

Glasgow and the Clyde Valley Strategic Development Planning Authority

**To: Glasgow and the Clyde Valley Strategic Development Planning Authority
Joint Committee**

On: 16th March 2020

**Report by
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NPF4 - Indicative Regional Spatial Strategy

1. Introduction

- 1.1 This report is for the Joint Committee to consider the Scottish Government's early engagement in relation to the development of National Planning Framework 4 and their request for local authorities to work together to develop an indicative Regional Spatial Strategy (iRSS) for their area.
- 1.2 The iRSS will help inform NPF4 so that initial strategic priorities can be built into the emerging new statutory Development Plan.

2. Recommendation

- 2.1 It is recommended that the Joint Committee
 - consider the approach to the development the iRSS and the identification of the key spatial priorities;
 - agree that the Glasgow City Region be represented by the Clydeplan Manager, Assistant Manager, Glasgow City Region Land Use and Sustainability portfolio lead officer and the Glasgow City Region's Director of Regional Economic Growth attend the Scottish Government's iRSS session on 1st April; and,
 - note the timeline for the iRSS 'sign off' process from both a Clydeplan Joint Committee and Glasgow City Region perspective and agree to hold a Special Joint Committee meeting on 11th May 2020.

3. Context

- 3.1 With the removal of the SDP the Joint Committee are aware of the enhanced status of the NPF in term of the statutory Development Plan. NPF4 will replace NPF3 which was published in June 2014.
- 3.2 NPF4 will consider what Scotland should look like in 2050, set out national planning policies and guide where future development should take place. NPF4 will also be supported by a delivery plan and will be aligned to Scotland's Infrastructure Investment Plan and Strategic Transport Projects Review 2.
- 3.3 The draft NPF4 will be laid before the Scottish Parliament in September 2020 and at that stage there will be formal parliamentary scrutiny (120 days) along with wide public consultation. A revised version will be brought back to Parliament in 2021 for approval before being adopted by Scottish Ministers.

- 3.4 To inform this process the Scottish Government are embarking on a consultation process - <https://www.transformingplanning.scot/> - and have identified a number of priorities that planning should focus upon, namely;
- Climate - responding to the global climate emergency;
 - People - planning can support wellbeing ensuring communities have access to services and facilities;
 - Work - effective and efficient planning can support inclusive growth;
 - Place - planning can maintain and enhance the unique character and identity of our natural and built environment.
- 3.5 These priorities are consistent with what is currently being proposed for consideration as part of the refresh of the City Region's Regional Economic Strategy and are broadly similar to the current themes set out in the approved Clydeplan SDP namely the city region *as a successful, sustainable place; a low carbon place; a natural resilient place and, a connected place*.
- 3.6 As Scotland's only metropolitan area, comprising a third of Scotland population, generating a third of its GVA and with 40% of its vacant and derelict land, it is important the role, function and potential of the Glasgow City Region is reflected in NPF4 to support not only the economic, social and environmental ambitions of the City Region itself but also those of Scotland nationally.

4. Indicative Regional Spatial Strategy (iRSS)

- 4.1 In this context to assist the preparation of NPF4 the Scottish Government are looking for local authorities, working together, to produce an iRSS.
- 4.2 The iRSS submission should comprise of a map or diagram of the regional spatial priorities supported by a brief supporting narrative.
- 4.3 As the formal statutory duty to produce a RSS has not yet been enacted there is currently no guidance or prescription on what an iRSS should comprise instead the Scottish Government consider that it is for the local authorities to self-determine how to prepare an iRSS and what its content should be.
- 4.4 The Scottish Government have set two milestones in the development of the iRSS and NPF4.
- 4.5 Firstly an event on 1st April 2020 where it is anticipated that each regional grouping will provide an update on their work to date and an outline of their initial outputs at that stage. Secondly, following this event to take stock and share learning with the finalised iRSS submitted by the end of June 2020 to help inform preparation of NPF4.
- 4.6 It has been previously agreed that the current eight Clydeplan local planning authorities will continue to work together to undertake this work on behalf of the Glasgow City Region.
- 4.7. The Scottish Government is keen to support the iRSS process and have offered a grant of £5,000 per local authority to support engagement on and preparation of the iRSS.

Clydeplan Strategic Development Plan 2017

- 4.8 In terms of the development of an iRSS for the Glasgow City Region we are not starting from scratch. The Clydeplan Strategic Development Plan (approved by Scottish Ministers in July 2007 and subject to a failed legal challenge in March 2018) currently sets out the Spatial Development Strategy (SDS) for the Glasgow City Region.
- 4.9 Given the currency of the SDP and the SDS particularly in relation to ongoing Local Development Plan preparation it is proposed that any iRSS for NPF4 is seen as a refinement of the existing SDS rather than a fundamental change of approach to the strategy itself.
- 4.10 It is considered important that the key policy drivers that underpin the current SDP and SDS continue to be reflected in NPF4 in particular
- support for a place making approach;
 - priority on regeneration and 'compact cities' and reuse of vacant and derelict land;
 - supporting sustainable connectivity especially in relation to active travel and modal shift including freight;
 - support for the role and function of town centres;
 - delivering surface water management;
 - delivery of the green network; and,
 - a regional approach to the development of housing need and demand.
- 4.11 In this context the SDS is based up a 'compact city' model which seeks to support the
- minimisation of carbon and development footprints;
 - regeneration and renewal;
 - climate change adaption and mitigation;
 - sustainable economic growth;
 - improved environmental quality; and,
 - sustainable transport.
- 4.12 The SDS is supported by the Glasgow City Region City Deal. The City Deal investment seeks to fund major infrastructure projects; improve public transport and connectivity; drive business innovation on key development and regeneration sites.

4.13 The SDS manifests itself spatially as a Development Corridor which runs west to east through the city region paralleling the River Clyde and the M8 corridor. The Development Corridor, with its significant reserves of vacant and derelict land which provides opportunities for a range of co-ordinated actions by public and private sectors and the opportunity to:

- reconnect the adjacent communities with the River Clyde, and connections across it;
- recycle, reuse and remediate vacant and derelict land;
- support increased development densities; and,
- generate large-scale economic activity maximising the opportunities for sustainable travel between work and home.

4.14 The current key components of the Development Corridor include Clyde Waterfront; Clyde Gateway, Glasgow City Centre and the River Clyde. In addition Ravenscraig, the Forth and Clyde Canal and the Glasgow and Clyde Valley Green Network.

4.15 It is considered that a continued focus on the delivery of these components remain critical to securing the long term future sustainable growth of the Glasgow City Region. Additionally they align themselves with the Scottish Government's priorities of place making, inclusive growth, climate change and health and well-being.

4.16 In addition NPF3 identified 14 'National Developments' of which 6 relate to the Glasgow City Region

- Ravenscraig - creating a sustainable settlement on one of the largest areas of vacant and derelict land in Europe;
- Central Scotland Green Network - creating a step-change in environmental quality, addressing areas of disadvantage and attracting investment (update since NPF3 - publication of the Glasgow and Clyde Valley Green Network Blueprint and the proposal for a 'Clyde Climate Forest');
- Metropolitan Glasgow Strategic Drainage Partnership - water and drainage infrastructure investment to build climate change resilience and unlock potential development sites;
- National Long Distance Cycling and Walking Network - closing gaps in the current networks to enhance visitor experiences and provide better access to the outdoors for people;
- High Speed Rail - improving connections to the UK and Europe, strengthening links between cities; and,
- Strategic Airport Enhancements - supporting the main airports as gateways and recognising the importance of lifeline air links. Identified airports: Aberdeen, Edinburgh, Glasgow, Inverness and Prestwick. Wider investment zones supported at Edinburgh, Glasgow and Prestwick (update since NPF3 - Glasgow Connectivity Commission).

- 4.17 It is considered that these National Developments should continue to be reflected in NPF4 and the iRSS as they remain important not only to supporting the creation of an inclusive economy for the Glasgow City Region but also they assist in responding to climate change issues.

Clyde Mission

- 4.18 In addition consideration requires to be given to the role and status of the 'Clyde Mission' which was announced by the then Cabinet Secretary at the Glasgow State of City Conference in January.
- 4.19 It is intended that the 'Clyde Mission' will give a renewed place based approach to maximising the full potential of the River Clyde including the identification of opportunities for business growth and jobs, reuse of vacant and derelict land whilst realising the potential of the river to help address the climate change issues.
- 4.20 The key spatial priorities within the Clyde Mission include
- Clyde Gateway (*Glasgow City Council/South Lanarkshire Council*);
 - Glasgow City Centre (*Glasgow City Council*);
 - Glasgow City Centre Glasgow City Innovation District (*Glasgow City Council*);
 - Glasgow University Innovation District (*Glasgow City Council*);
 - Tradeston District (*Glasgow City Council*);
 - International Financial Services District (*Glasgow City Council*);
 - Scottish Event Campus (*Glasgow City Council*);
 - Queen Elizabeth University Hospital (*Glasgow City Council*);
 - Renfrew Riverside including Braehead (*Renfrewshire Council*);
 - Glasgow Airport (*Renfrewshire Council*);
 - Advanced Manufacturing Innovation District Scotland (*Renfrewshire Council*);
 - Golden Jubilee Hospital (*West Dunbartonshire Council*);
 - Queens' Quay (*West Dunbartonshire Council*);
 - Exxon (*West Dunbartonshire Council*);
 - Scottish Marine Technology Park, Old Kilpatrick (*West Dunbartonshire Council*);
 - Greenock Ocean Terminal (*Inverclyde Council*);
 - Inchgreen (*Inverclyde Council*).

5. Timeline

5.1 The Scottish Government are looking for the iRSS to be submitted by the end of June 2020. Given the ongoing role of the Clydeplan Joint Committee and the new Glasgow City Region governance structures the proposed sign off for the iRSS is set out below

- 16th March - Clydeplan Joint Committee;
- 23rd April - Chief Executive's Group;
- 11th May - Special Clydeplan Joint Committee;
- 2nd June - Glasgow City Region Cabinet;
- 18th June - Glasgow City Regional Partnership.