



# Scotland 2045

## Scotland's Fourth National Planning Framework: Draft

## National Developments – Report of Assessment



Scottish Government  
Riaghaltas na h-Alba  
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## **1. Background**

1.1 This is a report of the assessment of suggestions for national developments received in advance of laying the draft National Planning Framework 4 (NPF4) in the Scottish Parliament.

1.2 Section 3A of The Town and Country Planning (Scotland) Act 1997 (as amended)<sup>1</sup> enables national developments to be designated in the National Planning Framework.

## **2. Purpose of National Developments**

2.1 Designation as a national development establishes the need for it, but does not remove requirements for relevant consents to be obtained before development can begin. Establishing the need facilitates onward decision making, where the matter of the need should not be considered again.

2.2 The national developments are those that strongly support the delivery of the spatial strategy, i.e. are 'needed'. Their identification is helpful to those delivering and hosting them including: public, commercial, and third sector bodies; and communities.

2.3 Status as a national development does not imply Scottish Government funding is available or will become available for the development. It is anticipated that many national developments will be delivered through a partnership approach. The national developments proposed in the draft NPF4 are aligned to wider Scottish Government policy as far as is reasonable to do so at this time, to strengthen the connection between the NPF4 spatial strategy and delivery.

## **3. Proposed National Developments in the draft NPF4**

3.1 The proposed national developments set out in the draft NPF4 are informed by, but not limited to, the national development suggestions received through the early engagement to inform the draft NPF4. Furthermore, the proposed national developments may include some but not all of the elements contained within the national development suggestions received.

## **4. National Development Suggestions**

4.1 Suggestions for national developments were invited from any interested party during the call for ideas stage of preparing NPF4. Suggestions were also received in response to consultation on the NPF4 Position Statement which was published in November 2020, and also arose during the preparation of Indicative Regional Spatial Strategies.

4.2 We received 259 suggestions through this process.

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<sup>1</sup> The Town and Country Planning (Scotland) Act 1997:  
<https://www.legislation.gov.uk/ukpga/1997/8/contents>

## 5. Assessment Process

5.1 Suggested national developments that were considered similar were grouped together for assessment purposes. The groupings are set out in the annexes. Otherwise assessment was based on each individual suggestion. The assessment process was iterative and informed by emerging information from relevant impact assessments. The assessment was also updated as necessary in light of responses to the Position Statement, and Indicative Regional Spatial Strategies.

5.2 The criteria assessment was high level and judgement based using published criteria. Information on the full range of Impact Assessments which have informed the preparation of NPF4, and on the related assessment findings, are set out in the NPF4: Integrated Impact Assessment reports, available online.

5.3 The published criteria were:

- Climate Change: The development will help to reduce emissions, contributing to Scotland's target of net zero emissions by 2045, will be emissions neutral, or emissions negative.
- People: The development will support the health, wellbeing, sustainability and quality of life of our current and future population.
- Inclusive Growth: The development will contribute to sustainable economic growth that helps to reduce poverty and inequality across Scotland.
- Place: The development will protect or enhance the quality of a place or improve biodiversity.

5.4 These criteria were published in early 2020 to support people in submitting suggestions and to structure the assessment of those suggestions in advance of the spatial strategy emerging. They are strongly related to the objectives set out in the draft NPF4 of creating: sustainable places, liveable places, productive places, and distinctive places. They also correspond with similar priorities that shaped the Infrastructure Investment Plan and second Strategic Transport Projects Review (STPR2).

5.5 Suggestions need not meet all the criteria to be included as a proposed national development in the draft NPF4. It is, however, important that national developments have some identifiable development to occur, as their purpose is to support the process of gaining development consent.

5.6 Suggestions which were not considered to perform well in relation to the criteria or that were less focused on development were not considered further for national development status, but did inform development of the wider strategy as appropriate. For the remainder, having assessed the suggestions in relation to all of the above criteria, they were further considered in relation to the emerging spatial strategy and objectives that were initially set out in the NPF4 Position Statement and subsequently developed. This enabled identification of those suggestions more or less likely to form national developments in the draft NPF4.

5.7 As the draft spatial strategy was developed, the national developments were created and refined in relation to it. The proposed national developments in the draft NPF4 are considered to be those that will help deliver the spatial strategy to a

degree that makes the development of more than local or regional significance. The proposed national developments in draft NPF4 are set out in Annex A.

5.8 Three categories emerged from the assessment of suggested national developments:

- Suggestions contributing to the proposed national developments (Annex B) are considered to help deliver the spatial strategy and objectives of draft NPF4 as set out above. It is important to note that commonly, suggestions have been taken forward in part rather than wholly, as can be seen in Annex A and the draft NPF4.
- Suggestions with potential but not contributing to the proposed national developments (Annex C), were those considered appropriate in relation to the criteria and with a degree of consistency with the spatial strategy, but which may have sub-national impact and are considered to be more appropriately supported by the broader spatial strategy.
- Suggestions less well aligned to the criteria or spatial strategy, or that lack clear development, or are of a sub-national scale, or where consents are largely in place or construction advanced, were not thought to be suitable for national development status (Annex D).

5.9 In Annexes B to D, overall positive and negative effects are reported for the criteria as far as possible. Commonly, the suggestions are likely to result in new emissions related to development construction or use. To avoid duplication this has not generally been reported separately in the annexes. Annexes B to D also show where suggestions are grouped or treated individually, by listing suggestions received during the call for ideas and in response to the position statement. The latter also includes suggestions received through the Indicative Regional Spatial Strategy process.

5.10 It is a legislative requirement to assess the likely impact of each national development's lifecycle greenhouse gas emissions on achieving national greenhouse gas emissions reduction targets. We commissioned independent consultants to undertake this assessment. The findings of this assessment are summarised in the draft NPF4 and have also been taken into account in the draft NPF4 Integrated Impact Assessment.

5.11 The iterative process means that the proposed national developments in the draft NPF4 reflect the suggestions received and this may be in whole or in part.

## **6. National Developments Identified in NPF4**

6.1 The iterative process has led to the identification of 18 proposed national developments in the draft NPF4 and we are now inviting comments on them as part of the consultation process.

## Annex A – Proposed National Developments in the Draft NPF4

No.	Name	Classes of development	Relationship with the Spatial Strategy
1	Central Scotland Green Network	<ul style="list-style-type: none"> <li>a) Land for new and/or extensions to areas for multi-functional green infrastructure including for: emissions sequestration; adaptation to climate change; biodiversity enhancement;</li> <li>b) Reuse of vacant and derelict land and buildings for greening and nature-based solutions;</li> <li>c) New and/or upgraded sustainable surface water management and drainage systems and the creation of blue space;</li> <li>d) Use of land for allotments or community food growing; and</li> <li>e) Routes for active travel and or recreation.</li> </ul>	<p>Spatial Strategy Sustainable, Liveable Places:</p> <ul style="list-style-type: none"> <li>• Spatial principles: local living, balanced development and urban and rural synergy.</li> <li>• Helps deliver: Action 13 'Pioneer low carbon resilient urban living', Action 15 'Accelerate urban greening' and Action 20 'Reimagine development on the urban fringe'.</li> </ul>
2	National Walking, Cycling and Wheeling Network	<ul style="list-style-type: none"> <li>a) New/and or upgraded routes suitable for a range of users for walking, cycling and wheeling that help create a national network that facilitates short and longer distance journeys and linkages to multi-modal hubs.</li> </ul>	<p>Spatial Strategy Sustainable, Liveable Places:</p> <ul style="list-style-type: none"> <li>• Spatial principles: compact growth, local living, balanced development, and urban and rural synergy.</li> <li>• Helps deliver: Action 3 'Protect and enhance blue and green infrastructure', Action 5 'Strengthen networks of resilient communities', Action 8 'Strengthen resilience and decarbonise connectivity', Action 10 'Improve local liveability', Action 12 'Decarbonise connectivity', Action 13 'Pioneer low carbon, resilient urban living', Action 16 'Rediscover urban coasts and waterfronts', Action 19 'Grow a wellbeing economy', Action 20 'Reimagine development on the urban fringe', Action 23 'Support sustainable development', and Action 25 'Strengthen resilience and decarbonise connectivity'.</li> </ul>

No.	Name	Classes of development	Relationship with the Spatial Strategy
3	Urban Mass/Rapid Transit Networks	a) Track or road infrastructure; b) Fuelling or power infrastructure; c) Passenger facilities; and d) Depots servicing the networks.	Spatial Strategy Sustainable, Liveable Places: <ul style="list-style-type: none"> <li>• Spatial principles: compact growth, and local living.</li> <li>• Helps deliver: Action 12 'Decarbonise connectivity', Action 19 'Grow a wellbeing economy' and Action 21 'Improve urban accessibility'</li> </ul>
4	Urban Sustainable, Blue and Green Drainage Solutions	a) Spaces, infrastructure, works, structures, buildings, pipelines and nature-based approaches for surface water management and drainage systems.	Spatial Strategy Sustainable, Liveable Places: <ul style="list-style-type: none"> <li>• Spatial principles: compact growth, and urban and rural synergy.</li> <li>• Helps deliver Action 13 'Pioneer low carbon, resilient urban living', Action 14 'Reinvent and future proof city centres', Action 15 'Accelerate urban greening', and Action 18 'Invest in net zero housing solutions'.</li> </ul>
5	Circular Economy Materials Management Facilities	a) Facilities for managing secondary materials; b) Repurposing facilities; c) Reprocessing facilities; and d) Recycling facilities.	Spatial Strategy Sustainable, Liveable Places: <ul style="list-style-type: none"> <li>• Spatial principles: local living, and conserving and recycling assets.</li> <li>• Helps deliver Action 13 'Pioneer low carbon, resilient urban living', and Action 18 'Invest in net zero housing solutions'.</li> </ul>
6	Digital Fibre Network	a) Installation of new and/or upgraded broadband cabling on land and sub-sea for fixed line and mobile networks; and b) Green data centres.	Spatial Strategy Sustainable, Liveable Places: <ul style="list-style-type: none"> <li>• Spatial principles: local living, and balanced development.</li> <li>• Helps deliver Action 1 'Create carbon neutral coastal and island communities', Action 4 'Strengthen resilience and decarbonise connectivity', Action 5 'Strengthen networks of resilient communities', Action 6 'Stimulate green prosperity', Action 8 'Strengthen resilience and decarbonise connectivity', Action 12 'Decarbonise connectivity', Action 13 'Pioneer low</li> </ul>

No.	Name	Classes of development	Relationship with the Spatial Strategy
			carbon, resilient urban living', Action 19 'Grow a wellbeing economy', Action 20 'Reimagine development on the urban fringe', Action 21 'Improve urban accessibility', Action 23 'Support sustainable development' and Action 25 'Strengthen resilience and decarbonise connectivity'.
7	Islands Hub for Net Zero	<ul style="list-style-type: none"> <li>a) Buildings, land and structures for development providing employment related to delivering the Islands Hub for Net Zero;</li> <li>b) New or updated on and/or offshore infrastructure for energy generation from renewables of or exceeding 50 megawatts capacity;</li> <li>c) Electricity transmission cables and converter stations on and offshore of or exceeding 132kv;</li> <li>d) Infrastructure for the production, storage and transportation of low and zero-carbon fuels (that are not electricity or heat) including renewable hydrogen; and hydrogen production related chemicals including ammonia with appropriate carbon capture linked to transport and storage infrastructure;</li> <li>e) Improved oil storage infrastructure for Stornoway, with appropriate emissions abatement;</li> <li>f) Quay to service marine energy, energy transportation, energy decommissioning, fabrication or freight handling, including new or enhanced associated laydown or operational area at Arnish, Scapa Flow, and Kirkwall.</li> <li>g) Quay and handling facilities for ultra large container ships in Scapa Flow; and</li> </ul>	<p>Spatial Strategy Sustainable, Productive Places:</p> <ul style="list-style-type: none"> <li>• Spatial principles: local living, balanced development.</li> <li>• Helps deliver: putting North and West coast and islands at the forefront of our efforts to reach net zero emissions.</li> <li>• Helps deliver: Action 2 'Support the Blue and Wellbeing Economies; and Action 4 'Strengthen resilience and decarbonise connectivity'.</li> </ul>



No.	Name	Classes of development	Relationship with the Spatial Strategy
		h) Oil terminal modifications at Scapa Flow and Shetland to maintain asset use moving towards net zero emissions.	
8	Industrial Green Transition Zones	a) Carbon capture with high capture rates and negative emission technologies, transportation and storage of captured carbon forming part of or helping to create an expandable national network; b) Pipeline for transportation and storage of captured carbon; c) Onshore infrastructure including compression equipment, supporting pipeline transportation and shipping transportation of captured carbon and/or hydrogen; d) Offshore storage of captured carbon; e) New and/or upgraded buildings and facilities for the utilisation of captured carbon; f) Infrastructure for the production of hydrogen; g) On or near-shore geological storage of hydrogen; h) Port facilities for the transport and handling of hydrogen and carbon dioxide; i) The application of Carbon Capture and Storage technology to existing or replacement thermal power generation capacity; j) Production, storage and transportation with appropriate emissions abatement of: bioenergy; hydrogen production related chemicals including ammonia; k) New and/or upgraded buildings for industrial, manufacturing, business, and educational or research uses related to the industrial transition;	Spatial Strategy Sustainable, Productive Places: <ul style="list-style-type: none"> <li>• Spatial principles: local living, compact growth, conserving and recycling assets.</li> <li>• Helps deliver: North East Transition, moving industry and business away from the oil and gas sector.</li> <li>• Helps deliver: Central Urban Transformation for decarbonisation.</li> <li>• Helps deliver: Action 9 'Transition to net zero'; Action 13 'Pioneer low carbon, resilient urban living', Action 16 'Rediscover urban coasts and waterfronts', and Action 19 'Grow a wellbeing economy'.</li> </ul>

No.	Name	Classes of development	Relationship with the Spatial Strategy
		l) Town centre regeneration at Grangemouth; m) Grangemouth flood protection scheme; n) New and/or upgraded green and blue infrastructure; o) New and/or upgraded utilities and/or local energy network; and p) New and/or upgraded facilities at the port for inter-modal freight handling and passenger facilities at Grangemouth.	
9	Pumped Hydro Storage	a) New and/or expanded and/or upgraded water holding reservoir and dam; b) New and/or upgraded electricity generating plant structures or buildings; c) New and/or upgraded pump plant structures or buildings; d) New and/or expanded and/or upgraded water inlet and outlet pipework; e) New and/or upgraded substations and/or transformers directly required for the pumped hydro scheme; and f) New and/or replacement transmission cables directly linked to the pumped hydro scheme.	Spatial Strategy Sustainable, Productive Places: • Spatial principles: balanced development, conserving and recycling assets. • Helps deliver Action 6 'Stimulate green prosperity'.

No.	Name	Classes of development	Relationship with the Spatial Strategy
10	Hunterston Strategic Asset	<ul style="list-style-type: none"> <li>a) Infrastructure to support a multi-modal deep water harbour;</li> <li>b) Land and buildings for bulk handling, storage, processing and distribution;</li> <li>c) Facilities for marine energy generation technology fabrication and decommissioning;</li> <li>d) Facilities for marine energy servicing;</li> <li>e) Land and buildings for industrial, commercial, research and development, and training uses;</li> <li>f) Infrastructure for the capture, transportation and long term storage of greenhouse gas emissions, where transportation may be by pipe or vehicular means;</li> <li>g) Infrastructure for the production, storage and transportation of low carbon and renewable hydrogen; and hydrogen production related chemicals including ammonia; and</li> <li>h) Infrastructure for the generation and storage of electricity from renewables of or exceeding 50 megawatts.</li> </ul>	<p>Spatial Strategy Sustainable, Productive Places:</p> <ul style="list-style-type: none"> <li>• Spatial principles: compact growth, local living, balanced development, and conserving and recycling assets.</li> <li>• Helps deliver the Central urban transformation.</li> <li>• Helps deliver: Action 16 'Rediscover urban coasts and waterfronts, Action 17 'Reuse land and buildings', and Action 19 'Grow a wellbeing economy'.</li> </ul>
11	Chapelcross Power Station Redevelopment	<ul style="list-style-type: none"> <li>a) Commercial, industrial, manufacturing, and office related development occurring on the Chapelcross development site.</li> <li>b) Generation of electricity from renewables of or exceeding 50 megawatts capacity;</li> <li>c) Production of low carbon and renewable hydrogen and related chemicals (including ammonia), its transmission, transportation and storage, with carbon capture as necessary; and</li> </ul>	<p>Spatial Strategy Sustainable, Productive Places:</p> <ul style="list-style-type: none"> <li>• Spatial principles: balanced development.</li> <li>• Helps deliver Action 23 'Support sustainable development'.</li> </ul>

No.	Name	Classes of development	Relationship with the Spatial Strategy
		d) Active and sustainable travel connection to the site.	
12	Strategic Renewable Electricity Generation and Transmission Infrastructure	a) Electricity generation, including electricity storage, from renewables of or exceeding 50 megawatts capacity; b) New and/or replacement high voltage electricity lines and interconnectors of 132kv or more; and c) New and/or upgraded infrastructure directly supporting high voltage electricity lines and interconnectors including converter stations, switching stations and substations.	Spatial Strategy Sustainable, Productive Places: • Spatial Principles: local living, conserving and recycling assets. • Helps deliver: Action 2 'Support the Blue and Wellbeing Economies', Action 6 'Stimulate green prosperity', Action 18 'Invest in net zero housing solutions', and Action 24 'Innovate to sustain and enhance natural capital'.
13	High Speed Rail	a) New and/or upgraded railway track and electrification solution (overhead cabling and pylons or on track); b) New and/or upgraded multi-modal railway stations to service highspeed lines; and c) Depot facilities for high-speed trains and/or related to the construction and onward maintenance of the UK high-speed rail infrastructure.	Spatial Strategy Sustainable, Productive Places: • Helps deliver: reducing transport emissions. • Helps deliver Action 21 'Improve urban accessibility'.
14	Clyde Mission	a) Mixed use, including residential, redevelopment of vacant and derelict land; b) New, reused and/or upgraded buildings and facilities for residential, commercial, business and industrial uses; c) Upgrade of existing port and harbour assets for servicing marine functions including freight and cruise uses and associated landside commercial and/or industrial land for supporting services;	Sustainable, Distinctive Places: • Spatial principles: compact growth, local living, balanced development, and conserving and recycling assets. • Helps deliver: Action 13 'Pioneering low carbon resilient urban living', Action 14 'Reinvent and future proof city centres', Action 16 'Rediscover urban coasts and waterfronts', Action 17 'Reuse land and buildings',

No.	Name	Classes of development	Relationship with the Spatial Strategy
		d) New and/or upgraded active and sustainable travel and recreation routes and infrastructure; and e) New and/or upgraded infrastructure for climate adaptation, including nature-based, green and blue solutions.	Action 18 'Invest in net zero housing solutions', and Action 19 'Grow a wellbeing economy'.
15	Aberdeen Harbour	a) Mixed use development reusing land at the existing (north) Aberdeen Harbour; b) Upgraded port facilities at Aberdeen Harbour and completion of South Harbour; c) New and/or upgraded green infrastructure; d) Buildings and facilities for commercial, manufacturing and industrial uses; e) Infrastructure for renewable hydrogen production and hydrogen production related chemicals including ammonia; and f) Transport infrastructure, including for sustainable and active travel, for the South Harbour as supported by the Aberdeen City Region Deal.	Sustainable, Distinctive Places: <ul style="list-style-type: none"> <li>• Spatial principles: compact growth, and conserving and recycling assets.</li> <li>• Helps deliver: Action 9 'Transition to net zero.'</li> </ul>
16	Dundee Waterfront	a) New and/or upgraded buildings for mixed use and/or residential development; b) New and/or upgraded buildings for commercial, industrial, business, storage, distribution, research, educational, tourism use; c) New and/or upgraded utilities; d) New and/or upgraded active and sustainable travel routes; e) Land reclamation for port expansion;	Sustainable, Distinctive Places: <ul style="list-style-type: none"> <li>• Spatial principles: compact growth, local living, balanced development, and conserving and recycling assets.</li> <li>• Helps deliver Action 13 'Pioneer low carbon, resilient urban living', Action 14 'Reinvent and future proof city centres', Action 15 'Accelerate urban greening', Action 16 'Rediscover urban coasts and waterfronts', Action 17 'Reuse land and buildings', and Action 19 'Grow a wellbeing economy'.</li> </ul>

No.	Name	Classes of development	Relationship with the Spatial Strategy
		f) New and/or upgraded port facilities for vessel berthing and related landside activities including for lay-down, freight handling and marine sector services; and g) New and/or upgraded green and blue infrastructure.	
17	Edinburgh Waterfront	a) New and/or upgraded buildings for mixed use and/or residential development; b) New and/or upgraded buildings for commercial, industrial, business use; c) New and/or upgraded utilities; d) New and/or upgraded green and blue infrastructure; e) New and/or upgraded active and sustainable travel routes; f) New and/or upgraded port facilities for vessel berthing and related landside activities including for lay-down, and marine sector services.	Sustainable, Distinctive Places: <ul style="list-style-type: none"> <li>• Spatial principles: compact growth, local living, balanced development, and conserving and recycling assets.</li> <li>• Helps deliver: Action 13 'Pioneer low carbon, resilient urban living', Action 15 'Accelerate urban greening', Action 16 'Rediscover urban coasts and waterfronts', Action 17 'Reuse land and buildings', Action 18 'Invest in net zero housing solutions', and Action 19 'Grow a wellbeing economy'.</li> </ul>
18	Stranraer Gateway	a) Development contributing to Stranraer Waterfront regeneration; b) Marina expansion; c) Redevelopment of Stranraer harbour east pier; d) Sustainable road, rail and freight infrastructure for access to Stranraer and/or Cairnryan; e) New and/or upgraded infrastructure for transportation and use of low carbon fuels; and f) Reuse of vacant and derelict land and buildings, including regeneration of Blackparks industrial estate.	Sustainable, Distinctive Places: <ul style="list-style-type: none"> <li>• Spatial principles: compact growth, local living, balanced development, and conserving and recycling assets.</li> <li>• Helps deliver: Action 22 'Create a low carbon network of towns', Action 23 'Support sustainable development', and Action 25 'Strengthen resilience and decarbonise connectivity'.</li> </ul>

## Annex B – Suggestions Contributing to the Proposed National Developments (in whole or in part)

Name	Description of Suggestions Received	Suggestion titles (where grouped)	Assessment Summary (for further discussion of fit with the spatial strategy see Annex A)	Proposed National Development
<b>Sustainable, Liveable Places</b>				
Central Scotland Green Network (CSGN)	<p>One of Europe's largest greenspace and green infrastructure projects. Focused on the central belt but delivering benefits for all Scotland.</p> <p>Update the current national development to consider the following aspects:</p> <ul style="list-style-type: none"> <li>- Extend spatial coverage to all Scotland, or more areas including urban areas and hinterlands</li> <li>- Emissions reduction</li> <li>- Emissions sequestration</li> <li>- Emissions off-setting</li> <li>- Climate change adaptation/resilience, including catchment scale water management through nature based solutions learning from Glasgow, Edinburgh and Aberdeen partnership approaches</li> <li>- Biodiversity net gain, support, reduced fragmentation/improved connectivity, rewilding, peatland and habitat restoration</li> <li>- Active travel and improved community</li> </ul>	Call for Ideas: Central Scotland Green Network (15); National Green Network; Scotland Green Network	<ul style="list-style-type: none"> <li>• Potential for positive effects on climate change / people / inclusive growth / place.</li> </ul>	<b>Central Scotland Green Network</b>

Name	Description of Suggestions Received	Suggestion titles (where grouped)	Assessment Summary (for further discussion of fit with the spatial strategy see Annex A)	Proposed National Development
	<p>connectivity, including the Pilgrims Way and coastal path networks</p> <ul style="list-style-type: none"> <li>- Recreation</li> <li>- Step change in environmental and place quality</li> <li>- Addressing disadvantage, improving health and wellbeing</li> <li>- Attracting investment/inward investment</li> <li>- Include Glasgow and Clyde Valley Green Network, established green networks on the East coast</li> <li>- Include green and blue networks</li> <li>- Tree planting at scale</li> </ul>			
Walking and Cycling Network	<p>Continue/enhance current national development including closing gaps in the network like between Routes 1 and 67 of the National Cycle Network, connect NCN78 to the Great Glen and NCN780 as a 'Route to the Isles', focus on active travel as well as recreation/leisure, for residents and visitors in order to promote modal shift and post COVID recovery/access. Creating an integrated, connected active travel system. Make linkages with public transport. Provide funding and skills support. Link with green networks and the potential for a</p>	<p>Call for Ideas: Long Distance Cycling and Walking Network; National Walking and Cycling Infrastructure; Scotland's national walking and cycling network; National Long Distance Cycling and Walking Network (4); Bus policy / infrastructure; National Walking and</p>	<ul style="list-style-type: none"> <li>• Potential for positive effects on climate change / people / inclusive growth / place.</li> </ul>	<p><b>National Walking, Cycling and Wheeling Network; Central Scotland Green Network</b></p>



Name	Description of Suggestions Received	Suggestion titles (where grouped)	Assessment Summary (for further discussion of fit with the spatial strategy see Annex A)	Proposed National Development
	<p>coastal path corridor.</p> <p>Need strategic, national and regional approaches to support local delivery to close gaps. Need segregated cycle lanes on strategic routes, residential/local roads re-designed to prioritise walking, create multi-modal hubs (for daily and tourism trips), maintain infrastructure, integrate core paths with the leisure routes, include upland paths, promotion of tourist routes. Re-design streets and neighbourhoods to prioritise walking and cycling.</p> <p>Long distance national networks linking to local networks and public transport connections with services with suitable carrying capacity.</p> <p>Should be a range of routes to serve different abilities.</p> <p>Focus on improvement/development of nationally important routes contributing to given themes/spatial priorities within existing networks.</p> <p>Include Strategic Active Travel Highway</p>	<p>Cycling Network (2); Link Route 1 (Eyemouth to Edinburgh through the Borders) to Route 67 (of National Cycling Network); National Coastal Path.</p> <p>Position Statement: Long Distance Cycling and Walking Network; Improvement/Develop ment of Nationally significant path routes; National Walking and Cycling Network / Strategic Active Travel Highway Network; National Walking and Cycling Infrastructure</p>		

Name	Description of Suggestions Received	Suggestion titles (where grouped)	Assessment Summary (for further discussion of fit with the spatial strategy see Annex A)	Proposed National Development
	<p>Network. Should define strategic routes to allow applications for local routes to be processed appropriately. Should prompt local route identification in local development plans, regional spatial strategies and master plans.</p> <p>Map based to identify, expand and promote Scotland's path network. For transport and leisure.</p>			
South West Scotland Coastal Path	To establish a continuous 500km coastal path from the England/Scotland border to Cairnryan	Position Statement: South West Coastal Path	<ul style="list-style-type: none"> <li>Potential for positive effects on climate change / people / inclusive growth / place.</li> </ul>	<b>National Walking, Cycling and Wheeling Network</b>
Light Rail Networks in Scotland's Major Cities	<p>An extension and development of light rail networks in Scottish cities. These light rail networks should be fully integrated with other local public transport as well as heavy rail.</p> <p>Edinburgh – Tram through Leith to Newhaven via Roseburn; City Centre to Royal Infirmary; City-wide to suburbs and new developments.</p>		<ul style="list-style-type: none"> <li>Potential for positive effects on climate change / people / inclusive growth / place.</li> </ul>	<b>Urban Mass/Rapid Transit Networks</b>

Name	Description of Suggestions Received	Suggestion titles (where grouped)	Assessment Summary (for further discussion of fit with the spatial strategy see Annex A)	Proposed National Development
	<p>Glasgow – Glasgow Metro rapid transit system; adapt heavy rail to accommodate light rail; re-opening disused heavy rail lines for light rail; new light rail to connect strategic locations.</p> <p>Aberdeen – New tram network needed to support population growth and regeneration while combatting congestion and air pollution.</p> <p>Dundee - New tram network needed to support population growth and regeneration while combatting congestion and air pollution.</p>			
Metropolitan Glasgow Strategic Drainage Partnership (MGSDP)	<p>Strategic partnership approach for water and drainage infrastructure investment to build climate change resilience and unlock potential development sites.</p> <p>Broaden role to link with green infrastructure and climate change.</p> <p>Apply the approach to other urban centres and regions.</p>	Call for Ideas: Glasgow Drainage system; The Metropolitan Glasgow Strategic Drainage Partnership (MGSDP); Metropolitan Glasgow Strategic Drainage Partnership	<ul style="list-style-type: none"> <li>• Potential for positive effects on climate change / people / inclusive growth / place</li> </ul>	<b>Urban Sustainable, Blue and Green Drainage Solutions</b>

Name	Description of Suggestions Received	Suggestion titles (where grouped)	Assessment Summary (for further discussion of fit with the spatial strategy see Annex A)	Proposed National Development
Material and Resources Management Facilities Network	<p>A country-wide network of planned, complementary, full spectrum material and resource management facilities:</p> <ul style="list-style-type: none"> <li>- Recycling facilities</li> <li>- Re-purposing facilities</li> <li>- Reprocessing facilities</li> </ul>	Position Statement: Additional reprocessing capacity (Material and Resources Management Facilities Network).	<ul style="list-style-type: none"> <li>• Potential for positive effects on climate change / people / inclusive growth / place.</li> </ul>	<b>Circular Economy Materials Management Facilities</b>
Scottish Circular Economy and Innovation Park (SCEIP)	<p>A national centre that takes household and business waste and returns that waste as new resources back into the Scottish economy.</p> <p>Waste not capable of recycling is used for electricity and heat to power on-site processes.</p> <p>Would include Scotland's first plastic reprocessing facility.</p> <p>World first fully integrated site.</p>		<ul style="list-style-type: none"> <li>• Potential for positive effects on climate change / people / inclusive growth / place.</li> </ul>	<b>Circular Economy Materials Management Facilities</b>
Digital Fibre Network	<p>Continue National Digital Network current national development to achieve continual modernisation and national coverage. Strategic funding should be provided. Include contribution of developers locally to</p>	Call for Ideas: Digital Network; Digital fibre network; National Digital Fibre Network	<ul style="list-style-type: none"> <li>• Potential for positive effects on climate change / people / inclusive growth / place.</li> </ul>	<b>Digital Fibre Network</b>

Name	Description of Suggestions Received	Suggestion titles (where grouped)	Assessment Summary (for further discussion of fit with the spatial strategy see Annex A)	Proposed National Development
	<p>digital connectivity.</p> <p>Includes:</p> <ul style="list-style-type: none"> <li>- Outer Hebrides Gigabit Fibre Network</li> <li>- Fixed fibre as part of R100 Project and City Region Deal</li> <li>- roll-out of 4 and 5G networks</li> <li>- Data centres powered by low carbon energy</li> </ul>	Position Statement: Digital Network; Digital Fibre Network; Digital connectivity		
<b>Sustainable, Productive Places</b>				
Arnish Renewables Base and Deep Water Port	<p>An Islands Centre for Net Zero Carbon proposed across the 3 islands groups (Orkney, Shetland, Outer Hebrides), a renewables centre in the form of the Outer Hebrides Energy Hub; landfall for interconnector; and a new deep water port which will facilitate regional and national development and innovation.</p> <p>Development includes:</p> <ul style="list-style-type: none"> <li>- 550m quayside at 10+ metre depth</li> <li>- 7.5 hectares laydown area for renewable energy components</li> <li>- Cruise Berth</li> </ul>		<ul style="list-style-type: none"> <li>• Potential for positive effects on climate change / people / inclusive growth.</li> </ul>	<b>Islands Hub for Net Zero</b>

Name	Description of Suggestions Received	Suggestion titles (where grouped)	Assessment Summary (for further discussion of fit with the spatial strategy see Annex A)	Proposed National Development
	<ul style="list-style-type: none"> <li>- Roll-on/Roll-off facilities and warehousing</li> <li>- 11,000 square metres covered and 10,000 square metres open fabrication and assembly area</li> <li>- Ship refuelling facilities for marine gas, oil and hydrogen</li> <li>- Oil storage depot with decarbonisation capability (relocated from Stornoway town centre)</li> <li>- Hydrogen Electrolysers powered by community owned onshore wind for hydrogen production to run in existing gas grid and for export.</li> </ul>			
Trans-European Hydrogen Connected Hubs	<p>Delivery of half of Europe's energy from Hydrogen by 2050 through production of green hydrogen from North Sea wind for export including using existing gas and other infrastructure to connect UK hubs:</p> <ul style="list-style-type: none"> <li>- Hydrogen production using: PEM Electrolysers (on and offshore)</li> <li>- Infrastructure for storage and transportation of hydrogen</li> <li>- On and offshore refurbished and new pipelines and associated pumping or compression equipment for hydrogen transportation.</li> </ul>		<ul style="list-style-type: none"> <li>• Potential for positive effects on climate change / people / inclusive growth.</li> </ul>	<b>Islands Hub for Net Zero</b>

Name	Description of Suggestions Received	Suggestion titles (where grouped)	Assessment Summary (for further discussion of fit with the spatial strategy see Annex A)	Proposed National Development
Shetland Energy Hub	<p>Large Scale Energy Hub integrating renewable electricity generation, carbon capture utilisation and storage, hydrogen production, also enables development of remaining oil and gas resources.</p> <p>Development includes:</p> <ul style="list-style-type: none"> <li>- Onshore/offshore converter station</li> <li>- Strategic wind farms for powering offshore platforms or the grid</li> <li>- Offshore pipelines repurposed for carbon dioxide and hydrogen</li> <li>- New on and offshore pipelines for hydrogen transport and storage (geological and above ground)</li> <li>- On or directly offshore carbon capture infrastructure</li> <li>- Port and harbour infrastructure for hydrogen export</li> <li>- Sullom Voe Oil Terminal modifications</li> <li>- Lerwick power station modifications</li> </ul>		<ul style="list-style-type: none"> <li>• Potential for positive effects on people / inclusive growth.</li> </ul>	<b>Islands Hub for Net Zero</b>
Scapa Flow strategic asset, Scapa Flow – Marco Polo super port/container transshipment	Scapa Flow Port and Container Facilities, requiring new port and harbour related construction and support for projects highlighted in NPF3. Supports offshore platform servicing; construction, operation and maintenance of offshore wind.	Call for Ideas: Scapa Flow Strategic Asset Project (2); Marco Polo Super Port, North Europe Deep Water Off-shore	<ul style="list-style-type: none"> <li>• Potential for positive effects on climate change / people / inclusive growth.</li> </ul>	<b>Islands Hub for Net Zero</b>

Name	Description of Suggestions Received	Suggestion titles (where grouped)	Assessment Summary (for further discussion of fit with the spatial strategy see Annex A)	Proposed National Development
	<p>New Scapa Deep Water Quay and landside area; Liquefied Natural Gas (LNG) production, storage and distribution hub; research and implementation of technology to diversify the Flotta Oil Terminal. Production/storage/use of Ammonia Production/storage/use of Hydrogen.</p> <p>Transshipment hub for Ultra Large Container Ships that generate economies of scale, international competitiveness, emissions reduction and economic stimulus to Scotland and North Europe.</p>	<p>Container Transshipment Hub.</p> <p>Position Statement: Scapa Flow Strategic Asset Project (Scapa Flow International Hub for Marine Activity including Scapa Deep Water Quay)</p>		
Stromness Strategic Development Hub	<p>Stromness as global hub for research and innovation for the management of renewable energy resource and transition to a zero-carbon economy. Helps capitalise on ReFLEX project</p> <p>Elements:</p> <ul style="list-style-type: none"> <li>- Orkney's Research Centre</li> <li>- Orkney Research and Innovation Campus phase 2 (office, student accommodation)</li> <li>- Island Centre for Net Zero Carbon (new facilities in addition to the campus phase 2 facilities)</li> </ul>	Position Statement: New	<ul style="list-style-type: none"> <li>• Potential for positive effects on climate change / people / inclusive growth.</li> </ul>	<b>Islands Hub for Net Zero</b>



Name	Description of Suggestions Received	Suggestion titles (where grouped)	Assessment Summary (for further discussion of fit with the spatial strategy see Annex A)	Proposed National Development
Hatston Pier and terminal enhancements	300m long deep water quayside extension; 8 Hectares of additional/reclaimed land for harbour related activities; Enhanced harbour would support sectors including: aquaculture, boat repair and offshore support; beyond existing sectors: oil and gas, cargo/livestock, renewable energy, lifeline ferry links, cruise ships and fishing.	Position Statement: Hatston Pier (Extension)	<ul style="list-style-type: none"> <li>• Potential for positive effects on people / inclusive growth.</li> </ul>	<b>Islands Hub for Net Zero</b>
Orkney Renewable Energy Hub	Energy Hub based on: <ul style="list-style-type: none"> <li>- Pentland Firth and Orkney Waters</li> <li>- Offshore wind energy</li> <li>- Offshore wave energy</li> <li>- Offshore tidal energy</li> <li>- Port/harbour infrastructure</li> <li>- Low/zero carbon energy supply, including Liquefied Natural gas and hydrogen</li> <li>- Low/zero carbon energy distribution, including Liquefied Natural Gas and hydrogen</li> <li>- Renewable energy development and innovation at the centre of the national transition to a zero-carbon economy</li> </ul>	Call for Ideas: Pentland Firth and Orkney Waters - Area of Coordinated Action; Orkney's prolific position in the renewable energy sector and zero carbon economy	<ul style="list-style-type: none"> <li>• Potential for positive effects on climate change / people / inclusive growth.</li> </ul>	<b>Islands Hub for Net Zero</b>

Name	Description of Suggestions Received	Suggestion titles (where grouped)	Assessment Summary (for further discussion of fit with the spatial strategy see Annex A)	Proposed National Development
Hydrogen infrastructure and hubs	<p>Production of low carbon hydrogen, initially with a focus on Aberdeenshire as an alternative to full electrification of energy and with a view to national gas networks and connection with Carbon Capture, storage and utilisation.</p> <p>Includes Aberdeen Vision which is: using Steam Methanation Reforming (SMR) of natural gas to produce hydrogen to blend into the gas network; new hydrogen pipeline from St Fergus to Aberdeen; development of additional SMR plants; phased conversion of Aberdeenshire gas network to 100% hydrogen; integration with hydrogen produced offshore under the Dolphyn project.</p> <p>New and refurbished pipelines for transport of captured carbon dioxide on and offshore; offshore carbon dioxide storage; pumping and compression equipment; structures for carbon capture, transport plant, storage; hydrogen production plant with carbon capture; hydrogen storage structures; hydrogen transportation structures and pipelines; new and refurbished pipelines for</p>	<p>Call for Ideas: Gas Networks &amp; Industrial Clusters; Gas Networks and Industrial Clusters; Aberdeen Vision.</p> <p>Position Statement: Carbon capture and storage, hydrogen from fossil fuels, other negative emissions technologies</p>	<ul style="list-style-type: none"> <li>• Potential for positive effects on climate change / inclusive growth.</li> </ul>	<b>Industrial Green Transition Zones</b>

Name	Description of Suggestions Received	Suggestion titles (where grouped)	Assessment Summary (for further discussion of fit with the spatial strategy see Annex A)	Proposed National Development
	<p>off and onshore hydrogen transport; port facilities at Peterhead and Grangemouth or Firth of Forth for Carbon dioxide transport; onshore or near-shore geological hydrogen storage; above ground hydrogen storage (compressed or liquefied); hydrogen refuelling infrastructure for onshore and marine vehicles.</p> <p>Includes Gas Network and Industrial Cluster Study (which integrates Acorn Carbon Capture and Storage and Hydrogen, Aberdeen Vision, and Dolphyn projects). Is a further feasibility study into hydrogen (including hydrogen super grid) and carbon dioxide collection, transport and storage.</p> <p>In addition to development previously listed this would add: St Fergus, Mossmorran and Grangemouth as locations for hydrogen production plant with carbon capture; on and offshore hydrogen super-grid to link to delivery points in UK and Europe.</p>			

Name	Description of Suggestions Received	Suggestion titles (where grouped)	Assessment Summary (for further discussion of fit with the spatial strategy see Annex A)	Proposed National Development
Carbon Capture and Storage Utilisation (CCUS) Network, with thermal generation	<p>Progress current national development but link to thermal electricity generation and large scale hydrogen production and storage as well, include associated pipeline infrastructure (new and re-used) between facilities and settlements. Ensuring space is provided in industrial developments for infrastructure needed to connect to the network. St Fergus, Peterhead and Grangemouth are three significant nodes.</p> <p>Includes:</p> <ul style="list-style-type: none"> <li>- New or refurbished on and offshore pipelines for transport of captured carbon, potentially including Feeder 10 pipeline linked to Peterhead Port and Grangemouth</li> <li>- Offshore carbon dioxide storage</li> <li>- Pumping and compression equipment</li> <li>- Structures for carbon capture, storage plant and facilities including at St Fergus and Grangemouth</li> <li>- Carbon capture from methane reformation at St Fergus</li> <li>- Hydrogen production plant with carbon capture</li> <li>- Structures for bulk hydrogen storage and transport at St Fergus, Grangemouth, and conurbations</li> </ul>	<p>Call for Ideas:</p> <p>Carbon Capture and Storage; Carbon Capture Utilisation and Storage (3); Carbon Capture Utilisation and Storage (CCUS) (5); Carbon Capture Utilisation and Storage infrastructure; Carbon Capture and Storage Utilisation (CCUS) Network (2); Carbon Capture Utilisation and Storage (CCUS) Network to support industrial decarbonisation, thermal generation, and the production and transmission of large scale low-carbon and renewable hydrogen (2); Carbon Capture and Storage network and Thermal Generation.</p>	<ul style="list-style-type: none"> <li>• Potential for positive effects on climate change / people / inclusive growth.</li> </ul>	<b>Industrial Green Transition Zones</b>

Name	Description of Suggestions Received	Suggestion titles (where grouped)	Assessment Summary (for further discussion of fit with the spatial strategy see Annex A)	Proposed National Development
	<ul style="list-style-type: none"> <li>- New or refurbished pipeline on and offshore for hydrogen transport, including to major conurbations</li> <li>- Port facilities at Peterhead, Grangemouth, Firth of Forth for transport of captured carbon</li> <li>- On or near-shore geological storage of bulk hydrogen</li> <li>- Above ground compressed or liquid hydrogen storage</li> <li>- Hydrogen refuelling infrastructure for transport</li> <li>- Options for Carbon Capture and Storage or hydrogen generation to be considered at Peterhead power station</li> <li>- Thermal power generation including carbon capture plant, including thermal plant with hydrogen firing technology, within the CCUS network should be maintained in the national development</li> </ul>	Position Statement: Carbon capture and storage, hydrogen from fossil fuels, other negative emissions technologies.		
Grangemouth LNG (Liquefied Natural Gas) Power Plant with associated hydrogen and carbon capture capabilities	Construction of a gas power plant (2.4 giggawatt capacity) and liquid gas distribution facility, hydrogen production plant and carbon capture initiatives within the Port of Grangemouth. Anchorage on Firth of Forth for ship handling and onward handling of product via pipeline or lightening	Position Statement: Clean Hydrogen (Grangemouth)	<ul style="list-style-type: none"> <li>• Potential for positive effects on climate change / people / inclusive growth.</li> </ul>	<b>Industrial Green Transition Zones</b>

Name	Description of Suggestions Received	Suggestion titles (where grouped)	Assessment Summary (for further discussion of fit with the spatial strategy see Annex A)	Proposed National Development
	process. This would involve a Floating Storage Regasification Unit (FSGU) receiving and transferring cargo in the Forth. Pipeline connections; new/replacement road infrastructure and bridges; new/replacement utility infrastructure and grid connection; new business, industrial and storage distribution premises.			
Grangemouth investment zone / Grangemouth flood protection	<p>Further development of Grangemouth as a nationally significant location for industry, energy and freight; becoming a centre of excellence in low and zero carbon technologies. Regeneration of Grangemouth town. Supporting infrastructure.</p> <p>Redevelopment of over 100 hectares of vacant and derelict land at INEOS for research and manufacturing including: biotechnology to enable business to move away from fossil-fuel feed stocks (fulfilling a UK capability gap); carbon capture utilisation and storage test demonstration of global significance; supply side business accommodation. Investment prospectus across 4 sites in Grangemouth to support</p>	Call for ideas: Grangemouth Investment Zone (2); Grangemouth Flood Protection Scheme	<ul style="list-style-type: none"> <li>• Potential for positive effects on climate change / people / inclusive growth.</li> </ul>	<b>Industrial Green Transition Zones</b>

Name	Description of Suggestions Received	Suggestion titles (where grouped)	Assessment Summary (for further discussion of fit with the spatial strategy see Annex A)	Proposed National Development
	<p>Scottish Government Inward Investment strategy.</p> <p>Grangemouth flood protection scheme for industry and homes, 1:200 year flood protection for 3,000 residential and non-residential properties plus the refinery, petrochemical plant, port and nationally important infrastructure. 25km of defences, walls, embankments, bank/channel restoration, coastal revetment (defences) and flow control measures; replacement lock gate; pedestrian, road and rail flood gates; ramps, footpaths, landscaping; environmental mitigation; compensatory habitat for legislative requirements.</p> <p>Other elements:</p> <ul style="list-style-type: none"> <li>- Pipeline link to Feeder 10 and ACORN project for carbon dioxide storage</li> <li>- Business and technology development accelerator programme</li> <li>- Automotive test demonstration and commercialisation capability for bus building</li> <li>- Increased freight handling capacity at the port including for rail freight. Freeport status for Grangemouth. Improvements in facilities to provide net-zero handling and logistics</li> </ul>			

Name	Description of Suggestions Received	Suggestion titles (where grouped)	Assessment Summary (for further discussion of fit with the spatial strategy see Annex A)	Proposed National Development
	<p>through inter-modality infrastructure</p> <ul style="list-style-type: none"> <li>- Energy related development at the port</li> <li>- Develop a green network energy connection enabling green energy at competitive cost for manufacturing. Cable corridors could avoid the environmentally sensitive foreshore or provide alternative solutions</li> <li>- Further freight and passenger movement on the Forth</li> <li>- Improved trunk road and sustainable transport connections</li> <li>- Restructuring and improvement of the town centre, including repurposing public buildings</li> <li>- Restoration of Zetland Park</li> <li>- Affordable low carbon energy solutions for the local community including district heating</li> <li>- Compensatory investment in the town and environment for placemaking and carbon offsetting</li> <li>- Enhanced digital capability for competitive regulatory framework and community resilience</li> <li>- Programme to enable projects to have impact locally, regionally and nationally</li> <li>- Partnership with Forth Valley College and</li> </ul>			



Name	Description of Suggestions Received	Suggestion titles (where grouped)	Assessment Summary (for further discussion of fit with the spatial strategy see Annex A)	Proposed National Development
	Scotland's Universities for skills development.			
Cruachan 2	<p>The project aims to more than double Cruachan Power Station's generation capacity.</p> <p>Cruachan 2 would provide further storage and system support services allowing for greater penetration of intermittent renewables at the least cost to the end consumer and it would help reduce reliance on fossil fuelled generation at times of low wind or solar generation.</p>	Position Statement: Pumped Hydro	<ul style="list-style-type: none"> <li>• Potential for positive effects on climate change / people / inclusive growth.</li> </ul>	<b>Pumped Hydro Storage</b>
Hunterston Port and Industrial Centre	<p>320 acre redevelopment zone (harbour area)</p> <p>Energy Transition: Offshore wind construction facilities; Oil and gas decommissioning facilities through upgrading current assets including one of the largest dry docks in the world. Including, testing, assembly, manufacture, servicing, maintenance, research, development, training/skills academy.</p>	<p>Call for Ideas: Hunterston; Hunterston Terminal; Hunterston PARC;</p> <p>Position Statement: Hunterston Terminal (2); North Sea oil and gas infrastructure decommissioning;</p>	<ul style="list-style-type: none"> <li>• Potential for positive effects on climate change / people / inclusive growth.</li> </ul>	<b>Hunterston Strategic Asset</b>

Name	Description of Suggestions Received	Suggestion titles (where grouped)	Assessment Summary (for further discussion of fit with the spatial strategy see Annex A)	Proposed National Development
	<p>Large Scale Power Generation: Renewables, hydrogen, carbon capture and storage, energy from waste, biomass, with potential for subsidy free approaches.</p> <p>Industry: Attracting new industries, such as plastics processing for other uses and the blue economy/aquaculture research and development.</p> <p>Logistics: Multi-modal deep water harbour. Bulk handling facilities. Freeport/customs compound, storage, processing and distribution.</p>	Hunterston port and industrial centre		
Hunterston A	The opportunity for reuse of land at Hunterston for battery storage to support offshore wind energy generation has been identified at Hunterston A in the medium to long term. Other renewable energy developments have also been explored – including wind turbines, biomass and solar.		<ul style="list-style-type: none"> <li>• Potential for positive effects on climate change / people / inclusive growth / place.</li> </ul>	<b>Hunterston Strategic Asset</b>

Name	Description of Suggestions Received	Suggestion titles (where grouped)	Assessment Summary (for further discussion of fit with the spatial strategy see Annex A)	Proposed National Development
Chapelcross – development opportunity / green energy park	Chapelcross site to be remediated to a green energy park: large scale economic development/employment use, supporting/catalyst for energy generation, storage and distribution, including hydrogen. South of Scotland hub for development of the low carbon/zero-carbon economy. 200mw solar farm.	Call for Ideas: Chapelcross; Chapelcross Site Transformation; Chapelcross Green Energy Park.  Position Statement: Chapelcross Green Energy Park (2)	<ul style="list-style-type: none"> <li>Potential for positive effects on climate change / people / inclusive growth / place.</li> </ul>	<b>Chapelcross Power Station Redevelopment</b>
National Renewable Energy Generation Network (whole system approach)	This development is about the generation of energy from renewables, the transmission and storage to take the industry to maturity, supporting net zero ambitions but also represents a fairer inclusive system which can support placemaking objectives, climate change adaptation, inclusive growth, electric vehicle infrastructure and a 'smart local energy model'. Should consider on and offshore electricity generation and transmission and heat. Elements include: <ul style="list-style-type: none"> <li>- Renewable energy generating stations including on and off-shore wind, hydro-</li> </ul>	Call for Ideas: National Renewable energy generation network; Renewable electricity generating stations and associated infrastructure; ReFLEX Replication Framework Project; Collective Energy Infrastructure Needs; National Energy Infrastructure; Various large scale	<ul style="list-style-type: none"> <li>Potential for positive effects on climate change / people / inclusive growth.</li> </ul>	<b>Strategic Renewable Electricity Generation and Transmission Infrastructure</b>

Name	Description of Suggestions Received	Suggestion titles (where grouped)	Assessment Summary (for further discussion of fit with the spatial strategy see Annex A)	Proposed National Development
	<p>electric, (ground mounted) solar photovoltaic (including those exceeding 20 megawatts), battery storage at all scales, other electrical energy storage including electric vehicles, wave and tidal, carbon capture, utilisation and storage; hydrogen/hydrogen cells;</p> <ul style="list-style-type: none"> <li>- Power from nuclear;</li> <li>- Biomass, anaerobic digestion, energy from waste, heat recovery, pumped storage, geo-thermal;</li> <li>- All renewable energy development with minimum 50 megawatt generating capacity;</li> <li>- Generating station repowering/lifetime extensions;</li> <li>- High voltage electricity transmission network infrastructure for generation on and off-shore: new/consolidated sub-stations; cabling (overhead, underground or sub-sea); grid connections; converter stations;</li> <li>- Hydrogen transmission;</li> <li>- Electricity interconnectors;</li> <li>- Local energy systems;</li> <li>- Enhancement of existing infrastructure;</li> <li>- (Strategic) Electric vehicle charging infrastructure/points;</li> </ul>	<p>solar photovoltaic projects throughout Scotland; All onshore development ancillary to offshore wind farms; National Grid Improvements.</p> <p>Position Statement: Energy generation, transmission, distribution &amp; consumption; All renewable energy developments of 50MW or greater capacity; Orkney's Renewable Energy Opportunities; Onshore/offshore renewable energy generation.</p>		

Name	Description of Suggestions Received	Suggestion titles (where grouped)	Assessment Summary (for further discussion of fit with the spatial strategy see Annex A)	Proposed National Development
	<ul style="list-style-type: none"> <li>- Improvements to roads, ports and other transport infrastructure to support on and off-shore renewable electricity generation;</li> <li>- Non-electrical energy storage, transmission, pipelines and interconnectors;</li> <li>- New/extended ports and harbours;</li> <li>- Supply chain development.</li> </ul>			
High Voltage electricity transmission network	<p>Continue current national development but with consideration of smart grids, Orkney, East coast, Argyll and Bute and Skye reinforcements, Western Isles Transmission Link to support security of supply and additional electricity production from renewable sources.</p> <p>Transmission cabling (overhead, underground and sub-sea) and onshore High Voltage Direct Current converters, sub stations, switching stations directly linked to electricity transmission cabling of or in excess of 132 kilovolts. New and upgraded infrastructure.</p> <p>All strategically planned onshore grid infrastructure (including sub stations,</p>	<p>Call for Ideas: High Voltage Electricity Transmission Network(2); Continued national development status for electricity transmission infrastructure.</p> <p>Position Statement: Electricity Transmission Network National Development; Onshore/offshore networks including strategically planned grid infrastructure;</p>	<ul style="list-style-type: none"> <li>• Potential for positive effects on climate change / people / inclusive growth.</li> </ul>	<b>Strategic Renewable Electricity Generation and Transmission Infrastructure</b>

Name	Description of Suggestions Received	Suggestion titles (where grouped)	Assessment Summary (for further discussion of fit with the spatial strategy see Annex A)	Proposed National Development
	connections and overhead lines).  Strategic planning and delivery of onshore infrastructure needed to support offshore wind.	High voltage energy transmission network		
All onshore development ancillary to offshore wind farms	All onshore development required for the operation of offshore wind, such as onshore electricity substations and cabling and ancillary works, landfall requirements for cabling to Mean Low Water Springs and within the intertidal zone.  Provide strategic planning/coordination of onshore grid to support offshore wind and support the Offshore Transmission Networks Review.	Position Statement: Onshore/offshore networks including strategically planned grid infrastructure e.g. substations and grid connections.	<ul style="list-style-type: none"> <li>• Potential for positive effects on climate change / inclusive growth.</li> </ul>	<b>Strategic Renewable Electricity Generation and Transmission Infrastructure</b>
Interconnectors from Highlands and Islands to Central Belt	Interconnectors to enable renewable energy generation from the highlands and islands (including Orkney and Shetland) to be exported to the central belt (and beyond).		<ul style="list-style-type: none"> <li>• Potential for positive effects on climate change / people / inclusive growth.</li> </ul>	<b>Strategic Renewable Electricity Generation and Transmission Infrastructure</b>

Name	Description of Suggestions Received	Suggestion titles (where grouped)	Assessment Summary (for further discussion of fit with the spatial strategy see Annex A)	Proposed National Development
High Speed Rail to UK and Europe	High speed rail between Scottish cities, cities in England in air competitive times, and onward to Europe formed of upgrades, new track and new stations (including cross- border/local interchange station at Eurocentral business park, cross-border station near Livingston, cross-border station in East Lothian).  Retain current national development.	Call for Ideas: High Speed Rail (4)	<ul style="list-style-type: none"> <li>Potential for positive effects on climate change / inclusive growth.</li> </ul>	<b>High Speed Rail</b>
<b>Sustainable, Distinctive Places</b>				
Clyde Mission	Mixed use place based development focusing on vacant and derelict land addressing climate change adaptation, inward investment and economic development, inclusive and sustainable growth. Encompasses umbrella approaches of River Clyde Waterfront, North Clyde Riverbank and River Clyde Corridor.	Position Statement: North Clyde Riverbank; Clyde Mission (5); River Clyde waterfront; Glasgow airport + facilities; Clyde Mission - River Clyde Corridor; Clyde Gateway (2); River Clyde corridor brownfield	<ul style="list-style-type: none"> <li>Potential for positive effects on people / inclusive growth / place.</li> </ul>	<b>Clyde Mission</b>

Name	Description of Suggestions Received	Suggestion titles (where grouped)	Assessment Summary (for further discussion of fit with the spatial strategy see Annex A)	Proposed National Development
		regeneration including site of the former Govan Graving Docks; Shawfield National Business District Remediation.  Position Statement: North Clyde Riverside		
Aberdeen Harbour – Energy transition zone	<p>Aberdeen Harbour and Energy Transition Zone.</p> <p>North Harbour partly put to mixed use development with surrounding improvements to streets and investigation of renewable energy development.</p> <p>South Harbour, potential for expansion and should retain current national development status.</p> <p>Area adjacent to South harbour, renewables business and industry led expansion of industrial estates and at least partial regeneration of East Tullos to create a</p>	<p>Call for Ideas: The Energy Transition Zone; Aberdeen Harbour (2); Energy Transition Zone; Scotland's Energy Transition Zone.</p> <p>Position Statement: Aberdeen Harbours and Energy Transition Zone (2).</p>	<ul style="list-style-type: none"> <li>• Potential for positive effects on climate change / people / inclusive growth.</li> </ul>	<b>Aberdeen Harbour</b>



Name	Description of Suggestions Received	Suggestion titles (where grouped)	Assessment Summary (for further discussion of fit with the spatial strategy see Annex A)	Proposed National Development
	58 hectare integrated energy transition cluster. Land uses supporting renewable and low carbon energy development, waste to energy, carbon capture, ammonia storage and distribution, manufacturing, distribution, decommissioning, sustainable tourism linked to cruise ships. Potential freeport, masterplan consent area or special economic zone status with presumption in favour of development. The area would be supported by a new rail siding and spur, new road link, coastal park and employability programme.			
Dundee Waterfront	Continue the current Dundee Waterfront national development; £1bn transformational project across development zones for mixed use development, residential, new central business district, creative industries, marina and culture/recreation uses, renewable energy supporting infrastructure, green space, Tay Green airport, Dundee Port including offshore wind energy engineering maintenance, manufacturing and decommissioning activity.	Call for ideas: Dundee Waterfront (2)	<ul style="list-style-type: none"> <li>Potential for positive effects on people / inclusive growth / place.</li> </ul>	<b>Dundee Waterfront</b>

Name	Description of Suggestions Received	Suggestion titles (where grouped)	Assessment Summary (for further discussion of fit with the spatial strategy see Annex A)	Proposed National Development
Port of Dundee Infrastructure for Decommissioning and Offshore Energy Generation	Development to support the off-shore renewable energy and decommissioning industry, including: <ul style="list-style-type: none"> <li>- New/replacement harbour facilities (open storage area, new berth, deepened berth, suspended quayside)</li> <li>- Land reclamation</li> <li>- New/replacement roads</li> <li>- New/replacement utilities</li> <li>- New business, industrial, distribution premises</li> </ul>	Position Statement: Port of Dundee – infrastructure for Decommissioning and Offshore Energy Generation	<ul style="list-style-type: none"> <li>• Potential for positive effects on people / inclusive growth.</li> </ul>	<b>Dundee Waterfront</b>
Michelin Scotland Innovation Parc (MSIP)	Establishment of an internationally significant innovation park focussing on sustainable mobility and low carbon energy: <ul style="list-style-type: none"> <li>- Repurposes manufacturing spaces</li> <li>- Skills academy</li> <li>- Accelerator Labs</li> <li>- Innovation Labs</li> <li>- Incubator Units</li> <li>- Innovation Hub</li> <li>- Recreational Hub</li> <li>- Green space for private sector led buildings</li> </ul>	Call for ideas: Michelin Scotland Innovation Parc (MSIP) (2)	<ul style="list-style-type: none"> <li>• Potential for positive effects on people / inclusive growth / place.</li> </ul>	<b>Dundee Waterfront</b>

Name	Description of Suggestions Received	Suggestion titles (where grouped)	Assessment Summary (for further discussion of fit with the spatial strategy see Annex A)	Proposed National Development
Edinburgh's waterfront	Leith to Granton, public sector owned waterfront sites to create mixed used development of the highest quality. Deliver a single programme, to ensure the right infrastructure is in place, and to work closely with key private sector partners such as Forth Ports. Also part of Seven Strategic Sites for the region collectively contributing 45,000 homes, 9,500 jobs and £12.6bn to the economy.	Call for ideas: Edinburgh and South East Scotland Major Area of Change Coastal regeneration in Edinburgh; Edinburgh and South East Scotland Major Area of Change City Region Deal seven strategic sites: Edinburgh's Waterfront.	<ul style="list-style-type: none"> <li>Potential for positive effects on people / place.</li> </ul>	<b>Edinburgh Waterfront</b>
Infrastructure and New Outer Berth at the Port of Leith	Development to support the manufacture, assembly, storage and distribution and shipment of off-shore renewable structures	Position Statement: New	<ul style="list-style-type: none"> <li>Potential for positive effects on inclusive growth.</li> </ul>	<b>Edinburgh Waterfront</b>
Stranraer Gateway	<p>Multiple projects: Stranraer Waterfront, Transport Infrastructure, Business and Industry land, Low Carbon Heating, Built Environment, North Channel Partnership Strategy and Action Plan.</p> <p>Bringing together the projects outlined above within a bigger Stranraer Gateway Project is of strategic importance and key to</p>	Position Statement: Stranraer Gateway	<ul style="list-style-type: none"> <li>Potential for positive effects on climate change / people / inclusive growth / place.</li> </ul>	<b>Stranraer Gateway</b>

Name	Description of Suggestions Received	Suggestion titles (where grouped)	Assessment Summary (for further discussion of fit with the spatial strategy see Annex A)	Proposed National Development
	<p>transforming Stranraer to create a viable, sustainable and vibrant community that will bring substantial economic benefits in terms of increased tourism, employment and training opportunities.</p> <p>Stranraer Waterfront: Marina Expansion, redevelopment of East Pier derelict port.</p> <p>Transport Infrastructure: Options under consideration: Relocating the railway station to the town; rail link between Stranraer and Cairnryan; new railway station at Cairnryan for passengers and freight; Post-Brexit arrangements at Cairnryan (Customs Border); Greenport with Port of Larne; partial dualling of A77 and A75; Rail link from Stranraer to Dumfries; Vehicle fuelling from green energy at Chapelcross.</p> <p>Business and Industry Land: Regeneration for continued business use of Blackparks Industrial Estate.</p> <p>Low Carbon Heating: Gas network in Stranraer has been renewed and is capable of running a hydrogen blend</p>			

Name	Description of Suggestions Received	Suggestion titles (where grouped)	Assessment Summary (for further discussion of fit with the spatial strategy see Annex A)	Proposed National Development
	<p>or full hydrogen. Hydrogen production potentially available locally.</p> <p>Built Environment: Refurbishment of empty properties for residential use under Historic Environment Scotland Conservation Area Regeneration Scheme and Dumfries and Galloway Council's Town Centre Living Fund. Re-use options being explored for the George Hotel.</p>			
South West Scotland Strategic Transport Corridor	East-West corridor from Cairnryan Ferry Hub to A74(M) and West Coast Main Line, including European Route 18. Specific interventions under consideration. Includes strategic active travel hubs.	Position Statement: South West Scotland Transport Corridor	<ul style="list-style-type: none"> <li>• Potential for positive effects on people / inclusive growth.</li> </ul>	<b>Stranraer Gateway</b>

## Annex C – Suggestions with Potential but Not Contributing to the Proposed National Developments

Name	Description of Suggestions Received	Suggestion titles (where grouped)	Assessment Summary
Longannet	<p>Use of the site that recognises its importance to the energy sector and large scale manufacturing as part of economic development.</p> <p>Local and regional connections for people to access the site should be included.</p> <p>Initial focus is creating a hub for the development of a low carbon rail cluster.</p> <p>Associated infrastructure improvements.</p>	<p>Call for Ideas:</p> <p>Edinburgh and South East Scotland Major Area of Change, Longannet; Longannet Industrial Rail Cluster Hub; Longannet site (Fife) and associated infrastructure improvements</p>	<ul style="list-style-type: none"> <li>• Potential for positive effects on climate change / people / inclusive growth / place</li> <li>• Supported by wider spatial strategy.</li> </ul>
National Centre for Community Heat	<p>Leveraging the engineering base in North East Scotland to develop a national hub for district heating excellence and supporting a just transition for the offshore oil industry.</p> <p>Bringing the experience of the current Aberdeen district heating scheme and local engineering expertise together with the proposed Inverurie district heating scheme to create a national centre for excellence.</p>		<ul style="list-style-type: none"> <li>• Potential for positive effects on climate change / people / inclusive growth / place</li> <li>• Sub-national impact</li> <li>• Potentially consistent with spatial strategy</li> </ul>
National electric vehicle network	To assist the decarbonisation of road transport		<ul style="list-style-type: none"> <li>• Potential for positive effects on climate change / people / inclusive growth / place</li> </ul>

Name	Description of Suggestions Received	Suggestion titles (where grouped)	Assessment Summary
			<ul style="list-style-type: none"> <li>• Potentially consistent with spatial strategy</li> </ul>
Ravenscraig	Continuation of one of the largest regeneration opportunities in Western Europe; 4,500 new homes, new mixed use town centre including retail, leisure, education facilities, green network/spaces, multi-modal transport links.	Call for Ideas: Ravenscraig (3)	<ul style="list-style-type: none"> <li>• Potential for positive effects on climate change / people / inclusive growth / place</li> <li>• Sub-national impact</li> <li>• Supported by wider spatial strategy</li> </ul>
Climate Evolution Zone including: Blindwells – Cockenzie – Energy Transition Zone – mixed development	<p>New settlement and mixed use development at Blindwells linking into redevelopment of the Cockenzie power station site and associated climate change zone. New railway station/transport interchange, A1 interchange, heat and decentralised energy networks. An exemplar of sustainable inclusive development.</p> <p>Alternative vision for Blindwells element presented that shifts the development east to concentrate on further expanding Longniddry around the railway station to create a 20 minute neighbourhood, making use of existing services and facilities including the railway station.</p>	<p>Call for Ideas: Edinburgh and South East Scotland Major Area of Change City Region Deal seven strategic sites: Blindwells; Edinburgh and South East Scotland Major Area of Change Blindwells New Settlement, former Cockenzie Power Station site and Climate Change Zone; Blindwells, Cockenzie and Climate Change Zone: An Area of Opportunity &amp; Co-ordinated Action; Cockenzie/Blindwells; The Blindwells, Cockenzie and Climate Change Zone: An Area of Opportunity &amp; Co-</p>	<ul style="list-style-type: none"> <li>• Potential for positive effects on climate change / people / inclusive growth / place</li> <li>• Sub-national impact</li> <li>• Supported by wider spatial strategy</li> </ul>

Name	Description of Suggestions Received	Suggestion titles (where grouped)	Assessment Summary
		<p>ordinated Action; Cockenzie Masterplan</p> <p>Position Statement: Greater Blindwells; The Blindwells, Cockenzie and Climate Change Zone: An Area of Opportunity &amp; Co-ordinated Action</p>	
Ardeer Peninsula	Mixed-use masterplan including coastal tourism and recreation destination, residential community with associated education, Energy Centre, retail business and industrial/logistics uses, and green space/outdoor recreation	Position Statement: Ardeer Peninsula (2)	<ul style="list-style-type: none"> <li>• Potential for positive effects on climate change / people / inclusive growth / place</li> <li>• Sub-national impact</li> <li>• Supported by wider spatial strategy</li> </ul>
Vacant and Derelict Land re-development	Remediate/transform vacant and derelict land including that on the Vacant and Derelict Land register to promote economic resilience and create a priority for such land in development plans.	<p>Call for Ideas: Designate Stuck Vacant and Derelict Land Sites as a National Development Priority; Vacant and Derelict Land; Vacant and Derelict Land Priority Sites for Joint Action</p> <p>Position Statement: Vacant and Derelict Land Redevelopment</p>	<ul style="list-style-type: none"> <li>• Potential for positive effects on climate change / people / inclusive growth / place</li> <li>• Potentially consistent with spatial strategy</li> </ul>



Name	Description of Suggestions Received	Suggestion titles (where grouped)	Assessment Summary
Renewable energy generation	Former nuclear research site. - Substations for renewable energy generation. - Power generation from solar and other renewables.		<ul style="list-style-type: none"> <li>• Potential for positive effects on climate change / people / inclusive growth / place</li> <li>• Supported by wider spatial strategy</li> </ul>
Edinburgh, East Lothian and Midlothian Innovation Zone	<p>Edinburgh BioQuarter, Usher Institute, Edinburgh Innovation Park (Food and Drink), Shawfair (including City Region Deal strategic site) and Easter Bush; world leading innovation (including for global health challenges) and business potential, together with significant infrastructure improvements to accommodate and facilitate growth. Creating a mixed use new city quarter around the Edinburgh Royal Infirmary and Medical School. City Region Deal strategic sites collectively deliver 45,000 new homes, 9,500 jobs and £12.6 billion to the economy. The BioQuarter is anticipated to add a further 5,000 employees over 5 years from committed development including through the City Region Deal with a 20,000 living/working population by completion (currently 8,000 employees in the BioQuarter).</p> <p>Additional 150,000sqm of lifescience and 350sqm mixed use accommodation plus</p>	Call for Ideas: Edinburgh and South East Scotland Major Area of Change City Region Deal seven strategic sites: Shawfair; Edinburgh and South East Scotland Major Area of Change Edinburgh, East Lothian and Midlothian Innovation zone; Edinburgh BioQuarter	<ul style="list-style-type: none"> <li>• Potential for positive effects on people / inclusive growth / place</li> <li>• Potential for negative effects on climate change</li> <li>• Sub-national impact</li> <li>• Supported by wider spatial strategy</li> </ul>

Name	Description of Suggestions Received	Suggestion titles (where grouped)	Assessment Summary
	<p>housing of mixed tenure are anticipated to create a vibrant sustainable community for live, work and play.</p> <p>Public transport and active travel are at the heart of the development strategy and the BioQuarter is on City of Edinburgh Council's City Choices 2020 Strategic Sustainable Transport Corridor 3 for transit-led development to reduce carbon, promote equity, support healthier lifestyles and deliver sustainable economic growth.</p> <p>National development status will provide investor confidence about commitment to the project.</p>		
West Edinburgh	<p>Mixed use development and transport infrastructure, ensuring that development in the area also helps to tackle inequality in neighbouring areas including in Wester Hailes, Sighthill and the Calders</p> <p>Elements to include:  Edinburgh Airport  Royal Bank of Scotland  Heriot-Watt University  Royal Highland Showground  Development sites  Residential development (including land at</p>	<p>Call for Ideas:  Edinburgh and South East Scotland Major Area of Change Sustainable growth in West Edinburgh and West Lothian; West Edinburgh</p> <p>Position Statement:  West Edinburgh (3); West Edinburgh (Norton Park)</p>	<ul style="list-style-type: none"> <li>• Potential for positive effects on people / inclusive growth / place</li> <li>• Potential for negative effects on climate change</li> <li>• Sub-national impact</li> <li>• Supported by wider spatial strategy</li> </ul>

Name	Description of Suggestions Received	Suggestion titles (where grouped)	Assessment Summary
	Norton Park) Sustainable infrastructure focused on public and active travel, including tram extension to Newbridge Spatial Strategy for Inclusive and Sustainable Growth		
Glasgow Airport – business land, AMID, Surface access	Extended airport boundary; New/extended airfield, terminal, landside infrastructure Airport related business, industrial and logistics Strategic sustainable surface access links On-site renewable energy generation Advanced Manufacturing and Innovation District Scotland  Link in the airport to the Clyde Mission.	Call for Ideas: Glasgow Airport + facilities; Strategic Airport Enhancements – Glasgow  Position Statement: Strategic Connectivity Enhancements	<ul style="list-style-type: none"> <li>• Potential for positive effects on inclusive growth / place</li> <li>• Potential for negative effects on climate change</li> <li>• Supported by wider spatial strategy</li> </ul>
Advanced Manufacturing	South West Scotland Advanced Manufacturing for food and drink as well as life sciences.  Advanced Manufacturing Investment Corridor in Kilmarnock focused on food and drink.  i3 Campus in Irvine for a regionally significant and nationally recognised centre of excellence in digital automation and	Call for Ideas: AMIC (Advanced Manufacturing Investment Corridor); i3 Campus	<ul style="list-style-type: none"> <li>• Potential for positive effects on people / inclusive growth / place</li> <li>• Potential for negative effects on climate change</li> <li>• Sub-national impact</li> <li>• Supported by spatial strategy</li> </ul>

Name	Description of Suggestions Received	Suggestion titles (where grouped)	Assessment Summary
	advanced manufacturing for life science sector. Partnership with NMIS, University of Strathclyde and Ayrshire College. Site previously known as Riverside Business Park, previously had Enterprise Area Status. 9,000m2 of flexible business space for chemical and life sciences manufacturing, digital automation and other advanced manufacturing.		
Zero Carbon Innovation Zones	A network of sites that promote a transition from high carbon intensity industry and/or power generation to zero carbon innovation. A key objective would be to nurture and showcase new and emerging low and zero carbon technologies in a way that promotes inclusive growth and delivers wider place outcomes for local communities. Includes surface water management, flood risk resilience, biodiversity.		<ul style="list-style-type: none"> <li>• Potential for positive effects on climate change / people / inclusive growth / place</li> <li>• Potentially consistent with spatial strategy</li> <li>• Sub-national impact</li> </ul>
Lochaber Smelter	<p>Downstream Lochaber Smelter works / industrial expansion; and Rural Estate Regeneration and Renewable Energy Supply:</p> <p>Investment needed in:</p> <ul style="list-style-type: none"> <li>- Water infrastructure</li> <li>- Rail infrastructure</li> <li>- Road infrastructure</li> </ul>		<ul style="list-style-type: none"> <li>• Potential for positive effects on climate change / people / inclusive growth / place</li> <li>• Supported by wider spatial strategy</li> <li>• Sub-national impact</li> </ul>

Name	Description of Suggestions Received	Suggestion titles (where grouped)	Assessment Summary
Space industry and space ports	<p>National Spaceport Infrastructure Development - sector innovation, product development and launch sites.</p> <p>Prestwick Centre for Excellence for Aerospace and Space development in Scotland and UK to start-up, grow and consolidate the sector. Entails: road infrastructure and wider transport links (submitted to Strategic Transport Projects Review), new commercial and industrial buildings (140,000 – 715,000 sq ft), hangars (110,000 - 138,000 sq ft), future development platform (350,000 sq ft), research and development space (50,000 sq ft), spaceport including launch operation facilities, Aerospace and Space Innovation Centre and National Flight Centre, enhanced digital infrastructure.</p> <p>Outer Hebrides Space Industries/Space Port 1 – Entails vertical rocket launch facility and Space Enterprise Park.</p> <p>Space Hub Sutherland, facility for small satellite launch. Entails control centre, site integration facility, launch pad complex, antenna park, access road, services, associated infrastructure.</p>	<p>Call for Ideas: Emerging space industry funding, support and development; Development of a Space Industry; Space Hub Sutherland (SHS); Prestwick; Spaceport at Prestwick; Prestwick Aerospace &amp; Space Campus</p> <p>Position Statement: Emerging space industry funding, support and development; Vertical Launch Space Port and Associated Support Infrastructure; Spaceports</p>	<ul style="list-style-type: none"> <li>• Potential for positive effects on inclusive growth</li> <li>• Supported by wider spatial strategy</li> </ul>

Name	Description of Suggestions Received	Suggestion titles (where grouped)	Assessment Summary
	Shetland Space Centre: facility for small satellite launch and associated support infrastructure.		
Freeport on the Clyde	Post-Brexit, securing a Freeport on the Clyde should be a national priority – for example at Greenock (given SIMD statistics) or King George V Dock in Glasgow.		<ul style="list-style-type: none"> <li>• Potential for positive effects on people / inclusive growth</li> <li>• Potentially consistent with spatial strategy</li> </ul>
Port of Inverness	Mixed use – expansion of port operations, expansion of marina facilities and associated accommodation, commercial uses (retail, food & drink, hotel, leisure) and a cultural & tourism hub.		<ul style="list-style-type: none"> <li>• Potential for positive effects on climate change / people / inclusive growth / place</li> <li>• Supported by wider spatial strategy</li> </ul>
National Inter-City Network	<p>Systematic enhancement to the inter-city rail infrastructure north of the Central Belt so that rail can again provide competitive journey times between Scotland's cities. Including:</p> <ul style="list-style-type: none"> <li>- Electrification from Edinburgh and Glasgow to Perth, to Aberdeen and Inverness</li> <li>- Double tracking Aberdeen to Inverness and Highland Main Line</li> <li>- New line: Inverkeithing-Kinross-Perth</li> <li>- Inter-city interchange at Perth station</li> <li>- Journey time and capacity enhancements</li> <li>- Further electrification up from 25.3% now.</li> </ul>		<ul style="list-style-type: none"> <li>• Potential for positive effects on climate change / people</li> <li>• Supported by wider spatial strategy</li> </ul>

Name	Description of Suggestions Received	Suggestion titles (where grouped)	Assessment Summary
National Rail Freight Terminal, Mossend and Eurocentral	<p>Combined opportunities of Mossend and Eurocentral.</p> <p>For Mossend:</p> <ul style="list-style-type: none"> <li>- Rail freight interchange</li> <li>- Distribution centre</li> <li>- 750 metre+ rail terminal</li> <li>- Rail connected warehouse</li> <li>- Container handling facilities</li> <li>- Manufacturing and processing</li> <li>- West coast main line access improvements</li> <li>- M8/A8 access improvements</li> <li>- Community Woodland</li> </ul>	<p>Call for Ideas:</p> <p>Combined opportunities of Mossend and Eurocentral; Mossend International Rail Freight Park</p>	<ul style="list-style-type: none"> <li>• Potential for positive effects on climate change / people / inclusive growth / place</li> <li>• Potentially consistent with spatial strategy</li> </ul>
National Low-Carbon Freight Network	<ul style="list-style-type: none"> <li>- Lengthened overtaking loops on the East Coast Main Line to accommodate 775 metre freight trains</li> <li>- Lengthened overtaking loops on the West Coast Main Line to accommodate 775 metre freight trains</li> <li>- Electrification of Central Belt to Aberdeen and Inverness rail lines</li> <li>- Reinforced electricity supply to electrified rail lines</li> <li>- Double track and longer crossing loops for Highland Main Line from Perth to Inverness</li> <li>- Standardise clearances along the track network, in particular Aberdeen/Inverness to Central Belt</li> </ul>		<ul style="list-style-type: none"> <li>• Potential for positive effects on climate change / people / inclusive growth / place</li> <li>• Potentially consistent with spatial strategy</li> </ul>

Name	Description of Suggestions Received	Suggestion titles (where grouped)	Assessment Summary
	<ul style="list-style-type: none"> <li>- Loading gauge enhancement</li> <li>- New rail freight terminal in Speyside at Keith and/or Elgin (possibly utilising currently redundant facilities)</li> <li>- Direct rail access for key whisky sites including Cameron Bridge (Fife) and Cambus/Blackgrange (Alloa)</li> </ul>		
A National City Centre Transformation Programme for Scotland	<p>Transformation of strategic sites for transport, public realm (outwith train stations) and economic regeneration:</p> <p>1 - Edinburgh Waverley station and Haymarket Station</p> <p>2 – Waverley / Edinburgh Royal Mile / Scottish Parliament</p> <p>3 – Glasgow Queen Street and Central Stations</p> <p>4 – Aberdeen Station / Union Street</p> <p>5 – Inverness Station and vicinity</p> <p>6 – Dundee Station and vicinity</p> <p>7 – Perth Station and Bus Station</p> <p>8 – Stirling Station, bus station and links to town centre</p>		<ul style="list-style-type: none"> <li>• Potential for positive effects on climate change / people / inclusive growth / place</li> <li>• Potentially consistent with spatial strategy</li> <li>• Sub-national impact</li> </ul>
Edinburgh Orbital Bus Project	A high quality orbital bus route linking a number of key transport interchanges and areas of employment, reducing congestion on a major strategic freight corridor which accesses important areas for national productivity connected through the		<ul style="list-style-type: none"> <li>• Potential for positive effects on climate change / People / inclusive growth</li> <li>• Potentially consistent with spatial strategy</li> <li>• Sub-national impact</li> </ul>



Name	Description of Suggestions Received	Suggestion titles (where grouped)	Assessment Summary
	SEStran region. Including: - Bus Rapid Transit system/improvements/bus priority - Connections to Fife networks - Connections to West Lothian Networks		
North East Transport Investment	Regional transport connectivity improvements to settlements and hubs, including road, rail and port/ferry infrastructure.  - Inverness – Aberdeen (A2i); electrification/alternative traction - Highland Main Line, double tracking; electrification/alternative traction - Improved rail links Aberdeen to Central Belt - North Highland Lines, including re-signalling; electrification/alternative traction - West Highland Line; electrification/alternative traction - Regional commuter rail with additional stations: Montrose - Aberdeen – Inverurie - Inverness Airport station - Morayhill Freight Terminal - Lentrane Long Loop, Clachnaharry – Clunes - New station at Evanton including Dingwall–Invergordon new loop - New rail halt at Tomatin - Improved public transport access to	Call for Ideas: North East Scotland Strategic Transport Network Enhancements; Rail Infrastructure Improvements  Position Statement: North East Transport Investment	<ul style="list-style-type: none"> <li>• Potential for positive effects on climate change / people / inclusive growth / place</li> <li>• Potentially consistent with spatial strategy</li> <li>• Sub-national impact</li> </ul>

Name	Description of Suggestions Received	Suggestion titles (where grouped)	Assessment Summary
	<p>Aberdeen International Airport</p> <ul style="list-style-type: none"> <li>- Aberdeen Rapid Transit and associated infrastructure/priorities: Craibstone – Airport – TECA – Aberdeen City Centre – Portlethen; Bridge of Don – Aberdeen South Harbour Orbital route</li> <li>- Improved connections to Peterhead and Fraserburgh strategic port developments</li> <li>- Portlethen new strategic Park and Ride</li> <li>- Sea freight and ferry connections to Orkney and Shetland</li> </ul>		
Trunk and Strategic Road Improvements (Various)	<p>East Ayrshire:</p> <p>Bellfield Interchange in Kilmarnock – Improving the interchange and developing the land around it.</p> <p>Dundee:</p> <p>Dundee Northern Relief Road – either new road or upgrades to existing road.</p> <p>A90 Improvements for walking, cycling and public transport</p> <p>Highland:</p> <p>A9 (Inverness-Perth) dualling completion</p> <p>A96 (Inverness-Aberdeen) dualling completion</p> <p>A9-A96 Inshes to Smithton Junction improvement works</p> <p>A9-A82 Longman roundabout removal</p>	<p>Call for Ideas:</p> <p>Trunk Road Improvements;</p> <p>Strategic Port and Trunk Road Improvements;</p> <p>Bellfield interchange;</p> <p>Dundee Northern Relief Road</p> <p>Position Statement:</p> <p>Trunk and Other Strategic Road Improvements; Road network</p>	<ul style="list-style-type: none"> <li>• Potential for positive effects on people / inclusive growth</li> <li>• Potential for negative effects on climate change</li> <li>• Sub-national impact</li> </ul>

Name	Description of Suggestions Received	Suggestion titles (where grouped)	Assessment Summary
	<p>A9 – North of Inverness, strategic safety and localised improvements: Munlochy junction, Tomich junction, Berriedale junction</p> <p>A82 – Road improvements especially in/around Fort William, others identified in FW2040, and other known accident hot-spots (Aonachan Crossing; Tourlundy-Nevis Range; Corran-Fort William (3 Mile Water)) and lifeline links including Corran Ferry and A890 route Stromeferry Bypass</p> <p>All subject to active travel as part of design</p> <p>All subject to greater integration of park&amp;ride, active travel, electric vehicle charging, e-bike provision, public transport infrastructure and interchanges</p> <p>Infrastructure may be required within existing infrastructure as well as new. EV charging to be guided by Highland Council's EV Infrastructure Vision.</p>		
Outer Hebrides Fixed Links and Minch Tunnel	<ul style="list-style-type: none"> <li>- Minch Tunnel connecting Outer Hebrides to Mainland Scotland</li> <li>- Sound of Harris fixed link</li> <li>- Sound of Barra fixed link</li> </ul>		<ul style="list-style-type: none"> <li>• Potential for positive effects on inclusive growth / place</li> <li>• Potential for negative effects on climate change</li> <li>• Supported by wider spatial strategy</li> <li>• Sub-national impact</li> </ul>

Name	Description of Suggestions Received	Suggestion titles (where grouped)	Assessment Summary
Development on community owned land	<p>Make community-owned land national developments. This could connect UN Sustainable Development, National Performance Framework. Local plans, policies and programmes supporting communities. National development status would provide primacy of the development plan force when new developments and changes of use are proposed for such land, which could be specific in the national development descriptions of development and statement of need.</p> <p>This would provide an effective plan-led approach to development on transferred land or buildings (following the Land Reform (Scotland) Acts and the Community Empowerment (Scotland) Act).</p> <p>National development status would enable assets transferred into community ownership outwith the local development plan preparation process to have development plan status without alteration to the development plan where they fall within prescribed classes within the national development. This allows certain types of development on community-owned land to be promoted or to a degree be protected.</p>	Position Statement: Community ownership of land or assets; Community developments/community owned land	<ul style="list-style-type: none"> <li>• Potential for positive effects on climate change / people / inclusive growth / place</li> <li>• Potentially consistent with spatial strategy</li> <li>• Sub-national impact</li> </ul>

Name	Description of Suggestions Received	Suggestion titles (where grouped)	Assessment Summary
National Tartan Centre	UK Government £10 million capital support to a Stirling based National Tartan Centre. International class facility to reinforce Stirling as a cultural destination and centre of excellence for traditional crafts and skills in the heart of Scotland that is financially self-sustaining.		<ul style="list-style-type: none"> <li>• Potential for positive effects on inclusive growth / place</li> <li>• Potential for negative effects on climate change</li> <li>• Potentially consistent with spatial strategy</li> <li>• Sub-national impact</li> </ul>
Clyde tidal barrier	Clyde tidal barrier	Position Statement: Clyde tidal barrier	<ul style="list-style-type: none"> <li>• Potential for positive effects on climate change</li> <li>• Potentially consistent with spatial strategy</li> <li>• Sub-national impact</li> </ul>
10,000 Raingardens for Scotland	Network of small scale vegetated features designed to hold back and slow water flows, reducing the need for grey infrastructure.		<ul style="list-style-type: none"> <li>• Potential for positive effects on climate change / people / inclusive growth / place</li> <li>• Potentially consistent with spatial strategy</li> <li>• Sub-national impact</li> </ul>
Opportunity Cromarty Firth	A series of transformative projects for communities and businesses that provide the catalyst for decarbonising the economy at the local and national level. Includes: - Global centre of excellence for renewable energy linked to the area's natural resources; - transformative education;	Position Statement: New	<ul style="list-style-type: none"> <li>• Potential positive effects on climate change / people / inclusive growth</li> <li>• Supported by wider spatial strategy</li> </ul>

Name	Description of Suggestions Received	Suggestion titles (where grouped)	Assessment Summary
	<ul style="list-style-type: none"> <li>- transformative employment</li> <li>- transformative regeneration</li> <li>- hydrogen hub/North of Scotland Hydrogen</li> <li>- serial (sic) manufacturing plant (for floating offshore wind substructures)</li> <li>- Phase 2 Advanced manufacturing plant</li> <li>- Expanded Powerhouse Future Technology Centre</li> <li>- Potential Greenport status</li> <li>- Onshore electrolysis facility for green hydrogen production</li> </ul>		
National Green & Blue Infrastructure Network	NPF should frame development of national green and blue infrastructure network to be developed by RSS, LDP and LPP. A National Green-Blue Infrastructure Network would highlight the opportunities for renewable heat networks at a national, regional and local scale, including the energy potential of parks and greenspaces.		<ul style="list-style-type: none"> <li>• Potential positive effects for climate change / people / place</li> <li>• Supported by the wider spatial strategy</li> </ul>
Scottish Nature Network	An integrated nation-wide strategic approach/vision to blue-green infrastructure for biodiversity net gain, emissions reduction, climate resilience and wellbeing, identifying and connecting up good quality natural habitats, which creates the conditions into which investment can be made and nature based solutions can be promoted and support local economies.	<p>Call for Ideas: Scottish Nature Network (4)</p> <p>Position Statement: Scottish Nature Network (4); National Nature Network</p>	<ul style="list-style-type: none"> <li>• Potential positive effects for climate change / people / place</li> <li>• Supported by the wider spatial strategy</li> </ul>

Name	Description of Suggestions Received	Suggestion titles (where grouped)	Assessment Summary
	<p>Creating new accessible green spaces and equitable access to them.</p> <p>Coordination of:</p> <ul style="list-style-type: none"> <li>- Green and blue infrastructure investment, including through IIP</li> <li>- Replacement rural development/agriculture funding</li> <li>- Non-Governmental Organisation effort</li> <li>- Philanthropic spend</li> <li>- Major charitable investors</li> <li>- Biodiversity net gain projects</li> <li>- Conservation finance investment</li> <li>- Strategic planning/opportunity mapping of the key areas to protect and enhance: networks, corridors and stepping stones to create multiple benefits.</li> <li>- Active travel</li> </ul>		
Glasgow National City Park	Use the familiar idea of a National Park to inspire and deliver a shared vision for Glasgow, as a greener, healthier and wilder City where people, places and nature are better connected.		<ul style="list-style-type: none"> <li>• Potential positive effects for climate change / people / inclusive growth / place.</li> <li>• Supported by the wider spatial strategy</li> <li>• Sub-national impact</li> </ul>
Sea Ports	Development and investment in ports and harbours to support nationally significant employment, lifeline/ferry links, renewable energy, oil and gas decommissioning,	<p>Call for Ideas: Sea Ports; Ports and Harbours</p> <p>Position Statement:</p>	<ul style="list-style-type: none"> <li>• Potential for positive effects on climate change / people / inclusive growth / place</li> </ul>

Name	Description of Suggestions Received	Suggestion titles (where grouped)	Assessment Summary
	<p>hydrogen economy, bulky goods/freight handling, fishing, aquaculture, cruise and leisure boats. Potential Greenport status, in particular for Cromarty Firth.</p> <p>Development includes:</p> <ul style="list-style-type: none"> <li>- Construction of facilities</li> <li>- Installation/upgrade of infrastructure: piers; quays; deep water berths; lay-down areas; sheds for assembly; operation maintenance bases; road network and wider off-port infrastructure including active travel, electricity and heat networks.</li> </ul>	Sea Ports	<ul style="list-style-type: none"> <li>• Supported by wider spatial strategy</li> </ul>
Strategic Ports and Roads	<p>Both sides of the Minch, to support life line ferry traffic to the Islands, partnered with Highland Council and Argyll and Bute Council as appropriate.</p> <p>Maintaining and enhancing strategic road and sea corridors servicing the Outer Hebrides and providing lifeline links.</p> <ul style="list-style-type: none"> <li>- Maximising freight, cruise ship and economic potential</li> <li>- Future-proofing for ferry function</li> <li>- Future-proofing for low carbon fuels and technologies</li> <li>- Facilities/investment to allow flexible deployment of vessels across the network to respond to demand.</li> </ul>		<ul style="list-style-type: none"> <li>• Potential for positive effects for climate change / people / inclusive growth / place</li> <li>• Potentially consistent with the spatial strategy</li> </ul>



## Annex D – Suggestions Not Thought to be Suitable for National Development Status

Name	Description of Suggestions Received	Suggestion titles (where grouped)	Assessment Summary
Tranent Expansion 2050	Tranent 2050 would include the delivery of c. 4,000 new homes alongside employment, new community and transport infrastructure, parkland and strategies for enhancements to the existing town which demonstrate how increases to quality of life can be achieved over the next 30 years.		<ul style="list-style-type: none"> <li>• Potential for positive effects on climate change / people / inclusive growth</li> <li>• Potentially inconsistent with spatial strategy</li> <li>• Sub-national impact</li> </ul>
Shawfair	New residential, Town Centre and commercial centre with around 4,000 new homes, two primary schools, a secondary school and 1,000,000sq ft (93,000 m2) of commercial and retail space, Town Centre. One of seven strategic sites within the Edinburgh and South East Scotland region.	Call for Ideas: Edinburgh and South East Scotland Major Area of Change Edinburgh, East Lothian and Midlothian Innovation zone. Edinburgh and South East Scotland Major Area of Change City Region Deal seven strategic sites: Shawfair	<ul style="list-style-type: none"> <li>• Potential for positive effects on people / inclusive growth</li> <li>• Sub-national impact</li> <li>• Relevant development consents already secured / construction advanced</li> </ul>
Winchburgh	Mixed use expansion of Winchburgh to deliver residential, commercial, industrial, retail, school and leisure facilities, motorway junction and rail station and open space provision including a District and Town Park. Forms part of the South East Scotland seven strategic sites collectively providing 45,000 homes,	Call for Ideas: Mixed use expansion of Winchburgh, West Lothian	<ul style="list-style-type: none"> <li>• Potential for positive effects on people / inclusive growth / place</li> <li>• Sub-national impact</li> <li>• Relevant development consents already secured / construction advanced</li> </ul>

Name	Description of Suggestions Received	Suggestion titles (where grouped)	Assessment Summary
	9,500 jobs and contributing £12.6bn to the economy.		
Calderwood: Edinburgh and South East Scotland Major Area of Change	Blindwells; Calderwood; Dunfermline; Edinburgh's Waterfront; Shawfair; Tweedbank; and Winchburgh. Collectively these can deliver over 45,000 new homes, create 9,500 jobs and contribute over £12.6 billion to the wider economy. The sites are all at various stages of development and delivery, each with their own unique set of infrastructure and delivery challenges. Calderwood is a new village.		<ul style="list-style-type: none"> <li>• Potential for positive effects on people / inclusive growth</li> <li>• Potential for negative effects on climate change</li> <li>• Sub-national impact</li> <li>• Relevant development consents already secured / construction advanced</li> </ul>
Dunfermline: Edinburgh and South East Scotland Major Area of Change	Blindwells; Calderwood; Dunfermline; Edinburgh's Waterfront; Shawfair; Tweedbank; and Winchburgh. Collectively these can deliver over 45,000 new homes, create 9,500 jobs and contribute over £12.6 billion to the wider economy. The sites are all at various stages of development and delivery, each with their own unique set of infrastructure and delivery challenges.		<ul style="list-style-type: none"> <li>• Potential for positive effects on people / inclusive growth</li> <li>• Potential for negative effects on climate change</li> <li>• Sub-national impact</li> </ul>
Tweedbank	Blindwells; Calderwood; Dunfermline; Edinburgh's Waterfront; Shawfair; Tweedbank; and Winchburgh. Collectively these can deliver over 45,000 new homes, create 9,500 jobs and contribute over £12.6 billion to the wider economy. The sites are all at various stages of development and delivery, each with their own		<ul style="list-style-type: none"> <li>• Potential for positive effects on people / inclusive growth</li> <li>• Potential for negative effects on climate change</li> <li>• Sub-national impact</li> </ul>

Name	Description of Suggestions Received	Suggestion titles (where grouped)	Assessment Summary
	unique set of infrastructure and delivery challenges.		
EuroPark	The EuroPark development proposes the formation of a new mixed-use settlement to the north of the M8 at junction 7 and Eurocentral/Maxim. It will comprise approximately 2,600 new homes and a mix of retail/commercial space alongside a new country park, education and community/health facilities. EuroPark is an exceptional opportunity to integrate the planning of infrastructure and land use. The project could serve as an exemplar of what a 'zero emissions' place may look like in the future.	Position Statement: EuroPark	<ul style="list-style-type: none"> <li>• Potential for positive effects on people / inclusive growth</li> <li>• Potential for negative effects on climate change</li> <li>• Potentially inconsistent with spatial strategy</li> </ul>
Project Antonine	Project Antonine proposes 600 acres of new managed traditional woodland; a variety of renewable energy projects; 17 fully integrated and sustainable new developments of varying sizes; a network of new pathways and cycleways; energy centres, an electric bus route and a series of grow rooms and large scale community greenhouses.	Position Statement: Project Antonine	<ul style="list-style-type: none"> <li>• Potential for positive effects on climate change / people / inclusive growth / place</li> <li>• Potentially inconsistent with spatial strategy</li> <li>• Sub-national impact</li> </ul>
Northern Gateway	Mixed use development creating a Northern Gateway to Fife and the North, including Castlandhill Masterplan and Queensferry One Masterplan.		<ul style="list-style-type: none"> <li>• Potential for positive effects on people / place</li> <li>• Potential for negative effects on climate change</li> </ul>

Name	Description of Suggestions Received	Suggestion titles (where grouped)	Assessment Summary
			<ul style="list-style-type: none"> <li>• Potentially inconsistent with spatial strategy</li> <li>• Sub-national impact</li> </ul>
Housing Target/High Quality Housing	Housing Policy and Delivery - delivering high quality homes to the national target.	Position Statement: High Quality Housing	<ul style="list-style-type: none"> <li>• Potential for positive effects on people / inclusive growth</li> <li>• Broad strategy rather than specific project or development proposals</li> </ul>
Smart Clachans	<p>Development of mutually owned live/work space, land and resources in rural Scotland to enable people to remain, return and move to rural Scotland. Enables people to live, work, grow food, provide and receive support and care.</p> <p>Is a post COVID-19 new approach to living focusing on community, place, wellbeing, local enterprise and climate friendly development. Will be models of community and housing, including mutual support approaches such as cohousing, collective self-build and mutual home ownership for cooperative living and community cohesion.</p>		<ul style="list-style-type: none"> <li>• Potential for positive effects on people / inclusive growth</li> <li>• Sub-national impact</li> <li>• Broad strategy rather than specific project or development proposals</li> </ul>
Elements Edinburgh	First phase of a planned redevelopment of brownfield land in West Edinburgh by Crosswind Developments. 65 acres of mixed use development with 2,500 homes, approx.		<ul style="list-style-type: none"> <li>• Potential for positive effects on climate change / inclusive growth</li> </ul>

Name	Description of Suggestions Received	Suggestion titles (where grouped)	Assessment Summary
	800,000 NIA sq.ft of commercial space, 1,000 hotel rooms and approx. 75,000 NIA sq.ft of leisure and retail with a 'Digital Quarter' at its heart.		<ul style="list-style-type: none"> <li>• Potential to influence live planning application</li> </ul>
Glasgow – redevelopment of vacant and derelict land	Redevelopment of Vacant and Derelict Land - 3,428 hectares of vacant and derelict land - Half of planning authorities with the largest area of vacant and derelict land in Scotland are in the area - Productive uses sought - Fiscal measures/support sought	Position Statement: Addressing vacant and derelict land	<ul style="list-style-type: none"> <li>• Potential for positive effects on people / inclusive growth / place</li> <li>• Broad strategy rather than specific project or development proposals</li> </ul>
Ardersier Port – mixed use / energy / tourism / residential	Mixed use port and port related uses for the energy sector and general business, industrial, storage and distribution, research and development and/or residential tourism and leisure use.		<ul style="list-style-type: none"> <li>• Potential for positive effects on climate change / people / inclusive growth / place</li> <li>• Relevant development consents already secured</li> </ul>
Industrial regeneration in Fife and the Scottish Borders	City Region Deal funding is being used to deliver programmes of investment that are strongly focused on innovation and that link to the Data Driven Innovation Programme. The locations chosen for investment are linked to existing growth corridors by road and by rail and help to maximise the impact of investment in the Borders Railway and plans for the Levenmouth Rail Link, as well as the existing Fife Circle rail line.		<ul style="list-style-type: none"> <li>• Potential for positive effects on people / inclusive growth</li> <li>• Broad strategy rather than specific project or development proposals</li> </ul>

Name	Description of Suggestions Received	Suggestion titles (where grouped)	Assessment Summary
Bandeath Industrial Estate	<p>Low carbon, net zero, 'independent food miles' development in Stirling:</p> <ul style="list-style-type: none"> <li>- River source heat pump, pump house, and pipe mains (with heat supply for off-site areas as well as onsite use)</li> <li>- Energy centre, heat pumps and Combined Heat and Power</li> <li>- Energy plant/hydrogen plant</li> <li>- Glasshouses and ancillary buildings</li> <li>- Rainwater Storage</li> <li>- Data centre</li> <li>- Aquaculture</li> <li>- Access road upgrade</li> <li>- Visitor centre</li> <li>- River access</li> <li>- Gas grid connection</li> <li>- National grid connection</li> <li>- Potential for a community owned energy services company (ESCO)</li> </ul>		<ul style="list-style-type: none"> <li>• Potential for positive effects on people / inclusive growth / place</li> <li>• Sub-national impact</li> </ul>
National Energy Research Demonstrator (NERD)	Centre of excellence and a suite of in the field demonstrator projects, aimed at transforming the way we generate, store and distribute energy.		<ul style="list-style-type: none"> <li>• Potential for positive effects on climate change</li> <li>• Sub-national impact</li> </ul>
Guardbridge/ Cupar	North East Fife Major Area of Change. Including: University of St Andrews' Eden Campus; additional employment land in Cupar;		<ul style="list-style-type: none"> <li>• Potential for positive effects on climate change / inclusive growth</li> </ul>

Name	Description of Suggestions Received	Suggestion titles (where grouped)	Assessment Summary
	rail track improvements focused on single line stretches and additional rail halts.		<ul style="list-style-type: none"> <li>• Significant uncertainty on interaction with the criteria</li> </ul>
Scotland's National Environment Centre	Business development partnered with Stirling University focused on building the relationship between environmental management and businesses. To be developed in synergy with the National Aquaculture Technology and Innovation Hub.	Call for Ideas: Business development focused on the relationship between environmental management and business. Development of Scotland's International Environment Centre in partnership with Stirling University and other partners and the creation of a larger supporting campus adjacent.	<ul style="list-style-type: none"> <li>• Potential for positive effects on inclusive growth</li> <li>• Significant uncertainty on interaction with the criteria</li> </ul>
National Aquaculture Technology and Innovation Hub	<p>UK's innovation community for sustainable aquatic food production. About the development and deployment of technologies and systems for aquaculture.</p> <p>To be developed in parallel with Scotland's International Environment Centre.</p>		<ul style="list-style-type: none"> <li>• Potential for positive effects on climate change / inclusive growth</li> <li>• Significant uncertainty on interaction with the criteria</li> </ul>
Scotland's Living Laboratory	<p>Creating recognition of Orkney as a centre of excellence.</p> <p>Requires enabling infrastructure:</p> <ul style="list-style-type: none"> <li>- Innovation hub</li> <li>- Meeting places</li> </ul>		<ul style="list-style-type: none"> <li>• Potential for positive effects on climate change / people / inclusive growth</li> <li>• Broad strategy rather than specific project or development proposals</li> </ul>

Name	Description of Suggestions Received	Suggestion titles (where grouped)	Assessment Summary
	<ul style="list-style-type: none"> <li>- Laboratories, workshops, studios</li> <li>- Offices</li> <li>- ICT capacity including data storage, connectivity and data management</li> </ul> <p>Links to: blue economy; Arctic gateway/North West passage; Container trade via Scapa Flow; blue and green renewables; energy super grid for electrical and non-electrical sources; hydrogen cluster; carbon free energy hub.</p>		
Glasgow City Region economic sectors	Including Universities and the knowledge economy		<ul style="list-style-type: none"> <li>• Potential for positive effects on inclusive growth</li> <li>• Broad strategy rather than specific project or development proposals</li> </ul>
Data Capital of Europe	Centre for data driven innovation – cluster based on Edinburgh University’s city centre campus, Bayes Centre and Edinburgh Futures Institute.		<ul style="list-style-type: none"> <li>• Potential for positive effects on climate change / people / inclusive growth / place</li> <li>• Significant uncertainty on interaction with the criteria</li> <li>• Broad strategy rather than specific project or development proposals</li> </ul>
Tourism Dispersal and Management	Ensure the visitor economy of the city region works as a single ecosystem, dispersing		<ul style="list-style-type: none"> <li>• Significant uncertainty on interaction with the criteria</li> </ul>



Name	Description of Suggestions Received	Suggestion titles (where grouped)	Assessment Summary
	visitors from hot spots across the region, and into the rest of the country.		<ul style="list-style-type: none"> <li>• Broad strategy rather than specific project or development proposals</li> </ul>
Sustainable Tourism Development Infrastructure Plan	<p>Investment in the transport, interpretation, digital communications and waste management networks that ensure tourists enjoy a high quality of experience, whilst achieving the Scottish Government ambition for a net zero Scotland by 2045.</p> <p>Elements including but not limited to:</p> <ul style="list-style-type: none"> <li>- Strategies for slow tourism, heritage tourism and eco tourism;</li> <li>- Enhanced/promoted active recreation routes including walking, cycling and water routes and sustainable travel to those routes;</li> <li>- Indoor facilities for tourists year-round</li> <li>- EV charging network in particular on tourist routes;</li> <li>- Year-round public toilet and campervan/motorhome servicing/waste disposal facilities at key locations.</li> <li>- Example New Zealand regenerative tourism including fiscal measures.</li> </ul> <p>Also:</p> <ul style="list-style-type: none"> <li>- NC500 infrastructure</li> <li>- Great Glen infrastructure</li> <li>- Skye infrastructure</li> <li>- Affordable housing (reduced stock due to</li> </ul>	Position Statement: Sustainable Tourism Development Infrastructure Plan	<ul style="list-style-type: none"> <li>• Potential for positive effects on people / inclusive growth / place</li> <li>• Significant uncertainty on interaction with the criteria</li> <li>• Broad strategy rather than specific project or development proposals</li> </ul>

Name	Description of Suggestions Received	Suggestion titles (where grouped)	Assessment Summary
	holiday lets/second homes) - Inverness Airport capacity - Fort William road network capacity - Visitor information facilities - Avoiding overwhelming destinations/attractions - Sustainable transport options		
Office Market Dispersal, South East Scotland	Spreading the interest in office development from Edinburgh City Centre to less productive surrounding/regional areas.		<ul style="list-style-type: none"> <li>• Potential for positive effects on climate change / people / inclusive growth</li> <li>• Significant uncertainty on interaction with the criteria</li> <li>• Broad strategy rather than specific project or development proposals</li> </ul>
Town Centres	Creating sustainable town centres with new economic purpose which help support resilient communities and environmental wellbeing.	Call for Ideas: Edinburgh and South East Scotland Major Area of Change Town Centres. Town centres are central to our social, economic and environmental wellbeing. Now more than ever they are a readily recognisable fulcrum for action and a barometer of local resilience and progress.  Position Statement:	<ul style="list-style-type: none"> <li>• Potential for positive effects on people / inclusive growth / place</li> <li>• Broad strategy rather than specific project or development proposals</li> </ul>

Name	Description of Suggestions Received	Suggestion titles (where grouped)	Assessment Summary
		Improving Town Centres	
Economic Growth in the Urban Core	Ensuring Edinburgh city centre has a public realm befitting Scotland's capital, and a supply of sites and premises to support economic growth at all scales, particularly for small and medium sized enterprises to scale up.		<ul style="list-style-type: none"> <li>• Potential for positive effects on inclusive growth / place</li> <li>• Sub-national impact</li> </ul>
Orkney Harbours Masterplan Phase 1	<p>Diversification and growth of existing harbour. Wish to see NPF4 retain support for projects in NPF3.</p> <p>Key projects:</p> <p>Kirkwall Pier: New Quayside, new marina, waterfront development, traffic management improvements, on-Quay facilities.</p> <p>Hatston: New deep water quay and land reclamation for development.</p> <p>Scapa Pier: Pier extension, dredging, reclamation of land, development of land, leisure berths.</p> <p>Stromness: Quay improvements, marina expansion, cruise pontoon, improvements to shore side, traffic management improvements.</p> <p>Lyness: New hardstanding (option rather than commitment at this stage).</p>		<ul style="list-style-type: none"> <li>• Potential for positive effects on people / inclusive growth</li> <li>• Potential for negative effects on climate change</li> <li>• Sub-national impact</li> </ul>

Name	Description of Suggestions Received	Suggestion titles (where grouped)	Assessment Summary
Freight Handling Capacity on the Forth	Continue existing national development	Call for Ideas: Freight Handling Capacity on the Forth (2)  Position Statement: Freight Handling Capacity on the Forth	<ul style="list-style-type: none"> <li>• Potential for positive effects on inclusive growth</li> <li>• Significant uncertainty on interaction with the criteria</li> <li>• Broad strategy rather than specific project or development proposals</li> </ul>
Edinburgh Deep Water Cruise Berth	Deep water cruise berth to accommodate: <ul style="list-style-type: none"> <li>- 400m vessels</li> <li>- Parking</li> <li>- Passenger facilities</li> </ul>	Position Statement: Edinburgh Deep Water Cruise Berth	<ul style="list-style-type: none"> <li>• Potential for positive effects on inclusive growth</li> <li>• Significant uncertainty on interaction with the criteria</li> <li>• Sub-national impact</li> </ul>
Investment in vessels and infrastructure to support lifeline services	Replace ageing fleet and increase levels of service across routes to halt depopulation		<ul style="list-style-type: none"> <li>• Potential for positive effects on climate change / people / inclusive growth / place</li> <li>• Significant uncertainty on interaction with the criteria</li> <li>• Broad strategy rather than development proposals</li> </ul>
Sail Tourism Orkney	Kirkwall, Stromness and other harbour locations around Orkney. Expand marinas in Kirkwall and Stromness and develop an Orkney-wide sailing strategy.		<ul style="list-style-type: none"> <li>• Potential for positive effects on inclusive growth</li> <li>• Sub-national impact</li> <li>• More akin to a broad strategy rather than specific project or development proposals</li> </ul>

Name	Description of Suggestions Received	Suggestion titles (where grouped)	Assessment Summary
Rail Infrastructure Improvements	<p>Rail infrastructure improvements for both passenger and freight transport. Including:</p> <ul style="list-style-type: none"> <li>- Additional stations/rail halts – including Inverness Airport Station, Evanton Station; Tomatin rail halt</li> <li>- Dual lining – including on the Highland Mainline</li> <li>- Additional freight sidings/connectivity- including Morayhill Freight Terminal</li> <li>- Lentrane Long Loop</li> <li>- Dingwall/Invergordon new loop</li> <li>- Re-signalling of North Highland lines to Dingwall</li> <li>- Electrification/alternative traction for Highland Main Line, Far North Line, West Highland Line, Inverness to Aberdeen Lines as per Transport Scotland Rail Services Decarbonisation Action Plan</li> </ul>	<p>Call for Ideas: Rail Infrastructure Improvements</p>	<ul style="list-style-type: none"> <li>• Potential for positive effects on climate change / people / inclusive growth / place</li> <li>• Sub-national impact</li> </ul>
Airport Enhancements	<p>Continue the current national development, recognising the gateway role of airports. Include Highlands and Islands airports in recognition of the lifeline link and net zero aviation region ambition. Support for air links where rail is not an effective alternative. Includes: Aberdeen; Edinburgh; Glasgow; Inverness; Prestwick; Skye, develop Broadford airstrip into an Airport; Wick John O'Groats; Aircraft design innovation; Air Traffic Control enhancement</p>	<p>Call for Ideas: Strategic Airport &amp; Service Enhancements; Strategic Airport Enhancements (3)</p> <p>Position Statement: Strategic Airport and service enhancements; Strategic Connectivity Enhancements; Airport Enhancements;</p>	<ul style="list-style-type: none"> <li>• Potential for positive effects on inclusive growth / place</li> <li>• Potentially inconsistent with spatial strategy</li> <li>• More akin to a broad strategy rather than specific project or development proposals</li> </ul>

Name	Description of Suggestions Received	Suggestion titles (where grouped)	Assessment Summary
		Strategic Airport Enhancements	
Small projects – big difference	Encouraging small scale sustainable transport projects across Scotland. National programme of rural transport enhancements	Position Statement: Rural transport enhancements	<ul style="list-style-type: none"> <li>• Potential for positive effects on climate change / people / inclusive growth / place</li> <li>• Broad strategy rather than specific project or development proposals</li> </ul>
Bus policy / infrastructure	Improvements to walking environment and other infrastructure linking to public transport		<ul style="list-style-type: none"> <li>• Potential for positive effects on climate change / people / inclusive growth / place</li> <li>• Broad strategy rather than specific project or development proposals</li> </ul>
Walking environment	<p>Promotion of walking and cycling in a number of localities taking a multi-intervention approach. Promotion of the redesign of streets and neighbourhoods to prioritise walking and cycling to create better places for people.</p> <p>Focus on smaller / commuter towns with a concentrated multi intervention approach.</p>		<ul style="list-style-type: none"> <li>• Potential for positive effects on climate change / people / inclusive growth / place</li> <li>• Broad strategy rather than specific project or development proposals</li> </ul>
Heartlands Development Site, Whitburn Strategic Transport Hub	Strategic transport hub		<ul style="list-style-type: none"> <li>• Potential for positive effects on people / inclusive growth</li> <li>• Relevant development consents already secured</li> <li>• Could be operational before NPF4 is adopted</li> </ul>

Name	Description of Suggestions Received	Suggestion titles (where grouped)	Assessment Summary
Alignment with Strategic Transport Projects Review	NPF4 must align with STPR2 and the National Transport Strategy		<ul style="list-style-type: none"> <li>• Potential for positive effects on climate change / people / inclusive growth / place</li> <li>• Broad strategy rather than specific project or development proposals</li> </ul>
Glasgow City Region connectivity	Mass public transport Regional cycling network		<ul style="list-style-type: none"> <li>• Potential for positive effects on climate change / people / inclusive growth / place</li> <li>• Broad strategy rather than specific project or development proposals</li> </ul>
Training, community development and capacity building	Investment in transition skills training, community development and capacity building for transport planners and construction staff to support delivery of NPF4 - local authorities and Transport Scotland do not currently have the capacity to deliver the massively expanded network of walking and cycling routes, paths and related infrastructure that is required. This also offers opportunity for enhancing skills and capacity in communities.		<ul style="list-style-type: none"> <li>• Potential for positive effects on climate change / people / inclusive growth / place</li> <li>• Broad strategy rather than specific project or development proposals</li> </ul>
Decentralised heat and energy network	Making use of waste heat, including a national exemplar of the Clyde Valley	<p>Call for Ideas: Heat Capture for Utilisation; Decentralised heat and energy network</p> <p>Position Statement:</p>	<ul style="list-style-type: none"> <li>• Potential for positive effects on climate change / people / inclusive growth</li> <li>• More akin to a broad strategy rather than specific project or development proposals</li> </ul>

Name	Description of Suggestions Received	Suggestion titles (where grouped)	Assessment Summary
		Renewable Heating and heat networks; Renewable Heat; Areas for piloting district heating systems	
Retrofitting measures for warm homes	Retrofitting current housing stock for warm homes, with multiple benefits.		<ul style="list-style-type: none"> <li>• Potential for positive effects on climate change / people / inclusive growth / place</li> <li>• More akin to a broad strategy rather than specific project or development proposals</li> <li>• Permitted development rights that facilitate energy efficiency retrofit already in place</li> </ul>
Regionally Important Facilities	<p>New, replaced and improved regionally important strategic healthcare, sports and leisure, cultural, justice and educational facilities. These are facilities that benefit the region as a whole and beyond as well as enabling/supporting the delivery of a network of more local facilities across Highland as part of another proposed national development: Local Resilient Networks.</p> <p>Including (not limited to):</p> <ul style="list-style-type: none"> <li>- Inverness Justice Centre (complete/open)</li> <li>- HMP Highland</li> <li>- NHS Highland Elective Care Centre (Under construction)</li> </ul>	Position Statement: Regionally Important Facilities	<ul style="list-style-type: none"> <li>• Potential for positive effects on climate change / people / inclusive growth / place</li> <li>• Some relevant development consents already secured / construction advanced for some elements</li> <li>• More akin to a broad strategy rather than specific project or development proposals beyond those already in progress</li> </ul>



Name	Description of Suggestions Received	Suggestion titles (where grouped)	Assessment Summary
	<ul style="list-style-type: none"> <li>- Belford Hospital replacement</li> <li>- Inverness Castle transformation</li> </ul>		
Local Resilient Networks	<p>Local resilient networks for the production, added value processing, distribution and consumption of resources including local food, renewable energy generation and consumption, active travel, waste management and healthcare.</p> <p>Supports delivery of resilient and self-sufficient communities that are sustainable and help deliver rural repopulation and the localism agenda.</p>	Position Statement: Local Resilient Networks	<ul style="list-style-type: none"> <li>• Potential for positive effects on climate change / people / inclusive growth / place</li> <li>• More akin to a broad strategy rather than specific project or development proposals</li> </ul>
Coire Glas Hydro Pumped Storage	1,500 MW capacity, 30 GWH energy storage. Hydro pumped storage scheme based on the northern shore of Loch Lochy in the Great Glen of the Scottish Highlands.		<ul style="list-style-type: none"> <li>• Potential for positive effects on climate change / inclusive growth</li> <li>• Relevant development consents already secured</li> </ul>
The land management, protection and restoration of our natural and bio-diversity assets	The use of resources for the delivery of carbon reduction. Including the protection and restoration of peatland and reforestation. National land-use strategy sought with regional priorities included.	Position Statement: The Land and Water Management, Protection and Restoration of our Natural and Biodiversity Assets including our Peatland areas and Reforestation of Scotland	<ul style="list-style-type: none"> <li>• Potential for positive effects on climate change / people / inclusive growth / place</li> <li>• Broad strategy rather than specific project or development proposals</li> </ul>

Name	Description of Suggestions Received	Suggestion titles (where grouped)	Assessment Summary
World Heritage Site for the Flow Country	Supporting the adoption and sustainable management of the Flow Country proposed World Heritage Site	Position Statement: World Heritage Site for the Flow Country	<ul style="list-style-type: none"> <li>• Potential for positive effects on climate change / people / inclusive growth / place</li> <li>• Broad strategy rather than specific project or development proposals</li> </ul>
National Parks	Create new National Parks: Seven areas identified in the APRS/Scottish Campaign for National Parks 2013 'Unfinished Business' report	Call for Ideas: Suite of National Parks; Galloway National Park; Designation of more National Parks, including Galloway and the Borders, as one of its National Developments.	<ul style="list-style-type: none"> <li>• Potential for positive effects on people / inclusive growth / place</li> <li>• Broad strategy rather than specific project or development proposals</li> </ul>
National Scenic Areas (management plans)	Preparation of Management Strategies for the remaining 33 National Scenic Areas.	Call for Ideas: NSA Management Plans (2)	<ul style="list-style-type: none"> <li>• Potential for positive effects on people / inclusive growth / place</li> <li>• Broad strategy rather than specific project or development proposals</li> </ul>
Regional Parks	Re-launch and creation of new regional parks. In collaboration with Central Scotland Green Network / potentially Ochils /Kilpatrick Hills	Call for Ideas: Regional parks (2)	<ul style="list-style-type: none"> <li>• Potential for positive effects on people / place</li> <li>• Broad strategy rather than specific project or development proposals</li> </ul>
Forestry planting	Initiative with multiple climate/health benefits, linked to Glasgow and Clyde Valley Green Network.		<ul style="list-style-type: none"> <li>• Potential for positive effects on climate change / people / inclusive growth / place</li> </ul>

Name	Description of Suggestions Received	Suggestion titles (where grouped)	Assessment Summary
			<ul style="list-style-type: none"> <li>• Broad strategy rather than specific project or development proposals</li> </ul>
The Forth - A regional climate change response	The Forth unites the region and requires the region to act collectively to develop measures to mitigate the consequences of climate change on our collective coastline e.g. coastal erosion, rising sea levels, recreational uses and development potential and to protect, conserve and enhance the natural heritage assets there.		<ul style="list-style-type: none"> <li>• Potential for positive effects on people / inclusive growth / place</li> <li>• Broad strategy rather than specific project or development proposals</li> </ul>
The Forth Bridges	Building on the Forth Bridges partnership to drive growth across the World Heritage site.		<ul style="list-style-type: none"> <li>• Significant uncertainty on interaction with the criteria</li> <li>• Broad strategy rather than specific project or development proposals</li> </ul>
World Heritage Site Gateway for Orkney	<p>Strategic development to enable a sustainable tourism economy with focused investment to address negative impacts of high-volume tourism, increase economic return and cultural benefits for island communities.</p> <p>Elements include: Orientation Centre (dedicated facility for information, interpretation, orientation, vehicle parking, EV charging, bike/e-bike facilities, zero carbon shuttle to monuments/settlements, active travel network to the monuments)</p>	Position Statement: New	<ul style="list-style-type: none"> <li>• Potential for positive effects on climate change / people / inclusive growth / place</li> <li>• Sub-national impact</li> </ul>

Name	Description of Suggestions Received	Suggestion titles (where grouped)	Assessment Summary
Argyll and Bute Western Seaboard	Supporting coastal zone economic opportunities, including: - Additional research facilities - Pontoons and landing facilities for leisure craft - deep water accessible laydown areas for storage and fabrication - temporary/mobile residential accommodation for construction workers	Position Statement: New	<ul style="list-style-type: none"> <li>• Potential for positive effects on people / inclusive growth</li> <li>• Potential for negative effects on climate change</li> <li>• Sub-national impact</li> <li>• More akin to a broad strategy rather than specific project or development proposals</li> </ul>
Helensburgh and Lomond Growth Area	New housing /commercial /industrial development	Position Statement: New	<ul style="list-style-type: none"> <li>• Potential for positive effects on people / inclusive growth</li> <li>• Potential for negative effects on climate change</li> <li>• Sub-national impact</li> <li>• More akin to a broad strategy rather than specific project or development proposals</li> </ul>
Tobermory, Oban, Dalmally corridor Growth Area	Employment opportunities	Position Statement: New	<ul style="list-style-type: none"> <li>• Potential for positive effects on people / inclusive growth / place</li> <li>• Potential for negative effects on climate change</li> <li>• Significant uncertainty on interaction with the criteria</li> <li>• Sub-national impact</li> <li>• More akin to a broad strategy rather than specific project or development proposals</li> </ul>



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