish Planning Policy responds to that objective and the Town Centre Action Plan reflects a further call to expand this beyond planning policy to a principle which drives public sector investment decisions. We are committed to working with COSLA and other partners to determine how this principle will work in practice.

2.18 In some parts of the cities network, population decline is expected, whilst in other places there is projected growth. Some cities have greater pressure for additional housing development. In some, regeneration remains a priority. But throughout, there will be a need to ensure a generous supply of housing land in sustainable places where people want to live, providing enough homes and supporting economic growth.

2.19 In some of our city regions, infrastructure capacity is limiting the delivery of new housing and other development. We expect to see more concerted efforts – involving planning authorities, developers, government agencies and infrastructure providers – to remove these constraints. Solutions could include new infrastructure provision in some cases, but more viable and sustainable options are likely to make best use of existing infrastructure and service capacity. Strategic thinking, partnership working and innovation will be required to unlock funding for capacity enhancement. Housing requirements will continue to be at their most acute around Edinburgh, Perth and Aberdeen – requiring targeted action to better match demand for land with infrastructure capacity.



2.20 Further increasing the density of development, particularly in the centre of towns and cities and in key locations which are well-served by public transport, could accommodate much of this growth. However, more ambitious and imaginative planning will be needed to meet requirements for a generous and effective supply of land for housing in a sustainable way. Planning can ensure it enhances quality of life through good placemaking, and lead a move towards new, lower carbon models of urban living. More empowered communities have a key role to play in this. Our programme of town centre charrettes will demonstrate how significant change can be achieved through a design-led and collaborative approach.

2.21 Most of Scotland's vacant and derelict land lies in and around our cities, and particularly in west central Scotland. This presents a significant challenge, yet also an opportunity for investment. Planning has an important role to play in finding new and beneficial uses for previously used land including, in the right circumstances, 'green' end uses. A planned approach will continue to deliver development in the parts of our city regions where there is a continuing need for regeneration.

2.22 The challenges and opportunities vary across the country. The longstanding proposals at **Ravensraig** to bring one of Europe's largest areas of previously developed land back into use will benefit from additional impetus of national development status to secure further investment. The redevelopment of the **Dundee Waterfront**, also a national development, demonstrates the way in which planning can effectively deliver large-scale transformation.

A flexible strategy for diverse places – distinctive city regions

2.23 This is a national strategy with a shared vision for Scotland, but it will be applied in different ways in each of our seven cities. The following section demonstrates the diverse and distinctive opportunities for Scotland's city regions to develop as successful, sustainable places.

Glasgow and the Clyde Valley

The Glasgow region encompasses, North and South Lanarkshire, East and West Dunbartonshire, Renfrewshire, East Renfrewshire and Inverclyde, and is home to around a third of Scotland's population.

The area is Scotland's biggest economic region. There are opportunities to develop each of our seven key economic sectors in the region, and there are particular strengths in energy, financial services, universities, life sciences and tourism. Glasgow is aiming to be widely recognised as an exemplary Green City. Building on its economic strategy, the city is working with its neighbouring local authorities to develop proposals for a city deal to drive employment and economic development across the city region.



The city region has ambitious plans for growth in a development corridor extending through the city and along the Clyde. The Creative Clyde Enterprise Area reflects the importance of this sector for the city region and supports the development of a new, vibrant digital quarter on the Clyde waterfront. Glasgow city centre is the key economic asset for the region, and contains a number of significant opportunities for investment, most notably its waterfront area. The City of Glasgow College development and new South Glasgow Hospital will be completed in 2015. Much development will be focused on the city centre, in the key regeneration areas and at a number of Community Growth Areas around the city region.

Regeneration is the central focus of planning across this city region. Partnership working is driving consolidation and renewal of the built environment, embedding future growth within a distinctive placemaking agenda. The Urban Regeneration Companies at Clyde Gateway, Clydebank and Riverside Inverclyde are continuing to transform some of Scotland's most extensive post-industrial areas. It is essential that we build on the success already achieved to address nationally significant and longstanding issues of disadvantage.

Facilities for the 2014 Commonwealth Games are in place and the focus over the coming years will be on building a legacy for all of Scotland. As a key part of this, there has already been excellent progress in the regeneration of the Clyde Gateway, an ambitious transformational project where there has been outstanding progress to date. We are confident that the long-term vision for regeneration in this area, delivered through partnership working and involving local people, agencies and developers, provides a strong foundation to attract investment. In the next five years and beyond, this initiative will create a vibrant place that benefits communities and investors alike.

Other longstanding regeneration priorities will require further impetus to secure delivery. The masterplanned development of Ravenscraig, a national development, will transform one of Europe's largest areas of vacant and derelict land into a new, sustainable community.

New opportunities continue to emerge. The Strathleven area has significant potential for growth and regeneration and there are proposals for a Simplified Planning Zone at Hillington. The work of the Glasgow Canals Partnership to drive forward regeneration along the Forth and Clyde Canal corridor demonstrates the scope to secure investment that transforms the quality of the environment for communities across the city and the wider Central Belt.

Integral to the delivery of these infrastructure and regeneration projects will be the Central Scotland Green Network – improving quality of place, addressing environmental inequalities and enhancing health and well-being. Alongside this, the Metropolitan Glasgow Strategic Drainage Partnership is improving the quality of the water environment in the Glasgow area and facilitating growth and regeneration. Sustainable infrastructure networks will form the foundations of regeneration and development and build resilience to climate change. There is significant scope for district heating in the north of the city and in the central Glasgow area.

The relationship between Glasgow and its surrounding communities is crucial. Considerable progress is being made in transforming many of the towns across the region. Whilst sharing the common driver of adapting to economic change, these towns are finding distinctive solutions which reflect each of their unique qualities, whilst working together to contribute to the wider cities agenda. Initiatives range from using Paisley's distinctive street pattern and historic buildings to create a 21st-century town centre, to revisiting the role of Cumbernauld's town centre to better reflect today's lifestyles.

Connectivity is key to the success of the region, with High Speed Rail between Glasgow and Edinburgh, and in time on to London, aimed at making the Central Belt a stronger and more unified economic region in European terms. Improvements to the regional rail network, including links to Ayrshire and Inverclyde, are progressing through a £430 million investment over 16 years. The gateway role of Glasgow and Prestwick Airports, and the growth of their associated economic investment zones including the Prestwick International Aerospace Park Enterprise Area, will bring economic and connectivity benefits. Continuing work to improve surface access to Glasgow Airport has been informed by the Glasgow Airport Strategic Transport Appraisal and forthcoming review of the Airport Surface Access Strategy.



Edinburgh and the south east

Edinburgh is Scotland's capital city, and the south east of the country supports many of our most important economic assets – and many more future opportunities. The city region includes West Lothian, Midlothian and East Lothian, extends north into Fife and south into the Scottish Borders.

Edinburgh is one of Europe's most important centres for financial services and tourism, and the world's foremost festival city. Energy will be an increasingly important sector, centred on the city and at sites around the Forth. Life sciences will also see growth, in particular in clusters linked to universities. Creative industries, universities and food and drink all have a strong presence in the city region, and good prospects for growth.



The City of Edinburgh Council's Economic Strategy sets out a vision for Edinburgh to be “a confident, creative and inspiring capital city, powering growth and providing jobs for the city region and Scotland. A city whose quality of life and commitment to sustainability draws talent and investment from around the world where the public, private and third sectors collaborate with common purpose.”

As with Glasgow, Edinburgh will benefit from unifying projects across the Central Belt including High Speed Rail and the Central Scotland Green Network. Enhancement of the gateway role of Edinburgh Airport will bring economic and connectivity benefits, as will new freight capacity on the Forth. Within the city, efforts to promote active travel are being taken forward, providing health and environmental benefits. Southwards, the Borders Railway will provide a new sustainable transport connection from the city to the Scottish Borders, whilst the A1 provides an essential cross-border link. The completion of the Queensferry Crossing, the Forth Replacement Crossing which was included as a national development in NPF2, will further strengthen connectivity along Scotland's east coast economic corridor.

The SESPlan area is projected to have the second largest rate of growth of the four SDPAs – a 20% increase in population and 32% increase in households between 2010 and 2035. A planned approach is required to ensure development needs are met, whilst taking into account existing and future infrastructure capacity. Led by SESplan, we wish to see greater and more concerted effort to deliver a generous supply of housing land in this area.

Whilst programmed transport improvements will collectively go some way towards enhancing capacity for growth, the longer-term spatial strategy for delivering housing land will need to acknowledge and address the region's infrastructure constraints. To help unlock effective housing land in the city-region, strategic, cross-boundary transport infrastructure improvements are required. Securing funding for these projects will be crucial to realise the region's potential for growth. Road network capacity, including the A720 where interventions are being taken forward at Sherriffhall Roundabout, has particular implications for future development.

Within Edinburgh, the city centre, the waterfront, West Edinburgh and South East Edinburgh will be a focus for growth. The city centre is the civic, cultural, tourism and commercial hub, with its world-renowned built heritage as a key asset. The waterfront is a priority for regeneration, new homes and port, energy and industrial development. West Edinburgh is a significant location for investment, with the airport, the National Showground and the International Business Gateway. Development here will require continued co-ordination and planning to achieve a successful business-led city extension which fulfils its potential for international investment, new jobs and high quality of place. Further south, the National Performance Centre for Sport at Heriot Watt University will open in 2016. There are existing district heat networks in central Edinburgh and potential for these to expand in areas of development.

South East Edinburgh, and into Midlothian, will accommodate significant growth and is a key location for life sciences based around the Edinburgh BioQuarter and nearby Midlothian BioCampus. Both are part of a national Life Sciences Enterprise Area, whilst the Low Carbon/Renewables East Enterprise Area includes Leith Port. North and west of the city, Glenrothes, Kirkcaldy, Dunfermline and Livingston are important hubs for employment and services, and strategic growth areas are identified across the region. In West Lothian, key economic initiatives include the Heartlands development, where a new junction has been opened on the M8, and the Enterprise Areas at Broxburn and Livingston. The Fife Energy Corridor, which extends from Methil to Longannet, has potential for significant investment in energy-related business development, as do the Cockenzie and Torness areas in East Lothian.

As well as growth, regeneration remains a priority in some parts of the city region. PARC, an Urban Regeneration Company, continues to work to regenerate the Craigmillar area of Edinburgh. Work is also ongoing at several locations around the city and in other towns, in particular the coalfield areas.



Stirling

Stirling is the historic city at the heart of Scotland. Energy, food and drink, financial and public services, and tourism are among the key economic sectors, and the city is a nationally important centre for sport. The Loch Lomond and The Trossachs National Park is a short journey away. Stirling also has close links with surrounding areas, including Falkirk, Clackmannanshire and into west Fife.

Stirling's city vision is to be a location of choice with a vibrant and growing economy, a place with jobs and opportunities for all, providing a high quality of life for residents and visitors.

Planning in Stirling focuses on both regeneration and sustainable growth, for the city itself and the nearby towns and villages. Its central, well-connected location, outstanding built heritage and thriving university campus make it ideally positioned to attract investment.

The city centre is a key focus for that investment, with the City Investment Plan emphasising its role as a focal point for business activity, tourism and city centre living. Infrastructure investment priorities include improving digital connectivity and transport links, and enhancing the quality and availability of business premises.

The Forthside area is also a priority for mixed development, including the new National Conservation Centre, and there is potential for the Stirling University Innovation Park to be extended. Continued regeneration, in particular at Raploch and the Eastern Villages, will remain a priority, as will tackling flood risk issues. There are plans for growth and regeneration in several locations outwith the city, including a new settlement proposed at Durieshill and at a number of strategic development areas.



Perth

Perth is Scotland's newest city and a strategically important gateway to the north and north east of the country. Along with Dundee, it sits within a wider region with scenic countryside and towns.

Perth's central location within Scotland's road and rail network makes it ideally placed to attract investment, as does its high quality of life with a strong cultural scene in and around the city and a range of outdoor activities on its doorstep. Key tourism assets include the towns and countryside in Perthshire and Angus, extending into the Cairngorms National Park. Gleneagles, located close to Perth, is the venue for the 2014 Ryder Cup.

The City Investment Plan sets out a vision to develop Perth into the most desirable place in Scotland to live, work, visit and invest. The city centre will be a focus for investment, as will strategic growth areas identified at west and north west Perth and at Oudenarde. These, together with a number of strategic growth areas in Dundee, Angus and north Fife, will provide a focus for most new housing and business development.



Dundee and Tayside

Dundee is undergoing transformational change, led by over £1 billion of investment in the regeneration of its waterfront. Along with Perth, it sits within a wider city region with high quality countryside and distinctive towns. The Dundee city region extends northwards into Angus and southwards into Fife.

The City Investment Plan vision is for “Dundee to be an internationally recognised city at the heart of a vibrant region with more and better employment opportunities for our people.” Priorities include growing businesses and sectors, employability and skills, improving physical infrastructure, place marketing and tourism promotion.

Dundee is an established and growing centre for creative industries (particularly video-gaming), for universities, life sciences and for high-tech manufacturing. Energy will become an increasingly important sector, with opportunities at Dundee Port which is part of the Low Carbon/Renewables East Enterprise Area, and elsewhere on the coast, including at Montrose. Key tourism assets include the towns and countryside in Perthshire and Angus, extending into the Cairngorms National Park, and into Fife where St Andrews is a focus for visitors.

The redevelopment of Dundee Waterfront encompasses 240 acres along 8km of the River Tay, in five distinctive areas – Central Waterfront, Seabraes, City Quay, Dundee Energy Parks and the Port of Dundee. This project includes the V&A at Dundee, improvements to the railway station and port and industrial development. It is facilitating growth and regeneration in the city and the wider region. As part of this, significant improvements to the public realm will strengthen the city's appeal to investors and reinforce civic identity.

A strategic approach to green infrastructure will help to achieve sustainable development patterns and contribute to placemaking in and around the city. Transport connections to the rest of the cities network will continue to be a priority. In the longer term, there is a need to finalise the best approach to upgrading the A90 through Dundee, either by improving the existing road or on a new alignment by-passing the city.



Aberdeen and the north east

Aberdeen is the energy capital of Europe. The north east of Scotland has above-average incomes, low unemployment and a high quality of life. The area's exceptional economic performance provides a real opportunity to build on its success and benefit Scotland as a whole. The City Investment Plan sets out an ambition "to maintain Aberdeen's position as one of the world's key energy capitals and to maximize its growth potential and diversification into other sectors." Infrastructure provision is a key part of this agenda for growth and investment.

Aberdeen and its wider city region is well-placed to take advantage of continued exploitation of North Sea oil and gas reserves and to develop its expertise in serving this sector, and the growing renewable energy sector around the world.

Opportunities from oil and gas reserves West of Shetland, from decommissioning existing infrastructure and from the deployment of offshore renewables will become increasingly important. Food and drink, life sciences, universities, creative industries and tourism are among the other key sectors for this city region.



The expansion of Aberdeen Harbour will strengthen its key role in supporting the economy of the north east, as too will continued improvements to infrastructure including the Aberdeen Western Peripheral Route and Aberdeen Airport. The economic significance of the region is recognised through the need for infrastructure capacity enhancement, both within the city region and in terms of wider links. Beyond the opening of the Aberdeen Western Peripheral Route by 2018, the Infrastructure Investment Plan commitment to improving rail links from Aberdeen to the Central Belt by 2030 will be progressed in phases with improvements being seen by 2019, as well as progress in the planning for removing single track sections around Montrose. £170 million of improvements to the Aberdeen to Inverness railway including improvements between Aberdeen and Inverurie will be in place by 2019 and work is underway to dual the A96 by 2030.

Development of Carbon Capture and Storage technology focussed on Peterhead, and possibly St Fergus, enhancements to the electricity grid and new connections for offshore renewables underline the importance of energy-related development to this region, as does the planned European Offshore Wind Deployment Centre off the coast of Aberdeen. There is a growing district heat network in the centre of the city.

The city region extends from the city into wider Aberdeenshire. The area has the greatest projected population growth of Scotland's four strategic development plan areas (23%), with a 35% increase in households between 2010 and 2035. Much of the new housing development in the city region will be in a number of strategic growth areas in the city and in corridors extending from it – northwards to Peterhead, north west to Huntly and southwards to Laurencekirk. Affordable housing will continue to be a strategic priority in the North East given the wider context provided by the buoyant private housing market in the region. The focus of regeneration efforts will be in the city centre, other parts of the city, and in some coastal communities – most notably Peterhead and Fraserburgh. The city, and the whole region, will benefit from improved conference facilities.

There are particular opportunities in the 'Energetica' corridor from Aberdeen northwards towards Peterhead, where a key hub for energy infrastructure and related development is envisaged. There will be benefits to taking a co-ordinated approach to planning for this and related development in the wider Peterhead area.



Inverness and the Inner Moray Firth

Inverness is the capital of the Highlands – the fastest-growing city in Scotland, serving the whole region and acting as a gateway to the Highlands and Islands. The City Investment Plan envisages Inverness as “a can-do place where individuals, communities and businesses are able to realise their full potential and fulfil ambitions that benefit them, their city and the wider region.”

Key economic sectors include energy, tourism and life sciences. Better surface access to Inverness Airport, with the dualling of the A96 and a new rail station at Dalcross, will bring economic and connectivity benefits. The University of the Highlands and Islands is centred at the new £100 million Inverness Campus, and life sciences are a particular focus here and in the A96 corridor, with the Forres Enterprise Park forming part of a Life Sciences Enterprise Area. Financial services are becoming ever more important to the area's economy.

Inverness city centre is the administrative, transport, services and tourist hub for the region. Further hotel accommodation will strengthen this. The city is expanding to the west, south and, in particular, to the east, with growth along the A96 Corridor to Moray, including development of a new settlement at Tornagrain. A further growth corridor extends from Muir of Ord and the Black Isle north eastwards through to Tain and Nigg. Regeneration is a priority at a number of locations in Inverness, including at the Muirtown Basin and at Longman. Making more use of the harbour and Caledonian Canal can bring particular benefits.



A number of key ports and industrial sites around the Moray and Cromarty Firths – including Ardersier, Nigg, Highland Deephaven, Invergordon and Buckie – are well-placed to take advantage of investment in the energy sector, both in renewables and in oil and gas. The Nigg yard is part of the Low Carbon/Renewables North Enterprise Area. Their development will go hand in hand with continuing protection of the very special environment of the Firths.

We will have vibrant rural areas

2.24 Rural areas support a number of economic sectors, including tourism, food and drink and other primary industries. Growth and investment in these sectors relies on the continuing environmental quality of our countryside, infrastructure and the sustainable use of our natural resources. It is now far easier to access further and higher education in rural Scotland, helping to attract and retain people and investment. In many areas, the knowledge economy is a positive driver for change, stimulating skills and innovation. This extends across the country, from the Dumfries Learning Town initiative and Heriot Watt's Galashiels campus in the south to the University of the Highlands and Islands in the north.

2.25 Increased population growth will be vital to sustain many of our rural communities. Patterns of population change vary across rural Scotland. Between 2002 and 2012 Argyll and Bute experienced a 4.5% fall in population whilst in Aberdeenshire, the Orkney Islands and Highland there was an increase of around 11%. 2010-based household projections for local authorities range from significant growth between 2010 and 2035 in more accessible rural areas such as Aberdeenshire, Perth and Kinross, East and West Lothian and Clackmannanshire, and lower growth in more remote areas including the Western Isles, Dumfries and Galloway and Argyll and Bute. By making higher education, jobs, housing and public transport available in more remote rural areas, we are working to address the continued out-migration of young people from rural areas.

2.26 We do not wish to see development in our rural areas unnecessarily constrained. There will be a continuing need for new housing – we expect more people to live and work in Scotland's rural areas as digital links and opportunities for remote working and new enterprises continue to grow. The Scottish Planning Policy sets out a framework for planning for rural housing which reflects the varying characteristics and pressures of rural communities. It highlights that careful planning is required to manage demand in our most accessible countryside around towns and cities. Remote areas are likely to benefit from a more flexible approach, particularly where it helps to sustain fragile communities. Facilitating the delivery of affordable rural housing remains a priority to support community vitality and increase population growth. Design solutions will ensure that affordability need not be at odds with achieving more ambitious emissions standards.

2.27 Nationally, the Scottish Government will continue to work with the housing sector to identify innovative approaches to rural housing, including assisting rural enablers to support individual house building and, as in all of Scotland, to ensure a sufficient supply of new and affordable housing for both rent and ownership. This is a significant factor in sustaining rural communities, and there are particular housing support mechanisms available in crofting communities.

2.28 Our diverse and vibrant rural towns support clusters of services, have a significant share of homes and jobs, and act as transport hubs for a much wider rural community. We want to see the role of these towns strengthened and diversified. Benefiting from the actions set out in the Town Centre Action Plan, they will also be a focus for increased active travel initiatives and for new technologies, including low carbon and renewable heat and digital connectivity.

2.29 Whilst many regionally and locally important towns will continue to grow and prosper, we also need innovation and vision for our more fragile towns to make the most of their resources and build their resilience. Community ownership of assets and an emphasis on 'local people leading' will help to stimulate further initiatives that revive the fortunes of many of our key towns, villages and rural communities. Our target is for one million acres of land to be community owned by 2020. All over Scotland, 'transition towns' are demonstrating new ideas for alternative, lower carbon ways of living through community-led initiatives. Successful places will be those which attract ideas, investment and people.

A flexible strategy for diverse places – rural towns

2.30 All of our towns are important. To illustrate their diversity, the following section highlights the opportunities arising in just five of our towns in different parts of rural Scotland.

Elgin – a diversifying town

The Elgin 'City for the Future' study noted the town's important role as a regional leader, providing a good range of services. Its vision is to stimulate business development, diversification and innovation. Key initiatives include a 'high street first' approach to regeneration, innovation in technology and business, education and health, the visitor economy and arts, culture and heritage. By 2030, dualling of the A96 will enhance the connectivity of this part of the country, with Elgin acting as an important transport hub. Marine renewables could provide opportunities for economic diversification in the area around Elgin. Nearby Buckie has potential as an operational and maintenance base for offshore renewable energy development in the Moray Firth, and a grid connection will come onshore at Portgordon and connect to the network at Blackhillock, near Keith.

Fort William – a tourism town

Fort William provides important services to an extensive rural area. Given the town's location and its role as a gateway to some of Scotland's most iconic and scenic coastal and mountain areas, tourism forms a key part of the local economy. Lochaber has become known as a nationally important centre for outdoor activities like sailing, climbing and mountain biking, and there are further opportunities for regeneration and to develop activities along the Caledonian Canal. Programmed improvements to the A82 and the scenic routes initiative will support this further.



Kilmarnock – a changing town

Like many other areas of Scotland, East Ayrshire has experienced economic challenges in recent years. East Ayrshire's strategy for growth focuses on the regeneration of Kilmarnock, including the redevelopment of the former Diageo site, an extensive area of previously used land in the heart of the town. Kilmarnock is a strategically important hub for the wider rural area, supporting jobs and providing services to its surrounding communities. Its relationship with other towns, including nearby Ayr, Irvine and Cumnock, requires consideration through a place-based approach to development. Transport connections from this area to Glasgow and the wider cities network, and to the south, will continue to be a priority, as will the development of the Central Scotland Green Network across Ayrshire.

Galashiels – a connected town

The Central Borders is expected to accommodate a significant share of the wider area's future housing requirements, and will continue to be a focus for economic investment and services. The completion of the Borders Railway will support new, more sustainable locations for development in the Central Borders, with Galashiels providing an important transport interchange. There are opportunities for the town, as in other distinctive towns across the Borders, to increase footfall in its town centre, including through diversification of retail facilities. In Hawick, Selkirk and Galashiels, flood protection measures are a priority to unlock central sites for development and build future resilience. Opportunities for district heating serving Galashiels are also expected.

Dumfries – a gateway town

Dumfries is the regional capital of the south west of Scotland. Demonstrating the potential of rural towns to make a unique and significant contribution to the national spatial strategy, regeneration of the Crichton Quarter and the Learning Town initiative are providing opportunities for local learning, skills development and innovation, including in carbon management and rural development. Tourism, food and drink and primary industries will continue to be important for Dumfries. A new hospital will be developed, strengthening the role of Dumfries as an important service centre. The Solway has significant opportunities for marine renewable energy generation, which could help to further diversify the local economy over the long-term. Wider opportunities for economic growth are also likely to be located along the A74 corridor. The area has a close relationship with Carlisle, and connections, including by rail and via the A77 and A75, will continue to be important locally and for longer-distance links to Ireland, England and Europe.



Regional spatial priorities – South of Scotland

The South of Scotland has a key role to play as a Gateway to Scotland. In 2013, the 'Borderlands' Report highlighted the opportunities arising for closer collaborative working between local authorities in the south of Scotland and north of England. Building on this, cross-border working is now being explored, focusing on opportunities for tourism, transport connections and business development across the region as a whole. Complementing this, our national spatial strategy aims to facilitate sustainable rural development across the south of Scotland and highlights the role of key towns, such as Dumfries, Stranraer and Galashiels as priority areas for further action and investment. The strategy also reflects the importance of connections between this area and other parts of Scotland, the north of England and Northern Ireland.

Coastal and island communities will benefit from new investment

2.31 Our islands and coastal areas contain some of our most vibrant and culturally distinctive communities. Working together with the National Planning Framework, Scotland's first National Marine Plan will provide the strategic policy framework to encourage sustainable development and use of the marine environment to deliver economic and social benefits for island and coastal communities.

2.32 Whilst some of our coastal and island areas are characterised by low density and dispersed development, in particular crofting settlements, there are also towns which act as hubs for services and transport networks and will be a focus for new development. Examples range from Stranraer in the south west where regeneration is ongoing following relocation of the ferry terminal to Cairnryan, to Wick and Thurso in the far north where charrettes have begun to define new visions for these more remote communities.

2.33 Some towns around our coast may be more vulnerable because of the economic downturn and the challenging financial climate for the public sector. Our Town Centre Action Plan highlights what we are doing to support investment and a mix of uses to reinvigorate centres like these. Land reform and the community right to buy can also strengthen relatively remote communities, empowering them to create new futures.



2.34 There are opportunities to develop the existing strengths of many of our coastal and island areas, for example in tourism and in primary industries like food and drink. They have continuing strengths in key sectors including whisky, forestry (notably in Argyll and Dumfries and Galloway), fishing in many ports along the coast and in the islands, and crofting. In the east, existing links with the oil and gas sector, and the growing opportunities in and around the cities network for renewable energy development, have a strong coastal dimension. Land use and marine planning should aim to balance development with environmental quality and activities such as fishing and tourism.

2.35 Seizing new opportunities such as those in the learning economy and the energy sector will help to deliver sustainable economic growth, attracting and retaining population and supporting services. The University of the Highlands and Islands, and other centres of learning and research like the Heriot Watt Campus in Kirkwall, are transforming the further and higher education sector in many of our island and coastal communities.

2.36 Aquaculture is an important aspect of the economy across parts of coastal Scotland, supporting many jobs – often in small communities – and representing a significant element of Scotland's exports. The industry has identified ambitious growth targets which we want to see realised.

2.37 We are working with the oil and gas sector to maintain the competitiveness of the industry and capitalise on skills, experience and existing infrastructure. There will be significant opportunities for increased production from oil and gas reserves in the West of Shetland and northern North Sea, and for decommissioning of existing infrastructure reaching the end of its life. Many of the sites identified in our National Renewables Infrastructure Plan have the potential to benefit from this. Existing assets – like Sullom Voe, the adjacent TOTAL gas plant and the Flotta oil terminal – will continue to play an important economic role.



A flexible strategy for diverse places – coastal and island hubs

2.38 Many coastal and island communities have key towns, where development opportunities, employment, homes and services are often clustered. Place-based development plans for our coastal and island areas should recognise the role of these towns as important focal points for investment and transport connections. To illustrate their diversity, the following section highlights the opportunities arising in just six of our northern and western and northern coastal and island towns.

Stranraer

Stranraer and Cairnryan are Scotland's gateway to Northern Ireland. Since relocation of the ferry terminal from the centre of Stranraer, regeneration plans for the waterfront have become of critical importance to the town and wider region. Local partners are working together to fulfill their vision for the town as a marine leisure destination. A masterplan is driving forward regeneration of the town centre and redevelopment of derelict land at the former ferry port. Housing renewal and retail initiatives are helping to reinvigorate the centre of town, and the refurbished West Pier was reopened in 2013. It is important that the momentum gained from designating Port Facilities at Loch Ryan as a national development in NPF2 is not lost – following opening of the new facilities in 2011, targeted interventions are being made to improve the A77 and A75 and a new electric bus service is providing a low carbon transport link from the new port facilities to the town centre. The A75 is a Euroroute, providing a vital link from Northern Ireland across the region to the rest of Scotland, England and Europe.

Campbeltown

Like a number of other coastal towns in south west Scotland, research suggests that Campbeltown could be particularly vulnerable to the economic downturn. However, it also has significant opportunities for business development and future growth – for example, Scotland's only facility for the manufacture of wind turbine towers is located at nearby Machrihanish. The recent upgrading of Campbeltown Harbour, and emerging plans for offshore renewables, mean the town is now well-placed to act as a green energy hub, as reflected in the National Renewables Infrastructure Plan. Improved access from the Central Belt is underway, including trunking of the A83. A 3-year summer-only pilot ferry service has also been introduced between Ardrossan and Campbeltown. The Kintyre peninsula provides important links to Islay, Gigha and Jura, acting as a transport hub for much of Argyll. Plans to improve digital and electricity grid connections will play a key role in supporting business development.



Oban

Oban is a gateway to the isles and a popular tourism destination in its own right. The Lorn Arc Initiative aims to make use of Oban's strategic location by repositioning the town's economy. Through regeneration and development, the initiative aims to generate employment across a number of sectors, including renewable energy, tourism and marine science. The wider area has significant potential as a focus for innovation and expertise – the nearby Scottish Association for Marine Science is a key centre for marine study and there are plans to establish a European Marine Science Park, whilst Balcargine has been identified as a location for renewable energy-related business development. Investment in infrastructure is planned, including the extension of Oban North Pier and improvements to road infrastructure. Oban is an important transport interchange with a crucial rail service and connections by bus and ferry to Argyll and the Inner Hebrides. Oban Airport will continue to play a role in supporting business activity and providing essential links to services for wider rural communities.

Stornoway

Stornoway's strategic location, economic potential and role as a service centre underline its importance to the Western Isles. Improved grid connection to the islands will be essential to realise the area's renewable energy potential. Alongside this, new energy technologies for the islands are being explored, for example energy storage, energy efficiency measures and infrastructure for electric and hydrogen fuelled vehicles. This could not only build resilience but also help to address disadvantage and higher fuel costs. Arnish is part of the Low Carbon/Renewables North Enterprise Area. Stornoway is an important transport hub for passenger and commercial transport. Stornoway harbour's strategic location means that it will be well placed as a stopping point for international shipping with the opening of the North East Passage to navigation. It also has significant potential as a destination for cruise ships and leisure craft. The Scottish Government's Step Change Programme will transform digital connectivity through significant investment in next generation broadband.



Kirkwall

Kirkwall has an important role to play within the wider area of co-ordinated action for the Pentland Firth and Orkney Waters. Ambitious plans for wave and tidal energy, together with the wider area's importance as a strategic location for shipping and energy infrastructure, provide significant new opportunities for the town. Improvements to Hatston pier, identified within the National Renewables Infrastructure Plan, are helping to position the town at the forefront of innovation in the energy sector. The Orkney Islands have enviable opportunities for tourism development, building on the unique and internationally recognised heritage of the islands and the quality of the natural environment. Kirkwall is an important transport hub for accessing many of the other islands. Improved grid connection will be a vital component in the future success of Orkney's marine energy sector. As part of this, there will be opportunities to develop new technologies and approaches to harness renewable power generation on and around the islands.

Lerwick

Lerwick forms a focus for regeneration and development activity, provides crucial services and acts as a cultural centre for the Shetland Islands. Fishing continues to increase its already significant contribution to the Shetland economy. Tourism and creative sectors are priorities for growth. The town is an important transport hub, with the harbour providing inter-island ferry connections and links to Aberdeen, Orkney and further afield, and benefiting from continuing growth in the cruise market. Lerwick has significant potential to support renewable energy development in the waters off Shetland, as recognised in the National Renewables Infrastructure Plan. The development of a grid connection to the mainland will be essential to facilitate this. Work is underway to construct a major new gas plant adjacent to the existing Sullom Voe Oil Terminal, and substantial investment has been committed to improve and refurbish the existing terminal in preparation for increased flows of oil from west of Shetland. Opportunities will arise from the decommissioning of existing offshore oil and gas infrastructure.

Regional spatial priorities – Northern and Western Isles

In July 2013, the Lerwick Declaration affirmed the Government's commitment to subsidiarity and local decision-making. As part of this commitment, Scottish Ministers recognise the case for further empowering our island communities, and have worked with the island councils of Shetland, Orkney and Eilean Siar, as well as the mainland Councils with islands, to explore how to give this practical effect. In line with this, our spatial strategy reflects the special planning challenges and opportunities for the Northern and Western Isles, including their potential to lead deployment of new offshore renewable technologies, scope for other sectors including tourism and food and drink, and the importance of digital and transport links to the rest of Scotland.

A low carbon place

○○●○○ Our ambition is to achieve at least an 80% reduction in greenhouse gas emissions by 2050

Detail key

Infrastructure

NRIP sites

- | | |
|----------------------------|-------------|
| 1 Machrihanish/Campbeltown | 6 Aberdeen |
| 2 Hunterston | 7 Peterhead |
| 3 Leith | 8 Ardersier |
| 4 Methil | 9 Nigg |
| 5 Dundee | 10 Kishorn |
| | 11 Arnish |

NRIP – further potential sites

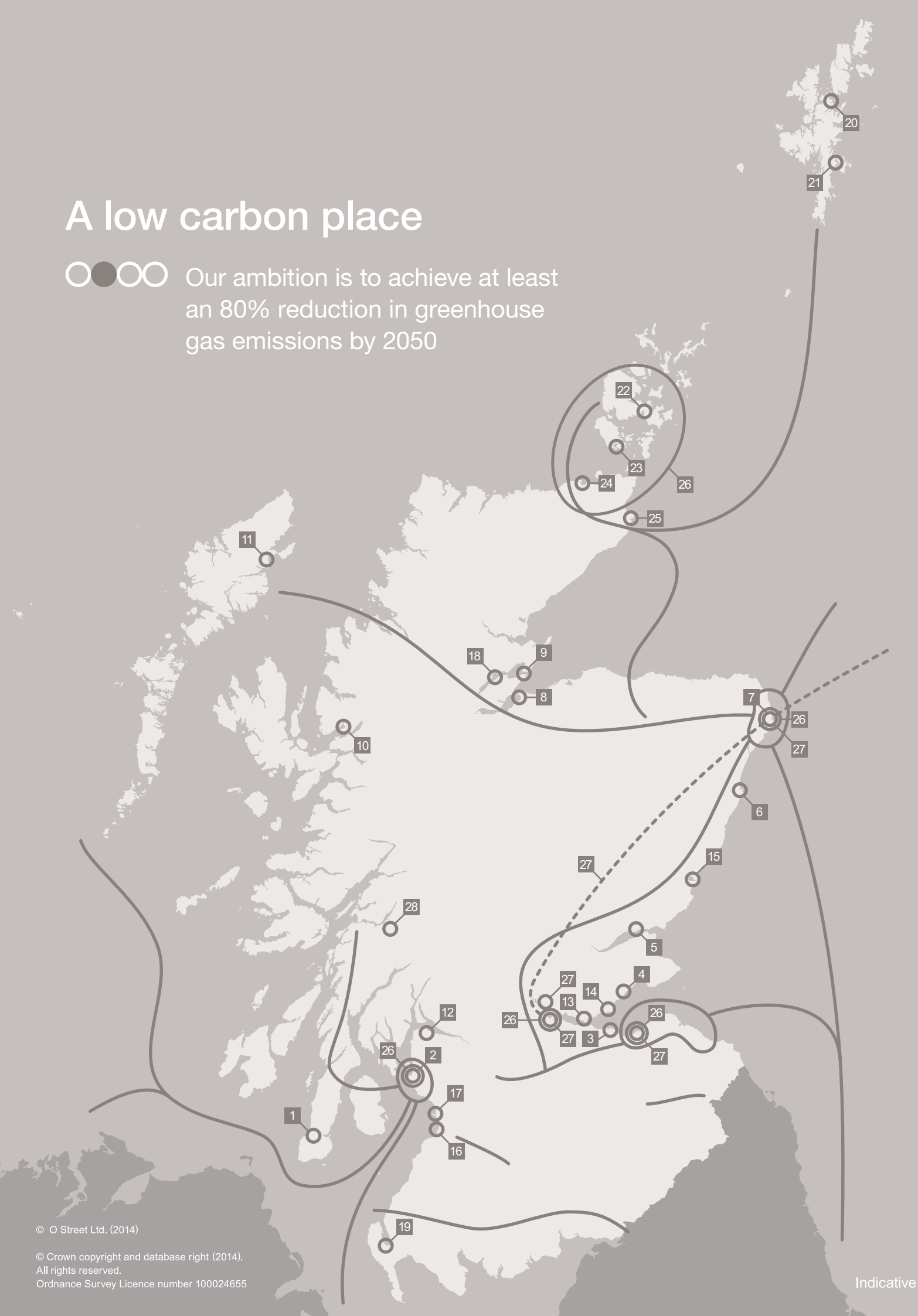
- 12 Inverclyde
- 13 Rosyth
- 14 Burntisland
- 15 Montrose
- 16 Ayr
- 17 Troon
- 18 Highland Deephaven
- 19 Stranraer/Cairnryan
- 20 Sella Ness
- 21 Lerwick
- 22 Hatston (Kirkwall)
- 23 Lyness
- 24 Scrabster
- 25 Wick

Energy Hubs – Areas of Co-ordinated Action

- 26 Peterhead, Hunterston, Cockenzie, Grangemouth, Pentland Firth and Orkney Waters

National Developments

- 27 Carbon Capture and Storage (CCS) Network and Thermal Generation
- High Voltage Energy Transmission Network
- 28 Pumped Storage (Cruachan)



3. A low carbon place

Our ambition is to achieve at least an 80% reduction in greenhouse gas emissions by 2050.

Scotland today

3.1 Planning will play a key role in delivering on the commitments set out in Low Carbon Scotland: the Scottish Government's report on proposals and policies (RPP2). The priorities identified in this spatial strategy set a clear direction of travel which is consistent with our world-leading climate change legislation.

3.2 At present, the energy sector accounts for a significant share of our greenhouse gas emissions. To address this, we need to employ our skills and innovation to help capitalise on our outstanding natural advantages.

3.3 Scotland is estimated to account for nearly 60% of total EU oil and gas reserves. This forms our largest industrial sector, contributing an estimated £22 billion to Scotland's GDP in 2012. The industry employs around 200,000 people across Scotland by supporting the wider economy.

3.4 We have long relied on hydropower for a source of clean energy. It is estimated that untapped potential could sustain the electricity needs of around a quarter of our homes. We have a significant wind resource, both onshore and offshore, and electricity generation from wind continues to rise. Scotland also has 25% of Europe's tidal resource and 10% of its wave potential. We are pioneering marine renewable energy technologies – there are more marine energy devices commissioned, partly commissioned, under construction or permitted in Scotland than in any other country in the world.

3.5 Heating and cooling constitutes around half of our total demand for energy, and our renewable heat infrastructure is growing. The distribution of new and planned district heating schemes is broadening from small-scale, rural installations towards larger projects across our towns and cities. Both will be required if we are to meet our target for renewable heat.



3.6 Industry estimates are that renewable energy currently supports around 11,000 jobs in Scotland and we expect employment in this sector to grow significantly over the coming years.

3.7 A planned approach to development has ensured that onshore wind energy development largely avoids our internationally and nationally protected areas. Whilst there is strong public support for wind energy as part of the renewable energy mix, opinions about onshore wind in particular locations can vary. In some areas, concern is expressed about the scale, proximity and impacts of proposed wind energy developments. In others, it is recognised as an opportunity to improve the long-term resilience of rural communities. We are seeing more communities benefiting from local ownership of renewables, with at least 285 MW of community and locally-owned schemes installed by 2013.

Scotland tomorrow

3.8 By 2020, we aim to reduce total final energy demand by 12%. To achieve this, and maintain secure energy supplies, improved energy efficiency and further diversification of supplies will be required. We want to meet at least 30% of overall energy demand from renewables by 2020 – this includes generating the equivalent of at least 100% of gross electricity consumption from renewables, with an interim target of 50% by 2015. Heat accounts for a significant share of our energy consumption, and by 2020 we are aiming to source 11% of heat demand and 10% of transport fuels from renewable sources.

3.9 Our Electricity and forthcoming Heat Generation Policy Statements set out how our energy targets will be met. We are making good progress in diversifying Scotland's energy generation capacity, and lowering the carbon emissions associated with it, but more action is needed. Maintaining security of supplies and addressing fuel poverty remain key objectives. We want to continue to capitalise on our wind resource, and for Scotland to be a world leader in offshore renewable energy. In time, we expect the pace of onshore wind energy development to be overtaken by a growing focus on our significant marine energy opportunities, including wind, wave and tidal energy.



3.10 The Electricity Generation Policy Statement sets out a continued and important role for thermal generation in Scotland's future energy mix. There will be a requirement for new or upgraded efficient fossil fuel thermal generation capacity, progressively fitted with carbon capture and storage (CCS).

3.11 Some of our coal and nuclear power stations are nearing the end of their current life. In Scotland, we need a minimum of 2.5 GW of thermal generation with CCS to meet our requirements and support diversification of supplies. There will be no nuclear new build in Scotland, although we have not ruled out extending the operating life of Scotland's existing nuclear power stations at Hunterston B and Torness. Subject to strict safety considerations, this could help to maintain security of supply over the next decade while the transition to renewables and cleaner thermal generation takes place. Proposals are also now coming forward for world-leading projects for energy generation that implement CCS technology and use our natural capacity to store carbon in the geological formations of the oil and gas fields of the North Sea.

3.12 Both terrestrial and marine planning have a key role to play in reaching these ambitious targets by facilitating development, linking generation with consumers and guiding new infrastructure to appropriate locations. We are clear that development must work with and sustain our environmental assets, and should provide opportunities for communities.

3.13 The low carbon energy sector is fast moving and will continue to be shaped by technological innovation and a changing environment. As a result, our strategy must remain sufficiently flexible to adapt to uncertainty and change so we are well placed to make the most of the new opportunities that will undoubtedly emerge.

3.14 Our natural energy resources will result in unprecedented opportunities for associated development, investment and growth in the coming years. Ports and harbours identified in the National Renewables Infrastructure Plan will invest in their facilities to accommodate manufacturing, servicing and maintenance of our renewable energy infrastructure. We expect planning to enable development in all of these locations.

3.15 In line with our commitment to reducing social and spatial inequalities in Scotland, the transition to a low carbon economy will provide opportunities for communities across the country. As a key part of this, we are aiming to achieve at least 500 MW of renewable energy in community and local ownership by 2020 and are working to secure greater benefits from commercial-scale developments.

Spatial priorities for change

Cities will be exemplars of low carbon living and a focus for essential energy infrastructure

3.16 Much of our energy infrastructure, and the majority of Scotland's energy consumers, are located in and around the cities network. The cities network will also be a focus for improving the energy efficiency of the built environment. A key challenge, but also a significant opportunity for reducing emissions, lies in retrofitting efficiency measures for the existing building stock.

3.17 We are seeing an increasing number of district heating networks across the country. We can make much better use of the heat sources we have, including unused and renewable heat, and have prepared a Scotland heat map to help this to happen. We believe that there are significant opportunities for the cities in particular to use renewable and low carbon heat energy. New development should be future-proofed to ensure that connections to existing or planned heat networks are taken forward as soon as they are viable.

3.18 CCS provides a major opportunity to reduce emissions from the energy sector, and to establish Scotland as a world leader in this new technology. This has implications for both land use and marine planning. Where feasible, replacement and new large-scale electricity generation, fuelled by gas or coal but designed to operate with CCS technology, will be located at existing generating sites or in areas of industrial activity close to where the majority of the population live. These sites may also provide opportunities to make residual or unused heat available to a heat network servicing homes and businesses.

3.19 The conversion of Peterhead gas-fired power station can pioneer CCS technology and make best use of existing infrastructure, including existing pipelines, and help to establish the area as a hub for CO₂ transport and storage. A further coal-fired power station with CCS is proposed at Grangemouth. There is consent for a new Combined Cycle Gas Turbine Power Station at Cockenzie, and Longannet will require alterations as requirements for CCS increase. To make best use of existing infrastructure, we have identified proposals for **new and replacement facilities at all four sites** as a national development.

3.20 In the long-term, we expect that a CCS network may emerge around the Forth, where there is a particular cluster of industrial activities and energy generation and the potential to link to existing pipeline infrastructure. By building expertise, and ultimately connecting this network beyond our national boundaries, there will be scope for the CCS sector to generate significant employment and business opportunities for Scotland.

3.21 Several of the sites in the National Renewables Infrastructure Plan are located within or close to urban areas. Cities have also been a focus for investment and business development in the energy sector, with head offices focused particularly in Glasgow and Aberdeen, and the Green Investment Bank in Edinburgh. The importance of retaining the economic benefits from investment in the energy sector in Scotland is driving other initiatives within city regions, including the Fife Energy Corridor and Aberdeenshire's Energetica project.

3.22 The cities network includes a number of important industrial areas that are linked with energy production and processing. At Grangemouth, existing infrastructure and industry form a nationally important resource, and there are proposals for enhanced freight facilities which are supported by national development status. There is potential for use of any available excess heat from Grangemouth to provide heat through a district heating network. Co-ordinated action will ensure best use of these assets, and should be accompanied by improvements to the quality of place and environment in the Grangemouth-Falkirk area, contributing to the wider delivery of the Central Scotland Green Network.

Rural communities will benefit from well-planned renewable energy development

3.23 Onshore wind will continue to make a significant contribution to diversification of energy supplies. We do not wish to see wind farm development in our National Parks and National Scenic Areas. Scottish Planning Policy sets out the required approach to spatial frameworks which will guide new wind energy development to appropriate locations, taking into account important features including wild land.

3.24 Local and community ownership and small-scale generation can have a lasting impact on rural Scotland, building business and community resilience and providing alternative sources of income. Collectively, the potential benefits of community energy projects are nationally significant.



3.25 Opportunities for manufacturing and servicing to support the renewable energy sector will continue to grow across rural areas, changing Scotland's economic geography by broadening the distribution of employment and development. Many of the ports identified in the National Renewables Infrastructure Plan, such as Ardersier, Nigg, Highland Deephaven, Montrose, Ayr, Troon and Stranraer, are within rural areas where new employment could have a significant impact on local economies.

3.26 Given the relatively high energy costs for households in rural Scotland, there will be particular benefits from improving the energy efficiency of homes and businesses. The lower density of development in much of the rural area will need new approaches to heating including microgeneration – individual small-scale heat projects can collectively help to reduce fuel costs for homes and businesses. Planning of rural towns and their surrounding areas must support low carbon living, decarbonisation of heat and transportation.

3.27 Plans for updating and decommissioning of elements of the gas transmission network to meet the requirements of the European Union Industrial Emissions Directive, whilst maintaining reliable and affordable supplies, are expected to require further action in the coming years.

3.28 Electricity grid enhancements will facilitate increased renewable electricity generation across Scotland. An updated national development focusing on enhancing the **high voltage transmission network** supports this, and will help to facilitate offshore renewable energy developments. Distribution Network Operators (DNOs) also have plans to make essential upgrades to the distribution networks. This will be vital, particularly for enabling areas that are remote from the main grid to realise their renewable energy potential. The environmental impacts of this type of infrastructure require careful management.

3.29 We recognise that there will be a need to mitigate the environmental impacts of new or upgraded high voltage onshore transmission lines and that there will be a cost associated with this. Mitigation corridors bringing wider benefits to landscape and visual amenity, and which promote green places and active travel networks, may be an effective option in some areas.



3.30 Hydroelectric power is a key asset in the north of Scotland, where there are many opportunities for new 'run of river' hydroelectric development. On a larger scale, increasing the capacity of pumped storage hydroelectricity can complement our ambitions for more renewable energy capacity. Amongst the most advanced plans for this, and one which builds on an existing asset, are the proposals to increase capacity at Cruachan. We have identified new and expanded **pumped storage** facilities, including Cruachan, as a national development. We are also currently exploring the potential role of other storage technologies within the future energy mix.

3.31 At former nuclear generation sites at Dounreay in Caithness, Hunterston A in Ayrshire and Chapelcross in Dumfries and Galloway, site decommissioning is progressing, as are plans for an economically sustainable future for those sites and their wider areas. Similar challenges will arise for areas around Hunterston B and Torness, following future decommissioning.

Coastal and island communities will attract innovation and investment

3.32 Many of the economic opportunities arising from the transition to a low carbon economy are emerging in our coastal areas and islands – including the deployment of onshore and, in particular, offshore renewable energy. Significant areas for wind, wave and tidal energy have been identified inshore, and, in the longer term, new construction methods will open up opportunities for generation in deeper waters much further offshore.

3.33 Two adjacent offshore wind farms in the Outer Moray Firth have been granted consent, representing the world's third largest windfarm with a generating capacity of 1866 MW. We also expect proposals for offshore wind to come forward off the Firths of Tay and Forth. Scottish Ministers are committed to maximising the economic benefits arising from the manufacturing, construction, operations and maintenance activities associated with offshore wind energy developments.



3.34 Major infrastructure investment will provide the marine renewable energy industry with upgraded and new-build port and harbour facilities. We expect to secure manufacturing commitments from major inward investors in the coming years and for planning to enable development in key locations. Many opportunities lie in and around our cities and on the more developed east coast, where ports and harbours already support significant industrial activity. We expect that future infrastructure provision, combined with new business and industrial development, will reinforce the importance of key locations including Hunterston, Peterhead and Cockenzie. We want to see a co-ordinated approach to guide development in these areas – making the most efficient use of resources, reducing environmental impacts and supporting high quality development.

3.35 Marine planning is identifying further opportunities for offshore wind off the west coast and for wave and tidal energy across the north and west coasts and islands. Wave energy offers particular potential off the Western Seaboard, and there is both wave and tidal energy in the Pentland Firth and Orkney Waters Marine Energy Park. It has been estimated that the renewables sector could, by reaching its full potential, bring over 3,500 full-time equivalent jobs to the Western Isles, almost 2,900 to Shetland, and over 4,500 on Orkney by 2030. There is a need to plan for enough homes and infrastructure to accommodate this growth, delivering benefits for existing communities and supporting the creation of high quality places.

3.36 Plans have been approved to redevelop Kishorn in Wester Ross as a manufacturing base to support offshore renewable energy development, and could create up to 2,500 jobs in the area. Projects are being taken forward at several other locations – for example Lyness and Hatston (which both form part of a Low Carbon Enterprise Area) and Coplands Dock, all on the Orkney mainland.

3.37 Significant ports and smaller harbours on the Caithness and Sutherland coast and the Moray coast can support development of the renewable energy sector. Initiatives such as the Nigg Energy Park and Skills Academy and the promotion of Buckie Harbour form an integral part of local economic strategies and are linked with offshore proposals. To the south, further ports and harbours have been identified as having potential for renewables-based investment, including Montrose, Methil, Burntisland, Ayr and Troon.



3.38 Onshore planning has a role to play in helping to realise these ambitious plans. Longer-term improvements to road and rail access to north Caithness are likely to be required as investment and employment in this currently sparsely-populated area grows. Given the resource of the Pentland Firth and Orkney Waters and its pioneering role in marine energy, Wick, Thurso and Scrabster will have an important role to play as centres for investment, hubs for transport and servicing and as places to live and work. Plans for a transshipment container hub within Scapa Flow, which could benefit in the long-term from the opening up of northern trade routes, are supported by the emphasis within our spatial strategy on broadening opportunities for more remote rural communities.

3.39 Careful planning is needed to make best use of the natural and infrastructure assets across our coastal and island areas, and to balance potentially competing uses within often sensitive environments. A strategic approach to mitigating potential impacts on this sensitive environment is likely to form an integral part of marine planning, whilst issues arising in the coastal interface should be reflected in land use plans.

3.40 Strengthening the electricity grid will be essential in unlocking renewable resources, both onshore and offshore. Interconnectors to the Western Isles, Orkney and Shetland and onshore connections for offshore renewables on other parts of the coast are all required to fully realise the potential for diverse and widely distributed renewable energy development.

A flexible strategy for diverse places – areas of co-ordinated action

3.41 The low carbon agenda forms a crucial part of our strategy. We expect development plans to promote a positive, planned approach to providing low carbon infrastructure across Scotland. In spatial terms, the following key locations are of particular significance, and will benefit from co-ordinated action and masterplanning to deliver development in the coming years.

Peterhead is a focus for a number of important projects, including the conversion of the existing power station to provide CCS and proposals for further expansion of the harbour to support this and other opportunities for diversification. Nearby St. Fergus has a potentially nationally important role in supporting an emerging CCS network. The area may also be the landfall for an international North Sea interconnector and could be a focus for onshore connections to support offshore renewable energy. These can support wider aspirations for growth, including the Energetica corridor where energy-driven opportunities are being used to focus investment and promote a place-based approach to development.

Cockenzie, and the Forth coast extending to Torness, is also a potentially important energy hub. There are significant plans for offshore wind to the east of the Firths of Forth and Tay. Proposals for grid connections for these projects are now emerging, requiring undersea cabling connecting with converter stations and substations. We want developers to work together to minimise the number and impacts of these developments by combining infrastructure where possible. Whilst we have safeguarded Cockenzie as a site for future thermal generation, it may present significant opportunities for renewable energy-related investment. We expect developers, East Lothian Council and the key agencies, including Scottish Enterprise to work together to ensure that best use is made of the existing land and infrastructure in this area. Given the particular assets of Cockenzie, if there is insufficient land for competing proposals, we wish to see priority given to those which make best use of this location's assets and which will bring the greatest economic benefits.

We wish to see co-ordinated action at **Grangemouth**, a nationally important area for infrastructure and investment. The Grangemouth Investment Zone is designated as a national development, along with a new power station with CCS. Together with wider developments on the Firth of Forth, these projects will make a significant contribution to the spatial strategy and support major employment and investment. The area includes many communities who have long lived adjacent to significant industrial activities and it will be important to ensure that their living environment and quality of life are protected and enhanced. A strategic approach will be needed to avoid adverse impacts on the environment of the Forth Estuary. There is considerable potential to support this through the delivery of the Central Scotland Green Network.

Hunterston has long been identified as a priority for industrial and employment use. It benefits from good transport connections, and close proximity to the cities network. North Ayrshire Council and its partners are exploring future options for the site. Links with ongoing regeneration at Irvine through the Irvine Bay Urban Regeneration Company and its Life Sciences Enterprise Area will continue to be important. Future development at Hunterston should aim to make sustainable use of its key assets, including its deep water access. Activities which could align with our national strategy include manufacturing and servicing support for offshore renewable energy development, building on the success of the onshore test facility for offshore wind turbines. There is local support for coastal tourism development in the area, and the site owner, Clydeport, has its own ambitions. Given its existing infrastructure, Hunterston will be an important landfall for strategic grid connections, including the link from Carradale in Argyll and the ISLES Project.

The **Orkney, Pentland Firth and North Caithness** area is an internationally renowned historic and natural environment, with significant future prospects for growth and innovation. There are unparalleled opportunities for marine renewable energy development – generating significant new business and employment opportunities for the surrounding coastal and island communities. The Pentland Firth and Orkney Waters was designated as Scotland's first Marine Energy Park in July 2012. Orkney's European Marine Energy Centre is pioneering wave and tidal energy technologies and is the only centre of its kind in the world. Twelve wave and tidal development schemes are being progressed with a total capacity estimated at 1,600 MW on full deployment. Onshore and offshore grid connections, including an Orkney Islands interconnector, will be essential in fully realising this potential. The emerging Pilot Marine Spatial Plan for this area, together with land use planning, can support delivery of offshore renewables and help to ensure infrastructure and onshore facilities are provided in a co-ordinated way.

A natural, resilient place

○○●○ We will respect, enhance and make responsible use of our natural and cultural assets

Detail key

Environment

1 Scenic Corridors

⋯ National Scenic Areas,
National Parks and
Biosphere Reserves

National Developments

2 Central Scotland
Green Network

3 Metropolitan Glasgow
Strategic Drainage
Partnership

• National Cycling and
Walking Network

4. A natural, resilient place

We will respect, enhance and make responsible use of our natural and cultural assets.

Scotland today

4.1 Scotland has a world-class environment – our nature and culture are inextricably linked.

4.2 Our principal physical asset is our land. Our most productive soils extend along the east coast and across the Central Belt into Ayrshire. Peatlands are an important habitat for wildlife and a very significant carbon store, containing 1,600 million tonnes of the 3,000 million tonnes in all Scottish soils. Our mineral resources support the construction and energy sectors. Woodlands and forestry are an economic resource, as well as an environmental asset.

4.3 Scotland has abundant water resources, including iconic lochs and river networks and an extensive canal network, which contribute to the quality and distinctiveness of our environment. Clean, high quality drinking water is vital for quality of life and the success of our food and drink sector.

4.4 Scotland's landscapes are spectacular, contributing to our quality of life, our national identity and the visitor economy. Landscape quality is found across Scotland and all landscapes support place-making. National Scenic Areas and National Parks attract many visitors and reinforce our international image. We also want to continue our strong protection for our wildest landscapes – wild land is a nationally important asset. Closer to settlements landscapes have an important role to play in sustaining local distinctiveness and cultural identity, and in supporting health and well-being.



4.5 Biodiversity in Scotland is rich and varied. We have numerous internationally and nationally important habitats and species with a diverse network of protected sites, concentrated particularly in the north and west of Scotland, along our coasts and estuaries and in our upland areas. However, biodiversity is not just confined to our rural areas – our built environment, key infrastructure corridors and the greenspaces within our cities and towns also provide important habitats, and can together contribute to a wider national ecological network. Our marine wildlife is rich and varied. Geodiversity underpins our landscapes and provides important ecosystem services.

4.6 The historic environment is an integral part of our well-being and cultural identity. Scotland currently has five World Heritage Sites, and many historic cities, towns and villages with a rich variety of buildings and townscapes. Our archaeological sites reflect our long history of human settlement.

Scotland tomorrow

4.7 We have long sought to protect Scotland's environment, recognising that it is a dynamic resource rather than a fixed asset. To better reflect this, more proactive and innovative environmental stewardship is required. The pressing challenge of climate change means that our action on the environment must continue to evolve, strengthening our longer-term resilience. A planned approach to development helps to strike the right balance between safeguarding assets which are irreplaceable, and facilitating change in a sustainable way. We must work with, not against, our environment to maintain and further strengthen its contribution to society.

4.8 All of our resources, including our waste, require sustainable management to deliver on our climate change commitments and realise opportunities for business and employment. A decentralised network of processing facilities will be needed to achieve our vision for a circular economy where waste is recognised as an opportunity, not a burden. We expect planning authorities to work with the market to identify viable solutions and leave a sustainable legacy for future generations. Working together with the Zero Waste Plan, the Scottish Planning Policy provides a policy framework for achieving this within development planning and management.



4.9 The Scottish Government's Land Use Strategy sets out key principles for the use and management of Scotland's land. It emphasises that land use should deliver multiple benefits, and encourages us to make best use of assets to support primary activities including food production, flood management and carbon storage. To achieve this, we must recognize that the environment is a functioning ecosystem and take into account the opportunity costs arising from poor decisions on land use.

4.10 The 2020 Challenge for Scotland's Biodiversity aims to promote and enhance Scotland's nature, and to better connect people with the natural world. Maintaining our natural capacity to provide services makes economic sense – to help achieve this, biodiversity in Scotland needs to be viewed at a landscape scale.

4.11 Although there is great scope to further develop our tourism sector, our environment is more than a recreational resource. We will also need construction materials and energy minerals to support our ambition for diversifying the energy mix, and past extraction sites will require restoration. Climate change means that sustainable management of the water environment is not just a national opportunity, but a global issue. Innovation and investment will be required to develop our reputation as a Hydro Nation.

4.12 Scotland's environmental agenda is not only about playing to our strengths. In the coming years, we want to see a step change in environmental quality, especially in places with long-standing disadvantages arising from a legacy of past industrial activity. Vacant and derelict land is a continuing challenge. We are committed to reversing the decline of some habitats and species and regulating environmental pollution. Environmental quality is central to our health and well-being. Green infrastructure and improved access and education have a key role to play in building stronger communities. Our spatial strategy identifies where development needs to be balanced with a strategic approach to environmental enhancement.



Spatial priorities for change

Quality of life and resilience in city regions will be supported by green infrastructure

4.13 Natural and cultural assets in and around urban areas have a key role to play in supporting sustainable growth, maintaining distinctiveness and promoting quality of life. We expect development plans to identify green networks in all of the city regions. But for the next five years, our strategy continues to prioritise environmental improvements in the Central Belt, with the **Central Scotland Green Network (CSGN)** now helping to make this area more attractive to investors and residents. It remains a national development with a broad purpose and scope to achieve multiple benefits as it increasingly delivers transformational projects on the ground. Remediation of derelict land, prioritised action in disadvantaged communities and active travel (walking and cycling) should be the priorities for the CSGN Trust and others during the lifetime of NPF3.

4.14 A more integrated approach and 'greening' of the urban environment through green infrastructure and retrofitting can improve quality of life within our towns and cities, alongside enhancing their longer-term environmental performance and climate resilience.

4.15 Creating walkable places, with well-designed streets that link our open spaces and wider active travel networks, can deliver better environments for pedestrians and cyclists in town and city centres, and improve health and well-being. We need to plan now for the kind of change to urban environments which is needed to support the vision in the Cycling Action Plan for Scotland (CAPS), and the National Walking Strategy, for example by rolling out 20mph zones to more residential and shopping streets and further application of the principles set out in Designing Streets. Our vision is for pedestrian and cyclist friendly settlements and neighbourhoods, to be connected by a coherent national walking and cycling network, making active travel a much more attractive and practical option for both everyday use and recreation. A planned approach will be essential if we are to achieve our vision for 10% of all journeys by cycle safely and effectively.



4.16 Our urban infrastructure will need to change to adapt to the impacts of climate change. The coastal location of many of Scotland's cities means that land use change may be needed to achieve more sustainable and resilient patterns of development in the long-term. In particular, water management and flooding issues will become increasingly important. We have designated the **Metropolitan Glasgow Strategic Drainage Partnership** as a national development, reflecting its role as an exemplar of sustainable water management at a catchment scale. The canals network supports this initiative and can make a wider contribution to regeneration, particularly across the Central Belt. Both have strong links to the delivery of the Central Scotland Green Network.

4.17 Well-designed green infrastructure can support regeneration efforts within our towns and cities, and improved attractiveness and environmental performance can act as a catalyst for economic investment. Temporary uses for vacant and derelict land, for example for community growing or supporting biodiversity, can also help to attract investment in specific sites or wider areas. Whilst re-use of vacant land remains a priority, in some cases greening initiatives could be the best permanent solutions for sites where built development is unrealistic for cost or other reasons.

4.18 We need to manage change on the urban edge and work to improve productivity and the quality of the landscape setting of our towns and cities. Much of our prime agricultural land, an important and finite resource, is located close to cities, in particular those on the east coast where demand for development land is greatest. This, together with sustainable transport and land for food production within towns and cities, will become increasingly important as we support more localised food distribution networks, reduce emissions and build longer-term resilience.



Rural areas will provide important ecosystem services

4.19 Scotland's rural areas provide many of our natural resources, and help to sustain the ecosystem services upon which our quality of life depends. Scotland's 2020 Challenge for Biodiversity aims to develop a national ecological network over time, and there is an opportunity to link this with green networks in and around our towns and cities. Benefits will be achieved by taking a long-term, strategic approach to environmental management and enhancement. A landscape-scale approach to environmental planning and management should address the decline in some ecosystem services by prioritising action across river catchments, as well as in and around our towns and cities. This can play a long-term role in sustaining diversity and delivering multiple benefits, not only for wildlife but also by providing sustainable food, fibre and fuel.

4.20 We expect further integrated environmental initiatives to emerge over time, drawing on the experience of the Land Use Strategy's two pilot projects. For NPF3, priority lies in taking forward environmental mitigation and enhancement measures in the Firth of Forth, with strong links to be drawn with the Central Scotland Green Network.

4.21 We want to see strengthened links between people and the land. Across Scotland, rural areas will play an important role in supporting the quality of life of all our people, including through renewed interest in hutting and increased community ownership of rural assets.

4.22 Rural areas have a particular role to play in building Scotland's long-term resilience to climate change, and reducing our national greenhouse gas emissions. Peatland restoration is planned on a large scale. The National Peatland Plan will guide planning and decision-making to ensure we protect and enhance the multiple benefits of this internationally significant resource.



4.23 We aim to increase the rate of woodland creation to deliver 100,000 hectares of new woodland over the next 10 years, and have pledged to plant 100 million trees by 2015. Future reviews will assess what further woodland expansion is required in the 2020s to ensure that we meet emissions reduction targets and wider land use objectives. Biomass has a growing role to play in providing heat. As our forests mature, there will be a need to consider timber transport networks and requirements for processing facilities.

4.24 Given its long-term perspective, planning is well placed to deliver adaptation measures that build the resilience of our homes, businesses and infrastructure to our changing climate.

4.25 Adaptation requirements will need to be wide ranging. Catchment-scale flood risk management will become more important in response to changing weather patterns. Planning authorities have a role to play within cross-boundary and multi-sectoral working. Sustainable land management and ecosystems enhancement provide opportunities for adaptation that delivers benefits for communities, the economy and the wider environment. As they emerge, we expect flood risk management plans to become an integral part of strategic and local development planning. Changing water supplies and water quality issues, coastal erosion and increased vulnerability of the historic building stock will also need to be factored into planning decisions over the longer term.

4.26 Reserves of coal bed methane in the Scottish midland valley (Central Belt) could contribute to secure energy supplies in the medium term but will require careful planning to avoid negative environmental and community impacts from extraction activities. A framework for this is set out in the Scottish Planning Policy. There is also a continuing need to actively address the impacts of past uses of the land, including minerals extraction, through restoration and enhancement. Poor management of restoration obligations has left a legacy of opencast coal sites in South Lanarkshire, East Ayrshire, Fife and elsewhere, requiring intervention to ensure that they are properly restored. The Scottish Mines Restoration Trust has been established to help communities and other stakeholders involved in restoring open-cast coal sites across Scotland to bring together viable restoration plans.

4.27 Rural Scotland provides significant opportunities for tourism, outdoor sports and recreation, as reflected in VisitScotland's National Tourism Development Framework, which development plans and planning decisions should support. Scotland's two National Parks are exemplars of sustainable development and growth based on environmental assets and natural resources. World Heritage Sites, geoparks, biosphere reserves and dark skies parks are distinctive assets, whilst forests and key areas for outdoor sports, such as Lochaber and the Scottish Borders, are already important centres for outdoor activities. Closer to the cities network, industrial heritage and the canals network provide opportunities for attracting visitors and are important, place-distinctive resources for communities.

4.28 A national long distance walking and cycling network will link key outdoor tourism locations across the country and will be an important tourism asset in its own right. As a result, we have identified it as a national development. Along the length of the network of routes there will be opportunities to develop shared infrastructure to further enhance the tourism offering. Added benefits for rural communities can also be secured through connections with local core path networks to support recreation and active travel.

A flexible strategy for diverse places – Scotland's National Parks

Scotland's two National Parks – Cairngorms, and Loch Lomond and The Trossachs – are special places. National Park Partnership Plans provide the strategic framework for co-ordinated delivery of the four National Park aims, supporting their role as exemplars of a partnership approach to increasing sustainable economic growth and providing multiple benefits for residents, visitors and the wider Scottish economy.

Our National Parks are sustainable, successful places. We want to see positive planning and innovation continue to strengthen communities, encourage investment, support tourism, deliver affordable rural housing, and encourage high quality placemaking and visitor experiences. Both parks can be low carbon places, with potential for increased use of microgeneration and to support the biomass supply chain. They are also connected places, with programmed improvements to key routes including the A82 and A9, the scenic routes initiative, the development of the National Walking and Cycling Network, and other path network improvements.

Above all, our National Parks are natural, resilient places. We expect their exceptional environmental quality, comprising some of the very best of Scotland's nature and landscapes, to continue to form the foundations of their development plans.

The coast and islands will capitalise on their world-class environment

4.29 The environment of our coastal areas, on land and at sea, is an outstanding, internationally important resource. These natural assets support quality of life and underpin important economic sectors like tourism, outdoor recreation and food and drink.

4.30 The marine environment, and its natural resources, are central to this. National and Regional Marine Plans will provide policies to achieve sustainable development, protection and, where appropriate, enhancement of the marine area. Onshore, land management practices, including crofting in the north and west and on the islands, help to sustain unique cultural and natural environments.

4.31 As climate change impacts on Scotland's coastline, there will be a need to address the long-term resilience of some island and coastal communities.

4.32 Outdoor recreation is important throughout the coastal and marine area, with the West Highlands being a particular asset. Sailing is worth around £100 million to the Scottish economy and is a growing sector. The west coast and the Hebridean islands are a main focus for development, but there is also potential in the north and on the east coast. Cruise activity is also expected to develop. This will bring opportunities for ports from Lerwick and Orkney, to Portree and Greenock, and may require further investment to accommodate larger vessels in the future. The Crinan and Caledonian canals are important assets, as are the World Heritage Sites in Orkney and St Kilda – and those included on the tentative list of sites for nomination in Caithness and Shetland. Many of the special mountain and coastal landscapes in this part of Scotland are identified as National Scenic Areas.

4.33 Further south, there is potential to revive and re-invent the tourism tradition on the Clyde coast, to support regeneration and provide new opportunities for coastal and island communities by building on the area's assets and rich cultural heritage. On the east coast, tourism and recreation opportunities are rich and varied, from wildlife watching, to links golf courses, expansive beaches, and historic buildings and settlements.

4.34 Our proposals for a national network of long-distance routes for walking and cycling, linked to local community networks, will support enjoyment of our coasts and island areas. The network has potential to improve and link a wide range of routes, including the Hebridean Way, the Kintyre Way, the Fife Coastal Path and paths along the Solway coast.

A connected place

○○○● We will maintain and develop good internal and global connections

Detail key

Movement

- 1** Key ports
Cairnryan
Peterhead
Stornoway
Scapa Flow
Hunterston

— Key transport routes

National Developments

- 2** High Speed Rail
- ✈** Strategic Airport
Enhancements: Inverness, Aberdeen, Edinburgh, Glasgow, Prestwick
- 3** Grangemouth Investment Zone
- 4** Freight on the Forth
- 5** Aberdeen Harbour
- A Digital Fibre Network

5. A connected place

We will maintain and develop good internal and global connections.

Scotland today

5.1 Scotland's location and its unique geography mean that connections, within our country and with the rest of the world, are crucial. In the 21st-century global connectivity and access to wider networks have become increasingly important.

5.2 The Scottish Government's Infrastructure Investment Plan sets out our programme for investment in all modes of transport and other infrastructure. It emphasises the importance of place and aims to ensure that all of Scotland derives benefit from our infrastructure investment, maximising potential and reducing disparities. The Strategic Transport Projects Review provides the evidence base for much of this transport investment. In addition to these major capital investments, other projects can help to deliver our aspiration for sustainable economic growth. Our strategy complements the Infrastructure Investment Plan – in turn future reviews of infrastructure investment will take into account the longer term development strategy provided by NPF3.

5.3 Our road network is extensive but requires maintenance and in some cases upgrading to provide sufficient capacity, reduce congestion and address safety issues. In recent years a number of major projects have been taken forward, including the Queensferry Crossing, to maintain nationally crucial links.

5.4 Our rail network continues to improve – progress has been made on electrification and more work is planned on key routes, including between Edinburgh and Glasgow. Ports and harbours, as well as key rail freight and passenger terminals, are crucial gateways to Scotland. We are working with the private sector to promote new international routes and services to support our Economic Strategy and gain access to key markets.



5.5 However, greenhouse gas emissions from the transport sector remain high, generating just under a quarter of Scotland's total emissions. Cycling still only accounts for around 1-2% of our total travel, and car travel continues to rise. We want to significantly increase levels of everyday cycling and walking within and between our settlements, with Action Plans for both Walking and Cycling. The latter sets a vision for of 10% of journeys by bike by 2020 – our substantially increased funding will help to ensure that this vision is realised. We expect action on walking and cycling to extend throughout both urban and rural areas.

5.6 Providing infrastructure to facilitate greater use of low carbon fuel options will be essential in reducing transport sector emissions and to realise our transformational vision of almost complete decarbonisation of road transport by 2050. Through our work with local authorities and other partners there are already approximately 500 electric vehicle charging points located across the whole of Scotland, of which around 300 are publicly accessible as part of the 'ChargePlace Scotland' network. This network, which covers domestic, workplace and en-route installations, will continue to develop to meet the needs of the emerging electric vehicle market.

5.7 In addition, we support the future development of a network of alternative fuelling stations, for example for hydrogen fuel cell electric vehicles, making increased use of low carbon vehicles a viable proposition.

5.8 Connectivity is not just about enabling physical movement, but also virtual links. High quality mobile and fixed broadband connections have become essential to support communities and business development in both rural and urban areas. At present, there remains a significant gap between our most and least connected areas, with digital access being considerably better in more accessible urban areas. Many parts of rural Scotland have little or no connection and require public investment to rebalance the distribution of infrastructure.

5.9 Our Infrastructure Investment Plan aims to accelerate the roll out of next generation broadband to all parts of rural Scotland over the next five years, to support public service provision as well as investment in the digital economy and rural economic growth. Work is progressing to develop new fibre links connecting rural areas, with an expectation of fibre links to 95% of premises Scotland wide by 2017/18. Opportunities for smarter towns and cities are also being explored.



Scotland tomorrow

5.10 Our ability to attract international investment and to build links to global markets form an important part of the Scottish Government Economic Strategy – our target is to increase exports by 50% by 2017 and exposure to international trade will promote productivity and competition within Scottish markets. In the longer term, Scotland can capitalise on its position of the edge of Europe, strategically located to gain from the evolution of world trade routes as the North East Passage opens up. To achieve this, our international and cross-border physical, economic and cultural connections will be crucial.

5.11 Over the coming years, there will be a need for further improvements to ensure that we get best value from our transport infrastructure. Whilst investment programmes are already in place, spatial priorities may change over the longer term.

5.12 Many of our major road and rail infrastructure improvements will be realised in the next two decades, strengthening connections between cities and sustaining lifeline rural links. More efficient rail services and reduced road congestion will support productivity. Our ambition to significantly grow Scotland's exports means that strengthening of international gateways and freight networks will be essential.

5.13 Our long-term ambition is a largely decarbonised transport sector in Scotland, and advances will bring about a revolution in the way we travel. We will look to use alternative fuel sources for trains and vehicles. Significant levels of behavioural change will also be required to fulfil our ambition. Planning will have a role to play in modernising our infrastructure and supporting this change and development strategies should be complemented by improved connections across all transport modes.

5.14 As a key part of the low carbon agenda, we will encourage local authorities to develop at least one exemplar walking- and cycling-friendly settlement to demonstrate how active travel networks can be significantly improved in line with meeting our vision for increased cycling. These settlements, as well as wider core path networks, will act as key nodes on the national walking and cycling network.

5.15 To further reduce the need to travel and ensure continuing economic competitiveness, we will see a step change in digital connectivity in the coming years, supporting our broader aspirations for growth across the country. This will require significant investment in digital infrastructure to ensure coverage extends to our most remote, but asset-rich, rural and island communities. As well as providing new infrastructure to connect existing areas, future developments will build in digital connectivity as a matter of course. We are extending permitted development rights to facilitate this.

Spatial priorities for change

Cities will be better connected and provide a gateway to the rest of the world

5.16 Strengthened digital infrastructure will support our aspirations for more sustainable cities which attract new business. We can expect cities to become significantly 'smarter' in the next few years, using population density and shared infrastructure to further increase access to high performing digital services.

5.17 We aim to have better connected cities – better connected to each other, better connections within each of their regions – and for these transport networks to be progressively decarbonised. City regions are the hubs for the majority of our international connections. We want to make rail travel between cities quicker than by car, and to complete electrification of the railway lines between cities.

5.18 In the short term, Phase 1 of the Edinburgh to Glasgow Improvements Programme will reduce journey times across the Central Belt. Beyond the mid-2020s, there is a clear need to further improve capacity between Edinburgh and Glasgow with consequent opportunities to reduce journey times even further and that need could be met either by proceeding with EGIP Phase 2 or by constructing a fast rail connection between Edinburgh and Glasgow as the first phase in a longer-term plan for a **High Speed Rail** connection to the rest of the UK. This will provide benefits by freeing up capacity on the wider Scottish rail network.

5.19 The Infrastructure Investment Plan makes a commitment to improving rail services and reducing journey time between Inverness and Aberdeen, and from both Aberdeen and Inverness to the Central Belt.

5.20 The road network has an essential role to play in connecting cities by car, public transport and active travel. Construction of the Forth Replacement Crossing (Queensferry Crossing) will be completed by 2016 and the associated public transport strategy will be implemented by the relevant partners. Further improvements will be made to the motorway network, including capacity improvements to the M8, M73 and M74. We will complete dualling of the trunk roads between cities, with dualling of the A9 from Perth to Inverness complete by 2025 and dualling of the A96 from Inverness to Aberdeen by 2030. In addition, the Scottish Government's Infrastructure Investment Plan includes measures to improve the safety, capacity and performance of the strategic inter-city road network.

5.21 Regional transport partnerships have a crucial role to play in improving active travel and transport networks and services within each of the city regions. Edinburgh Trams services are now operational. In Glasgow, we are proceeding with modernisation of the subway, and Fastlink will provide rapid bus transport between the city centre and key locations including the SECC and the new South Glasgow Hospital. By 2018, the Aberdeen Western Peripheral Route and dualling of the A90 between Balmedie and Tipperty will significantly improve transport in and around Aberdeen. Strategic park and ride facilities will play an important role in providing public transport access to city centres. Across the country, we are improving station facilities, including a new station for Dundee and refurbishment of the main stations in Glasgow and Edinburgh.

5.22 Many of Scotland's international gateways are located in or close to the city regions. By air, rail and sea, these gateways ensure Scotland remains an outward-looking country which is well-connected and open for business.

5.23 Given Scotland's location in Europe and the importance of wider global markets, maintaining and enhancing air connectivity is essential. Scotland's major airports provide a gateway to Scotland and in particular to the cities network. We support enhancement of Scotland's **five main airports** as a national development. These gateways are important locations for investment – the national development includes business-related development around Glasgow and Prestwick Airports, and reconfiguration of land use around Edinburgh Airport to accommodate future expansion, relocate the Royal Highland Showground and support the creation of an International Business Gateway to the west of Edinburgh.

5.24 Whilst we continue to support investment in our air connections, we recognise the challenge that this creates for our ongoing work to address climate change. Scotland is one of only a few countries to have included emissions from aviation into our greenhouse gas inventory. This will require wider policies and proposals to go further in reducing emissions.

5.25 Freight transport networks are critical to our economy. Our transport plans will benefit the sector through continued investment in infrastructure. This will help to reduce congestion and encourage modal shift where this is practical and feasible. We will continue to work with industry to ensure efficiency of road movements from both a business and carbon reduction perspective. Over the long-term, wider efforts to increase the use of public transport, and promote walking and cycling for everyday journeys will help to reduce congestion arising from personal travel and benefit the freight sector.



5.26 Rail freight and short-sea shipping have potential to reduce the carbon footprint of our freight sector. Rail freight networks are likely to become increasingly important as our export potential grows alongside our transition to a low carbon economy. There are a number of important interchanges in the Central Belt, including Grangemouth, Coatbridge and Mossend. We will work with the rail freight sector to develop a more strategic view of future development priorities for rail freight within the broader operational context of the network as a whole.

5.27 Whilst Scotland's maritime freight-handling capacity services both the Atlantic and North Sea routes, most movement comes from the North Sea. We must ensure that we have the right infrastructure in place to support these key international connections. Our ambitions to significantly increase exports mean that we should continue to plan for development at strategically important locations. The **Grangemouth Investment Zone** is therefore designated as a national development, as is additional **Freight Capacity on the Forth** where consenting of new freight handling facilities at Rosyth is progressing. Rail freight connections to and from these facilities will be considered as an integral part of the national developments.

5.28 Further north, Aberdeen Harbour serves as a multi-functional seaport, providing berthing and handling facilities for passengers, freight, oil and gas and other sectors. Despite the capacity constraints of the current harbour, this is one of Scotland's key gateways. Expansion of **Aberdeen Harbour**, including improved intermodal connections by road, is identified as a national development.

Rural areas will be more accessible

5.29 Our plans for investment in digital infrastructure will play a key role in improving competitiveness, ensuring that there is no digital divide between rural and urban Scotland. Our 'Digital Scotland Superfast Broadband Programme' is delivering £410 million of public and private investment in parts of Scotland, including rural, semi-rural and suburban areas, that would not otherwise be served commercially. We are also exploring delivery models to extend mobile services to some of our hardest to reach areas.



5.30 Reliance on the car will remain important in rural Scotland, and so providing infrastructure to facilitate greater use of low carbon fuel options, such as the ongoing installation of electric vehicle charging points across the country, will be particularly useful in reducing transport sector emissions.

5.31 The rural south has a key role to play as a gateway to Scotland and we will continue with investment in strategic corridors to support this. Improvements to the A77 and A75 have been progressed and further targeted interventions are planned, supporting the role of Cairnryan as a key gateway whilst improving the connections between rural communities across the south west of Scotland. The Borders Railway, to be completed by 2015, will provide a new public transport route into the south east of Scotland.

5.32 The dualling of the A9 between Perth and Inverness and improvements to the Highland Mainline will provide a step change in accessibility across the rural north, increase business confidence and support investment throughout the region. Improvements to the rail network and dualling of the A96 between Inverness and Aberdeen, including bypasses of towns along the route, will provide opportunities to link the energy sectors in the two city regions as well as improving the quality of place within the towns. Improvements being developed for the A82 will support business and investment in the rural north and west. We will continue to ensure the A95 accommodates the needs of our flourishing whisky industry.

5.33 To achieve a step change in active travel, walking and cycling networks will continue to develop through core path plans and local community networks, connecting where possible with the national long distance network. This network will bring together urban and rural Scotland, to promote a significant increase in active travel as well as broadening recreational access to the countryside for residents and visitors alike.

5.34 For visitors, the journey can become an experience in its own right and we will pilot scenic route projects on the key tourist routes, exploring opportunities to build-in high quality design to infrastructure improvements. The programme is expected to be extended to other routes, including public transport corridors, in the longer term.



We will reduce the disadvantage of distance for our coastal and island communities

5.35 Improved digital infrastructure, both fixed and mobile, is essential to support sustainable economic growth and better connect people and communities. We have identified a **digital fibre network** linking our most peripheral communities as a national development. This will bring particular benefits in the north and west coasts and islands, given their relatively dispersed population and the potential to support population and economic growth through increased home and remote working.

5.36 Air and ferry services will continue to play an essential role – as a lifeline service but also supporting economic activity and the delivery of public services.

5.37 We anticipate longer-term opportunities arising from the opening up of new shipping routes across the Arctic. Several deep water assets, including at Scapa Flow, Stornoway, Shetland and in the Moray Firth, may present opportunities for new or expanded ports to take advantage of this and of wider opportunities, including for tourism development. Further south, Cairnryan remains a key gateway to Ireland.

5.38 As with rural areas, providing infrastructure to facilitate greater use of low carbon fuel options is particularly important in more car dependent coastal and island areas. Some areas, such as Islay and the Western Isles, have used innovative approaches to stimulate this, and there are likely to be further opportunities within island communities where travel range is relatively restricted. Ferry terminals provide a useful focal point for charging infrastructure, and electric vehicle rapid charging points are already available or planned at ferry terminals in the Inner Hebrides, the Western Isles and the Pentland Firth.

5.39 Strategic road and rail connections serve the north and west coast directly, and also the ports which connect to the islands by ferry. Commissioned improvements to the A82 and A9 will strengthen these connections, and we are working closely with Argyll and Bute Council to finalise the trunking of the the A83 between Kennacraig and Campbeltown. In the longer term, improvements to the A85, A87, A830, A835 and A828 will also help to support expected development in some of our more remote rural and coastal communities.



6. Delivery

National developments – outcomes

6.1 We have identified 14 national developments that are needed to help to deliver our spatial strategy. Whilst national development status establishes the need for a project, it does not grant development consent. Planning permission and any other necessary assessments and consents will still be required at the consenting stage. Mitigation set out in the Action Programme should inform subsequent planning processes and be applied as appropriate to avoid or reduce environmental effects and demonstrate no adverse effects on the integrity of European protected sites.

6.2 The detailed description of the components of each national development in Annex A will assist planning and other consenting authorities in determining whether national development status applies to a particular proposal.





6.3 National developments will be delivered by a range of public and private sector organisations, and inclusion in NPF3 does not imply funding on the part of the Scottish Government or its agencies. However, to support their delivery, priorities identified in NPF3 will be taken into account when future spending programmes are developed or reviewed.

National Developments



Detail key

National Developments

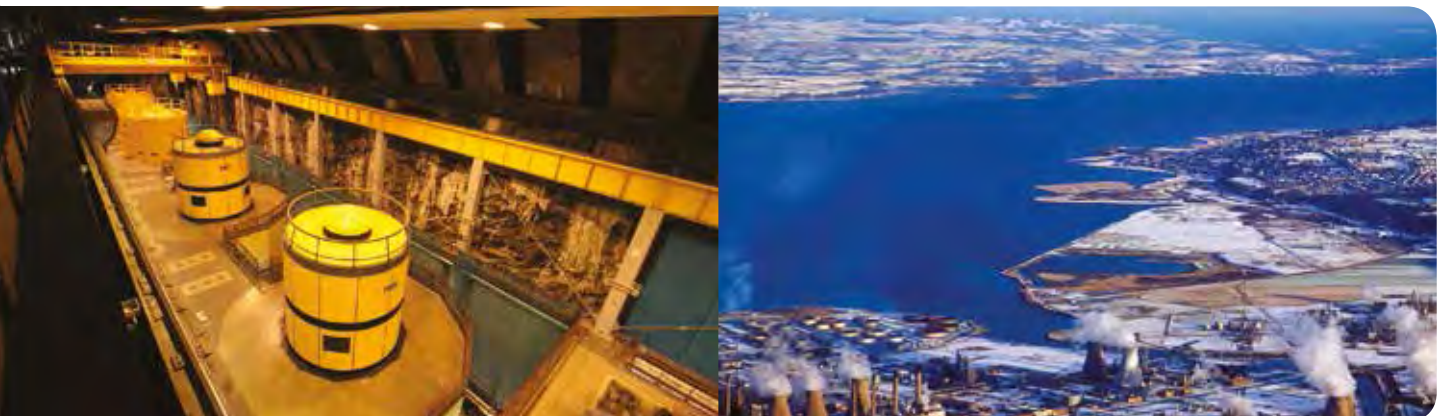
- 1** Ravenscraig
- 2** Dundee Waterfront
- 3** Carbon Capture and Storage (CCS) Network and Thermal Generation
-  A High Voltage Energy Transmission Network
- 4** Pumped storage
- 5** Central Scotland Green Network
- 6** Metropolitan Glasgow Strategic Drainage Partnership
-  A National Long Distance Cycling and Walking Network
- 7** High Speed Rail
-  Strategic Airport Enhancements
- 8** Grangemouth Investment Zone
- 9** Freight on the Forth
- 10** Aberdeen Harbour
-  A Digital Fibre Network

3. A Carbon Capture and Storage (CCS) Network and Thermal Generation is required to maintain the 2.5 GW of thermal generation we require, whilst also reducing greenhouse gas emissions from the energy sector. This national development reflects the opportunity to provide this at existing sites, specifically Longannet and Cockerzie. In addition, proposals for the refurbishment of a gas-fired power station at Peterhead, a new coal-fired power station with CCS at Grangemouth and extension to the existing pipeline to St. Fergus are expected to come forward within the lifetime of NPF3. This national development aims to establish Scotland as a centre of expertise in CCS technology, maintain energy security and diversify the overall energy mix.

4. An Enhanced High Voltage Energy Transmission Network is needed to facilitate renewable electricity development and its export. The specific projects required for this network are set out in the Electricity Networks Strategy Group, and will continue to evolve as new opportunities emerge. Key connections include links to Orkney, Shetland and the Western Isles, and interconnectors to emerging international grid networks. Improvements to the distribution network are also important to many remote rural areas. We support the provision of new infrastructure, whilst acknowledging that full consideration of routes and development components will be required at the consenting stage. The map of national developments provides an indicative picture of key electricity grid upgrades, although these may change in the future.

As part of this national development, we want to see planning enabling development of onshore links to support offshore renewable energy development. A strategy for the marine grid, connecting with the onshore network, will help to provide greater clarity on the offshore projects required.

5. Pumped hydroelectric storage at existing and new sites for hydro electricity generation is needed, to support our security of energy supplies, diversity of supplies and to reduce carbon emissions. This will help to balance electricity supply and demand when we have a much greater proportion of electricity from renewable energy technologies, providing a means to manage more intermittent electricity generation from those sources. During the lifetime of NPF3, we particularly support development at Cruachan in Argyll, a nationally important pumped storage facility with significant potential for enhanced capacity.



6.6 Our strategy for a **natural, resilient place** aims to evolve our approach to environmental stewardship, enhance ecosystem services and adapt to the growing impact of climate change. As well as protecting existing assets, our approach emphasizes the importance of the environment for people, and the need to prioritise environmental enhancement in places where past activity has impacted on landscape and ecological quality.

6. The Central Scotland Green Network remains a national priority. This densely-populated area is rich in cultural, industrial and natural assets. However, in some places past land use has left a legacy of disused land, poor quality greenspace and fragmented habitats. Here, a step change in environmental quality is required to address disadvantage and attract investment, whilst sustaining and enhancing biodiversity, landscape quality and wider ecosystems. Elsewhere, the challenge is to maintain the existing quality of place whilst delivering development in areas of particular pressure. This initiative is now well established, and in the coming years we believe that the priorities for the lead organisations should include promoting active travel, addressing vacant and derelict land and focusing action in disadvantaged areas, to maximise community and health benefits. We expect work to gather further momentum during the lifetime of NPF3. A variety of developments in Central Scotland will contribute to the network. Benefits will also emerge from links with the Metropolitan Glasgow Strategic Drainage Partnership, major area and canal-led regeneration projects and catchment-scale water management planning.

7. The Metropolitan Glasgow Strategic Drainage Partnership is a nationally significant exemplar of catchment-scale water and drainage infrastructure planning. This project is needed to better service existing communities, unlock potential development sites and to build greater resilience to long-term climate change. Further key projects will be delivered within the lifetime of NPF3, ensuring that aspirations for regeneration and growth are supported by improved infrastructure capacity.



8. A National Long Distance Cycling and Walking Network is needed to enhance visitor and recreation experiences, as well as ensuring that Scotland's population has better access to the outdoors for health and well-being. Making better links between existing routes will improve connections between urban and rural, and inland and coastal areas. Whilst it has significant potential as a tourism resource, we also believe that this network can support active travel and contribute to health and well-being. The development should focus on making best use of existing path networks – Scotland's Great Trails, the National Cycling Network and the Scottish Canal Network. It should seek to close key gaps, upgrade connecting routes, build on local core path networks, and link with public transport. Other proposals to strengthen this network over this period do not need planning permission to be implemented but form part of a wider strategy to help achieve the vision for the national network over a 20 year period. A coherent plan for the network will be developed by key partners, led by Scottish Natural Heritage, immediately after adoption of NPF3. The national development description shows the priority 5 year projects within the context of the wider strategy.

6.7 Finally, our strategy for a **connected place** focuses on improving our key gateways and international transport connections, improving links within Scotland and progressively decarbonising transport networks. To complement ongoing investment programmes that support improvements to road and rail infrastructure, we believe that the following key projects are of national significance.

9. High Speed Rail is needed to improve our connection to the rest of the UK and Europe, and to strengthen links between our cities. We are assessing the case for bringing forward a link between Edinburgh and Glasgow in anticipation of the subsequent link to the rest of the UK. This would support economic growth by improving journey times and release wider capacity on Scotland's rail network. The routes for both elements of this project are yet to be defined, but further detail will become available during the lifetime of NPF3. The Edinburgh to Glasgow connection is programmed for delivery by the mid 2020s.

10. Strategic Airport Enhancements are vital to support the role of our main airports as gateways to Scotland. Lifeline air links to remote rural communities are also an essential part of our transport infrastructure. This national development includes enhancements of Aberdeen, Edinburgh, Glasgow, Inverness and Prestwick Airports. National development status also reflects the role of airports as hubs for wider investment and business development. Close to Edinburgh, Glasgow and Prestwick Airports there are significant opportunities for business development as an associated land use. We expect to see further progress on delivery of airport masterplans during the lifetime of NPF3.



11. Grangemouth Investment Zone is a nationally-significant site for industry and freight. There is a need for further upgrading of freight-handling facilities to enhance business activity on the site, flood defences to improve the resilience of the site and to protect its industrial use, and improve transport links to assist with logistics and minimise the impact of industrial traffic on the surrounding community. During the lifetime of NPF3 we expect proposals to progress with additional funding having been made available through Falkirk Council's Tax Incremental Financing scheme. Continued partnership working will support delivery and help to manage impacts on the local community and sensitive environment of the Forth Estuary.

12. Additional Freight Capacity on the Forth is needed because of the strategic importance of the Forth in relation to heavily used North Sea freight shipping routes. In the short term, we expect to see proposals at Rosyth progress through the marine consenting process. Proposals for development at other ports may come forward as economic recovery progresses.

13. Aberdeen Harbour is a nationally-important facility which supports the oil and gas sector, provides international and lifeline connections and makes a significant contribution to the wider economy of the north east. Expansion of the harbour is required to address current capacity constraints, and to consolidate and expand its role. We expect development proposals for this to come forward in the lifetime of NPF3, including new harbour facilities and onshore transport links.

14. A Digital Fibre Network will ensure that we realise our ambition for world-class connectivity across Scotland. This national development focuses on plans for a fibre network to connect our most remote rural communities. This will strengthen the resilience of these communities, and assist projects that play a key role in supporting sustainable economic growth. Opportunities for cabling to be delivered alongside other infrastructure such as the electricity grid and walking and cycling networks are encouraged.

6.8 National development status aims to establish the need for these developments. Where national developments are not locationally specific, site selection will be needed. All developments will require the appropriate level of environmental assessment and public consultation, and will need to demonstrate that environmental impacts can be avoided, or mitigated to an acceptable level at the consenting stage. National development designations do not remove existing permitted development rights from a type of development or location.

6.9 Annex A provides the technical descriptions of the statements of need as required by the Planning etc. (Scotland) Act 2006, and identifies those developments to be processed as national developments within the planning system and other consenting regimes where applications for consent are required.

Further key actions

6.10 We expect to see significant progress over the next five years, and recognise that action is needed now to ensure that we also achieve our longer-term goals. As well as delivering the suite of national developments, there are many other actions that need to be taken forward to deliver the aims of the spatial strategy in NPF3. The Action Programme for NPF3, which will be updated as delivery progresses, identifies the following 30 Actions which will ensure that the delivery of priorities is co-ordinated with other strategies and targets for the Scottish Government and its agencies.

A sustainable, successful place:

1. We will work with planning authorities to maintain an up-to-date, easily accessible national protocol for **Enterprise Areas**.
2. The Scottish Cities Alliance and local authorities will take forward the priorities set out in the **City Investment Plans**.
3. The Scottish Cities Alliance will bring the City Investment Plans together into a **shared investment portfolio brochure**, communicating a consistent investment message across the cities network.
4. As an early priority, we will examine current planning authority approaches to **aligning planning and infrastructure investment** to inform whether further advice on this is required.
5. We will continue to implement and embed the regeneration outcomes as articulated in our Regeneration Strategy. As a priority, we will implement the Town Centre Action Plan, and take forward a series of demonstration projects including a programme of **town centre charrettes**.
6. We will work with housing providers and the development sector to **support housing development** and encourage innovative approaches to affordable housing.
7. In anticipation of longer-term change, we wish to see planning authorities anticipate the likely need for new housing, infrastructure and services resulting from **investment in coastal and rural areas** through a joined-up approach to marine and terrestrial planning.
8. We will support the sustainable growth of the **aquaculture sector**, including through the continuing work of the Ministerial Group for Sustainable Aquaculture.

A low carbon place:

9. We will continue to take action to help generate the equivalent of 100% of Scotland's gross annual electricity consumption from **renewable sources** by 2020, with an interim target of 50% by 2015.
10. We will apply building standards to improve the **energy efficiency** of existing and new buildings.
11. We will work with local authorities to build national and local authority **heat maps** into development plans.
12. We will build on progress to date to deliver our target of 500 MW of **community and locally-owned renewable energy** and promote greater benefits from renewable energy generation.
13. Working with Scottish Enterprise and Highlands and Islands Enterprise, we will implement the **National Renewables Infrastructure Plan** with planning enabling development across the locations it identifies.
14. We will take forward a study to explore the potential role, technology options, and impacts on the energy system of an increase in **energy storage capacity**.
15. The Highland Council, and Dumfries and Galloway Council will continue to work with partners and communities to develop planning frameworks associated with the **decommissioning of nuclear power stations** at Dounreay and Chapelcross.
16. We will finalise the National Marine Plan, including our plans for **offshore wind, wave and tidal energy**, in 2014 and commence development of a strategy for the **marine grid**.
17. We will support a co-ordinated approach to planning for energy-related and other key development in the five **areas of co-ordinated action**: Peterhead, Cockenzie, Grangemouth, Hunterston and the Pentland Firth and Orkney Waters. We believe that these locations have a nationally-significant role to play in delivering our spatial strategy.

A natural, resilient place:

18. We will take forward the provisions of the **Cycling Action Plan** and the **National Walking Strategy**.
19. We will implement the **Scottish Biodiversity Strategy**, including completing the suite of protected places and improving their connectivity through a national ecological network centred on these sites.
20. We will help planning authorities to take a more co-ordinated approach to planning for environmental and habitat improvements for the **Forth Estuary**.
21. We will increase **new woodland creation** to an average of 10,000 hectares per year from 2015, and take action towards delivering the proposal in Low Carbon Scotland (RPP2) to increase the rate of **peatland restoration** to 22,000 hectares per year.

22. SEPA will publish the second round of **River Basin Management Plans** in 2015. National and local flood risk management plans will be published in 2016.
23. We will take action based on the outcome from our consultation on **Opencast Coal Restoration: Effective Regulation**.
24. Planning authorities will support VisitScotland's **Tourism Development Framework** in their development plans.
25. We will take forward the actions in the **Climate Change Adaptation** programme.

A connected place:

26. We will work with the Cities Alliance to progress **Smart Cities** initiatives.
27. We will deliver the strategic transport projects in the **Infrastructure Investment Plan** and work with the freight sector to identify priority developments for inclusion in NPF4.
28. We will work with industry to take forward the Step Change Programme to provide the capacity to deliver **next generation broadband** to 95% of premises by 2017-18, and a significant uplift in speeds for the remaining areas.
29. We will continue to provide funding for the installation of domestic, workplace and en-route **charging points**, as set out in 'Switched On Scotland: A Roadmap to Widespread Adoption of Plug-in Vehicles'.
30. We will continue to progress the **Scotland's Scenic Routes** initiative.

6.11 We expect strategic and local development plans to take into account the strategy, actions and developments set out in NPF3. We will use the actions and outcomes identified in the Action Programme to monitor progress over the next five years.

Annex A – national developments

Statements of need and technical descriptions

1. STATEMENT OF NEED AND DESCRIPTION – Ravenscraig

1 – Location: Former Ravenscraig steelworks and new transport and communication connections to it.

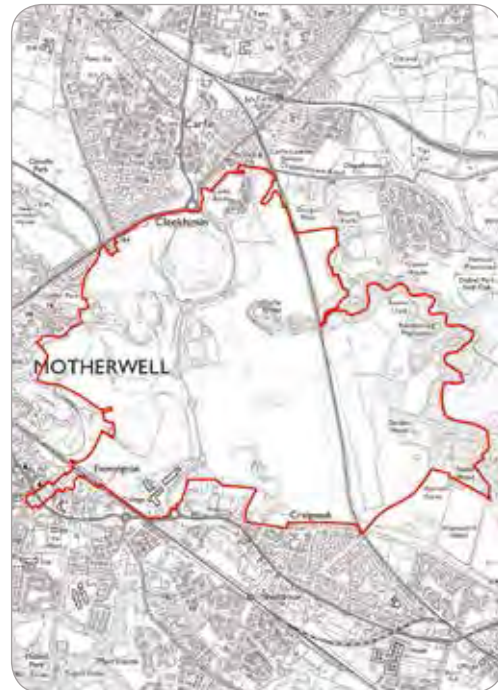
2 – Description of Classes of Development:

Development situated at the location consisting of:

- a. construction of buildings for business, general industrial or storage and distribution use where the gross floor space is or exceeds 10,000 square metres or with a site area which is or exceeds 2 hectares.
- b. construction of residential buildings where the area of the development site is or exceeds 2 hectares.
- c. construction of new road(s) or fibre-optic cable(s) to the location where the length of the infrastructure exceeds 8 kilometres.
- d. development of a new town centre.

3 – Designation: A development within one or more of the Classes of Development described in paragraph (2) (a) to (d) is designated a national development.

4 – Need: These classes of development within the location are needed to support the delivery of large-scale proposals as required in the regeneration of Ravenscraig, currently one of the largest areas of vacant and derelict land in Europe. Its redevelopment for a range of uses makes a significant contribution to addressing concentrations of vacant and derelict land in Central Scotland. It provides an opportunity to build in low carbon and environmental infrastructure.



2. STATEMENT OF NEED AND DESCRIPTION – Dundee Waterfront

1 – Location: Dundee waterfront and new transport and communications to it.

2 – Description of Classes of Development: Development at the location consisting of:

- a. construction of buildings for business, general industrial or storage and distribution use where the gross floor space is or exceeds 10,000 square metres or with a site area which is or exceeds 2 hectares.
- b. construction of residential buildings where the area of the development site is or exceeds 2 hectares.
- c. construction of new road(s), railway track(s) or fibre-optic cable(s) to the location where the length of the infrastructure exceeds 8 kilometres.



3 – Designation: A development within one or more of the Classes of Development described in paragraph (2) (a) to (c) is designated a national development.

4 – Need: These classes of development within the location are needed to support the delivery of large-scale proposals required for the transformation Dundee. This national development supports key economic growth sectors for the city, and will improve quality of place in one of Scotland's cities.

3. STATEMENT OF NEED AND DESCRIPTION – Carbon Capture and Storage Network and Thermal Generation

1 – Location: Carbon Capture and Storage Network Infrastructure, throughout Scotland. Thermal generation at Peterhead (Boddam), Longannet, Grangemouth and Cockenzie.

2 – Description of Classes of Development:
Development at the locations consisting of:

- a. construction of new or refurbishment of existing pipeline(s) exceeding 8 kilometres in length to provide for the transportation of captured carbon dioxide, including change of use from transporting existing substances.
- b. construction of pumping and/or compression equipment required for a carbon dioxide transportation pipeline(s) exceeding 8 kilometres in length.
- c. construction of buildings or structures for carbon capture, transportation and/or storage plant and facilities where the gross floor area is or exceeds 10,000 square metres or the site area is or exceeds 2 hectares.
- d. construction of new or refurbishments to thermal generation power stations with a generating capacity of over 50 megawatts where that development includes on site carbon capture plant to a level as required in the Electricity Generation Policy Statement, carbon transportation infrastructure and/or storage facilities.
- e. construction of new or refurbishments to existing onshore gas pipelines to the thermal generation locations where the generation fuel is to be gas.
- f. onshore and offshore carbon dioxide storage sites.



3 – Designation: A development within one or more of the Classes of Development described in paragraph (2) (a) to (f) is designated a national development.

4 – Need: These classes of development are needed to support the delivery of a carbon capture and storage network to establish Scotland as a centre of expertise in this technology. In line with the Scottish Government's Electricity Generation Policy Statement, these classes of development also support the achievement of a minimum of 2.5 gigawatts of thermal generation progressively fitted with carbon capture and storage technology. The aim is to demonstrate that carbon capture and storage is feasible at a commercial scale by 2020, with full retrofit across conventional fossil fuel power stations by 2025-30.

4. STATEMENT OF NEED AND DESCRIPTION – High Voltage Electricity Transmission Network

1 – Location: Throughout Scotland.

2 – Description of Classes of Development: Development consisting of:

- a. new and/or upgraded onshore electricity transmission cabling of or in excess of 132 kilovolts, and supporting pylons.
- b. new and/or upgraded onshore sub stations directly linked to electricity transmission cabling of or in excess of 132 kilovolts.
- c. new and/or upgraded onshore converter stations directly linked to onshore and/or offshore electricity transmission cable(s) of or in excess of 132 kilovolts.
- d. new and/or upgraded offshore electricity transmission cabling of or exceeding 132 kilovolts.

3 – Designation: A development within one or more of the Classes of Development described in paragraph (2) (a) to (d) is designated a national development.

4 – Need: These classes of development are needed to support the delivery of an enhanced high voltage electricity transmission grid which is vital in meeting national targets for electricity generation, statutory climate change targets, and security of energy supplies.

5. STATEMENT OF NEED AND DESCRIPTION – Pumped Hydroelectric Storage

1 – Location: Throughout Scotland.

2 – Description of Classes of Development: Development for pumped hydroelectric storage which would be or exceed 50 megawatts consisting of:

- a. new and/or expanded and/or refurbished water holding reservoir and dam.
- b. new and/or refurbished electricity generating plant structures or buildings.
- c. new and/or expanded and/or refurbished pump plant structures or buildings.
- d. new and/or expanded and/or refurbished water inlet and outlet pipework.
- e. new and/or refurbished substations and/or transformers directly required for the pumped hydroelectric schemes which fall within the description.
- f. new and/or replacement transmission cables directly linked to the pumped hydroelectric schemes which fall within the description.

3 – Designation: A development within one or more of the Classes of Development described in paragraph (2) (a) to (f) is designated a national development.

4 – Need: These classes of development are needed to support the strategic role of pumped hydroelectric storage within our electricity network by increasing the capacity through new or expanded sites. This promotes security of electricity supplies and will help to balance electricity demand with intermittency of some types of generation.

6. STATEMENT OF NEED AND DESCRIPTION – Central Scotland Green Network

1 – Location: Local authorities throughout Central Scotland within the boundary identified by the Central Scotland Green Network Partnership.

2 – Description of Classes of Development: The project supports a wide range of environmental enhancement measures, including activities and initiatives that do not require development consent. In addition, the following development categories within the above locations are also included within the national development:

- a. development of or exceeding 2 hectares on vacant and derelict land for sustainable drainage systems or allotments.
- b. construction of new walking and cycling routes exceeding 8 kilometres.

3 – Designation: A development within one or more of the Classes of Development described in paragraph (2) (a) and (b) is designated a national development.

4 – Need: These classes of development support the delivery of a step change in the quality, accessibility, biodiversity and adaptability of the Central Scotland environment. Active travel projects will provide added value where they integrate with the national walking and cycling network and local authority core paths.



7. STATEMENT OF NEED AND DESCRIPTION – Metropolitan Glasgow Strategic Drainage Partnership

1 – Location: The areas of: East Dunbartonshire Council, East Renfrewshire Council, Glasgow City Council, North Lanarkshire Council, Renfrewshire Council, South Lanarkshire Council, West Dunbartonshire Council.

2 – Description of Class of Development: Development for surface water management within the locations consisting of:

- a. works, structures, buildings and pipelines where the site area is or exceeds 2 hectares.

3 – Designation: A development within the Class of Development described in paragraph (2) (a) is designated a national development.

4 – Need: This class of development will contribute to the delivery of infrastructure required for water resource and drainage management on a broad scale within the Glasgow city region. The project will play a key role in adaptation to climate change, and provide an exemplar of catchment-scale planning and management.

8. STATEMENT OF NEED AND DESCRIPTION – National Long Distance Cycling and Walking Network

1 – Location: Throughout Scotland.

2 – Description of Class of Development: The network will include enhancements to a number of routes which do not require planning consent. These are set out in the NPF3 action programme. In addition the following specific proposals are included within the national development.

a. New and improved routes and links for walking and cycling which are likely to need planning permission:

Cycleways

Route 73 (north) of the National Cycle Network – Brodick to Corrie

Route 753 of the National Cycle Network – Gourock-Ardrossan: Largs to Inverkip (up to 15km new traffic free & on road route) In and around Fairlie (up to 10km of new traffic free route)

Route 76 of the National Cycle Network – Manor Powis Roundabout (2km of new traffic free route to avoid major roundabout on A91/A905)

Route 765 of the National Cycle Network – Stirling to Callander: Doune-Burn of Cambus (5km of new traffic free route + 2 bridges)

Southern Upland Cycle Way: Stranraer to Portpatrick (10km of new traffic routes at various locations, road crossings and traffic calming)

Long Distance Routes

Clyde Walkway extension: New Lanark to Biggar (20km of path creation and improvements)

Crook of Devon to Kinross (10km of path creation and improvements)

Cross-Scotland Pilgrim Way: Tyndrum to Crieff section; Glen Ogle to Tyndrum (40km of path creation and improvements)

Darvel – Muirkirk (20km of path creation and improvements)

John Muir Way: Strathblane to Glasgow spur (15km of path creation and improvements)

North Solway Coastal Route: Drummore to Portpatrick (20km of path improvements)

Speyside Way Extension: Aviemore to Newtonmore: (8km of path creation and 1 bridge)

3 – Designation: A development within the Class of Development described in paragraph (2) (a) is designated a national development.

4 – Need: This class of development will help deliver a strategic national network of walking and cycling routes. The routes included above have been identified for the initial phase of the network, and will make best use of existing path infrastructure. The network will significantly improve visitor experiences and increase tourism within Scotland. It will be a key asset for increasing physical activity and will support active travel. The network will be supported by and will support core path plans and community path networks, transport hubs and strategic tourism and recreation destinations in Scotland as well as settlements.

9. STATEMENT OF NEED AND DESCRIPTION – High Speed Rail

- 1 – Location:** Central and Southern Scotland to the border with England.
- 2 – Description of Classes of Development:** Development within the location consisting of:
- the construction of new and/or upgraded railway track and electrification solution (overhead cabling and pylons or on track) for the purpose of delivering High Speed Rail.
 - the construction of new and/or refurbished multi-modal railway stations to service the high speed rail lines.
- 3 – Designation:** A development within one or more of the Classes of Development described in paragraph (2) (a) and (b) is designated a national development.
- 4 – Need:** The classes of development support the development of a high speed rail network to Scotland. This aims to provide a more efficient, lower carbon travel option to connect Scotland with London. A link between Edinburgh and Glasgow as an initial phase would realise early benefits from the project, and aims to release capacity on the existing rail network serving cities north of the Central Belt.

10. STATEMENT OF NEED AND DESCRIPTION – Strategic Airport Enhancements

1 – Location: Glasgow Prestwick Airport, Glasgow International Airport, Edinburgh Airport, Aberdeen Airport, Inverness Airport; adjoining land identified for mixed, industrial and business use at Edinburgh, Glasgow and Prestwick Airports.

2 – Description of Classes of Development: Development at the locations consisting of:

- any extension of the site boundary of the airport for airport operational uses as identified in a current airport masterplan that is supported by the development plan for the area.
- new and/or expanded terminal buildings where the gross floor space exceeds 10,000 square metres or the development is or exceeds 2 hectares.
- construction of buildings for business, general industrial or storage and distribution use requiring a near airport location where the gross floor space is or exceeds 10,000 square metres or the development is or exceeds 2 hectares in the area identified for associated business development at Edinburgh, Glasgow and Prestwick Airports.
- new National Showground facilities south of the A8 where the gross floor space is or exceeds 10,000 square metres or the development is or exceeds 2 hectares.
- construction of new walking and cycling routes exceeding 8 kilometres.
- construction of surface water management schemes where the area of development would exceed 2 hectares.





3 – Designation: A development within one or more of the Classes of Development described in paragraph (2) (a) to (f) is designated a national development.

4 – Need: These strategic airports act as national gateways to and from Scotland. These classes of development support the key gateway and hub function of the airports. All the airports identified have published masterplans for their development – development proposals vary between the airports. Areas adjacent to Glasgow and Edinburgh Airports have been identified for commercial and mixed uses supporting the economic development opportunities which are particularly suited to these locations. At Edinburgh provision is also made for the re-location of the Royal Highland Showground, and ensuring that the major land users in the area continue to have a co-ordinated approach to development.

11. STATEMENT OF NEED AND DESCRIPTION – Grangemouth Investment Zone

1 – Location: The Port of Grangemouth, the adjacent chemicals business area identified by the Development Plan for Falkirk and access routes to the area.

2 – Description of Classes of Development: Development consisting of:

- a. construction of a new freight handling facilities where resultant building or structure is or exceeds 10,000 square metres, or the area of development is or exceeds 2 hectares.
- b. construction of a new building or structure for business and/or general industrial uses where the resultant building or structure is or exceeds 10,000 square metres, or the site area is or exceeds 2 hectares.
- c. construction of flood defence structures and/or the undertaking of works for flood defence within the location where the area of development is or exceeds 2 hectares.
- d. the construction of new and/or replacement roads to provide an improved road connection and junction between the location and the M9 motorway where the resultant roads, including motorway junctions exceed 8 kilometres.
- e. the construction of new and/or replacement roads to provide an improved road connection and junction between the location and the M8 motorway where the resultant roads, including motorway junctions exceed 8 kilometres.
- f. the construction of new/and or replacement railway track to and within the location to provide an enhanced railhead for freight handling purposes.



3 – Designation: A development within one or more of the Classes of Development described in paragraph (2) (a) to (f) is designated a national development.

4 – Need: The classes of development are needed to support the key infrastructure and industry at the Grangemouth Investment Zone, strengthening its nationally important role in freight handling, providing energy-related infrastructure and facilitating wider economic activity. There is a continuing need for a co-ordinated approach to development in this area to minimise impacts on the community and environment.

12. STATEMENT OF NEED AND DESCRIPTION – Freight Handling Capacity on the Forth

1 – Location: Existing and disused ports and harbours on the Forth Estuary and transport access to them.

2 – Description of Classes of Development: Development consisting of:

- a. the construction of new and/or expanded multi-modal container freight handling facilities where the resultant building or structure is or exceeds 10,000 square metres, or the area of development is or exceeds 2 hectares.
- b. the construction of new and/or replacement road infrastructure exceeding 8 kilometres connecting existing road networks to the freight handling facility.
- c. the construction of new and/or upgraded railway track exceeding 8 kilometres connecting existing networks to the freight handling facility.

3 – Designation: A development within one or more of the Classes of Development described in paragraph (2) (a) to (c) is designated a national development.

4 – Need: These classes of development are required to support continued demand for freight handling facilities to service North Sea freight shipping routes. Potential sites around the Firth of Forth are in close proximity to a large share of Scotland's population, and are accessible from transport routes to allow for onward transport of freight.

13. STATEMENT OF NEED AND DESCRIPTION – Aberdeen Harbour

1 – Location: Nigg Bay.

2 – Description of Classes of Development:

Development at the location for:

- a. the construction of new and/or replacement harbour facilities where the resultant building or structure is or exceeds 10,000 square metres, or the area of development is or exceeds 2 hectares.
- b. the construction of new and/or replacement road infrastructure from existing networks.
- c. the provision of water supply and related infrastructure directly for new harbor facilities.

3 – Designation: A development within one or more of the Classes of Development described in paragraph (2) (a) to (c) is designated a national development.

4 – Need: These classes of development support the expansion of Aberdeen Harbour. Current constraints will increasingly limit the ability of the harbour to provide crucial services and limit opportunities for business growth at this nationally important facility. Nigg Bay has been identified as the preferred development option, due to the constraints of the existing sites.



14. STATEMENT OF NEED AND DESCRIPTION – National Digital Fibre Network

1 – Location: Throughout Scotland.

2 – Description of Class of Development: Development which consists of:

- a. the construction of new broadband cabling where the length of the cabling exceeds 8 kilometres.

3 – Designation: A development within the Class of Development described in paragraph (2) (a) is designated a national development.

4 – Need: These classes of development support the delivery of enhanced digital infrastructure in Scotland which is vital for continued sustainable economic growth. The Highlands and Islands Area will form a focus for development.

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- Year of Homecoming
- National Marine Plan
- National Conservation Centre Forthside
- Sectoral Marine Plans for renewable energy
- Scotland Heat Map and local heat datasets
- Heat Generation Policy Statement
- Marine Protected Areas
- National Peatland Plan
- Edinburgh Trams operational

- NPF3 Monitoring Report
- 30,000 affordable homes delivered 2011-2016
- V&A at Dundee
- City of Glasgow College
- Ayrshire College
- National Performance Centre for Sport Heriot Watt
- Acute Mental Health and North Ayrshire Community Hospital
- Climate Change – 3rd Report on Policies and Proposals (RPP3)
- 2nd Land Use Strategy
- Local Flood Risk Management Plans
- Well-managed network of Marine Protected Areas
- Queensferry Crossing complete
- Edinburgh-Glasgow via Falkirk rail electrification

2014

2015

2016

2017

- South Glasgow Hospitals
- Inverness College
- Equivalent of 50% of electricity consumption from renewable energy
- Energy Generation Policy Statement
- DECC Carbon Capture and Storage Commercialisation Project final investment decision
- 2nd round of River Basin Management Plans
- National Flood Risk Management Strategies
- 85% of properties to have next generation broadband (2015/16)
- Borders Railway
- Glasgow Fastlink

- Narrow the gap in economic participation between best and worst performing regions
- Grow exports by 50%
- Royal Hospital for Sick Children/ Department of Clinical Neurosciences Edinburgh
- 95% of premises to have access to next generation broadband (2017/18)
- M8/M73/M74 improvements complete

- Scotland's Schools for the Future Investment Programme complete
- NHS Dumfries and Galloway Royal Acute Services
- Aberdeen Western Peripheral Route
- A90 Balmedie to Tippetty dualling
- Dunblane-Stirling-Alloa rail electrification

2018

2019

2020

- NPF4
- Glasgow Subway modernisation complete
- Edinburgh-Glasgow Rail Improvements (EGIP) Phase 1 complete

- 500 MW of renewable energy locally or community-owned
- Marine finfish production at 210,000 tonnes p.a.
- Shellfish production from aquaculture at 13,000 tonnes p.a.
- 12% reduction in energy consumption
- 42% reduction in greenhouse gas emissions
- Equivalent of 100% of electricity consumption from renewables
- 30% of overall energy demand from renewables
- 11% of heat demand from renewables
- 10% of transport fuels from renewables
- At least 70% of waste to be recycled
- Scotland fully contributing to meeting UN Aichi goals and targets for biodiversity
- Begin development of 3rd round of River Basin Management Plans
- World class digital infrastructure established across all of Scotland

- Step change in energy efficiency of homes (2030)
- Largely decarbonised electricity sector (2030)
- Significant progress to decarbonise heat sector in Scotland (2030)
- 80% reduction in greenhouse gas emissions (2050)
- Largely decarbonised heat sector in Scotland (2050)
- 90% of water bodies at good ecological status (2027)
- A9 Perth to Inverness dualling complete (2025)
- Highland Main Line Rail Improvements Project scheduled completion (2025)
- Significant progress in decarbonising transport sector (2030)
- Aberdeen to Central Belt rail improvements complete (2030)
- A96 Aberdeen to Inverness dualling complete (2030)
- Aberdeen to Inverness rail improvements complete (2030)
- High Speed Rail to London complete (post 2032)
- Vehicle emissions largely eliminated (2050)



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