



Glasgow City Region - City Deal

Cabinet

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Item 4

2nd June 2020

National Planning Framework 4 - Glasgow City Region *Indicative Regional Spatial Strategy*

Purpose of Report:

The purpose of the report is for the Glasgow City Region Cabinet to consider the *indicative Regional Spatial Strategy* (iRSS) for the Glasgow City Region as part of the Scottish Government's development of National Planning Framework 4 (NPF 4).

Recommendations:

The Cabinet is invited to endorse the indicative Regional Spatial Strategy for the Glasgow City Region as set out in the Appendix for submission to the Scottish Government as part of their development of NPF4.

1. Purpose of Report

- 1.1 The purpose of the report is for the Glasgow City Region Cabinet to consider the *indicative Regional Spatial Strategy* (iRSS) for the Glasgow City Region as part of the Scottish Government's development of National Planning Framework 4 (NPF 4).
- 1.2 The iRSS will provide background information to help inform NPF4 so that initial strategic spatial priorities of the Glasgow City Region can be built into the emerging new statutory Development Plan system. The iRSS is required to be submitted to the Scottish Government by the end of June 2020.

2. Recommendation

- 2.1 It is recommended that the Glasgow City Region Cabinet endorse the indicative Regional Spatial Strategy for the Glasgow City Region as set out in the Appendix for submission to the Scottish Government as part of their development of NPF4.

3. Context

- 3.1 The Planning (Scotland) Act 2019 saw the removal of the statutory duty on the Glasgow City Regions' local authorities to prepare a Strategic Development Plan (SDP), being replaced with a duty to prepare a Regional spatial Strategy (RSS).
- 3.2 Unlike the SDP the RSS will not form part of the statutory Development Plan. The new Act confers enhanced status on the National Planning Framework (NPF) and the statutory Development Plan will now comprise of the NPF and the Local Development Plan (LDP).
- 3.3 NPF4 will replace NPF3 which was published in June 2014. 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.
- 3.4 The draft NPF4 was due to be laid before the Scottish Parliament in September 2020 at which stage there would be formal parliamentary scrutiny (120 days) along with wider public consultation. Following this process of consultation a revised version will be brought back to Parliament for approval before being formally adopted by Scottish Ministers.
- 3.5 However due to the ongoing COVID-19 situation the Scottish Government are currently revising their timescale for NPF4 which now won't be laid before Parliament until 2021. At the time of writing details of the revised timetable had not been published.
- 3.6 The formal duty to prepare a formal RSS under the terms of the Act and related guidance will come into force once NPF4 is approved, potentially in 2022.

- 3.7 To inform the process of developing NPF4 the Scottish Government have identified a number of priorities which 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.
- 3.8 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*.
- 3.9 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 that the spatial priorities for the Glasgow City Region are reflected in NPF4 to support not only the economic, social and environmental ambitions of the City Region itself but also those of Scotland nationally and to support the recovery from COVID-19.

4. Glasgow City Region *Indicative Regional Spatial Strategy* (iRSS)

- 4.1 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 will be supporting background information to NPF4 and should comprise of a map or diagram of the *"national important regional spatial priorities supported by a brief supporting narrative"*.
- 4.3 The Glasgow City Region Chief Executive's Group considered and endorsed the iRSS during the week beginning 27th April 2020 and the Clydeplan Joint Committee agreed the iRSS at a Special Meeting held on 11th May 2020.
- 4.4 Following consideration by the Cabinet the intention would be for the iRSS to be presented to the Glasgow City Region Partnership for their endorsement at their meeting scheduled to be held on 18th June.
- 4.5 The proposed Glasgow City Region iRSS is attached in the Appendix for the Cabinet's consideration.
- 4.6 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 2017 (and subject to a failed legal challenge in March

2018) currently sets out the Spatial Development Strategy (SDS) for the Glasgow City Region.

- 4.7 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. In the current COVID-19 situation the iRSS will assist the economic recovery of the City Region by setting out the key spatial priorities for investment and action.
- 4.8 It is considered important that the key policy drivers that underpin the current SDP and SDS (now called Spatial Investment Framework) continue to be reflected in the iRSS and NPF4 in particular,
- support for a place making approach;
 - priority on regeneration with a strong focus on the reuse of vacant and derelict land;
 - supporting sustainable connectivity especially in relation to active travel and modal shift including freight;
 - delivering surface water management;
 - delivery of the green network; and,
 - delivering new housing based upon a regional approach to housing need and demand.
- 4.9 In this context the iRSS continues to support a Spatial Investment Framework which is based up a 'compact city' model which seeks to support
- minimisation of both carbon and development footprints through optimising urban densities;
 - regeneration and renewal through the reuse of vacant and derelict land;
 - climate change adaption and mitigation;
 - inclusive growth;
 - improved environmental quality; and,
 - sustainable connectivity, particularly active travel.
- 4.10 The Spatial Investment Framework 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.
- 4.11 The Spatial Investment Framework 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 investment and actions by the public, private and third 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.

4.12 The key spatial priorities of the Development Corridor includes the Clyde Mission - Clyde Corridor which incorporates

- 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*).

4.13 In addition, given the scale of the opportunity to support the reuse of vacant and derelict land and in supporting regeneration, increasing modal shift and reducing carbon emissions Ravenscraig, Eurocentral/Mossend and the Forth and Clyde

Canal each have important roles to play in supporting delivery of the iRSS ambition and Spatial Investment Framework.

4.14 In addition two pan City Region projects are important in terms of supporting place making, reducing the impacts of climate change and the move towards a net zero economy are the

- Glasgow City Region Green Network and delivery of its 'Blueprint' including the creation of the '*Clyde Climate Forest*'; and,
- Metropolitan Glasgow Strategic Drainage Partnership with its focus on surface water and drainage infrastructure to increase climate change resilience and to unlock potential development sites.

4.15 To delivery these key spatial priorities will require positive corporate leadership and strong partnership in order to secure the long term future inclusive growth of the Glasgow City Region whilst supporting the economic and social recovery from the COVID-19 pandemic.



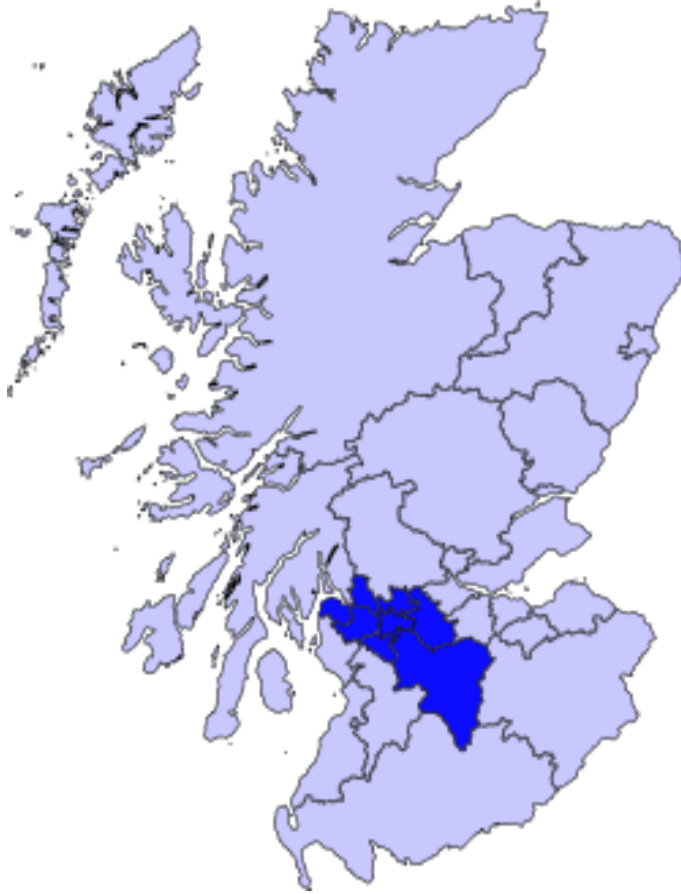
National Planning Framework 4

Glasgow City Region - *Indicative Regional Spatial Strategy*

“The River Region - improving health and well-being by delivering an inclusive, net zero and climate resilient economy”

June 2020





Introduction

This *indicative Regional Spatial Strategy (iRSS)* has been prepared in support of the Scottish Government's development of National Planning Framework 4 (NPF4).

The Scottish Government have requested that the *iRSS* set out an areas nationally important regional spatial priorities along with a brief supporting narrative.

Glasgow City Region

The Glasgow City Region is Scotland's only metropolitan area and as such contributes significantly to the delivery of inclusive growth of Scotland. It also has significant potential to make an even greater contribution.

The City Region encompasses the whole of the River Clyde catchment and has a third of Scotland's population (1.8m), generating a third of its economic output.

The geography of the City Region is very diverse ranging from the City of Glasgow and the variety of town and villages to

the rural hinterland which contains a high quality natural environment all of which contribute to the quality of opportunity available to its people and makes the City Region an attractive place to live and invest.

There is a high degree of interdependence between the City Region's various communities particularly in relation to travel to work and house purchases. By delivering a common approach, informed by the key themes that follow, the *iRSS* represents an opportunity to help the City Region operate most effectively and deliver our shared ambition.

This *iRSS* seeks to support the City Region's and Scotland's recovery from the COVID-19 pandemic by promoting an inclusive, net zero and climate resilient economy based upon a '*compact city*' model through the identification of key spatial priorities.

This model supports development and environmental action which is climate resilient and which encourages inclusive economic growth, improved health and wellbeing and environmental regeneration. This is supported by a focus on successful placemaking which is both design led and which utilises nature based solutions that deliver multiple environmental, social and economic benefits.

Ambition

The City Region's ambition is *to improve the health and well-being of its people by delivering an inclusive, net zero and climate resilient economy.*

In support of this ambition this *i*RSS seeks to set out the City Region's spatial land use priorities taking account of the Scottish Government's priorities for planning 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; and,
- Place - planning can maintain and enhance the unique character and identity of our natural and built environment.

Climate Change

A changing climate not only presents a risk to society and the environment, it is also a significant economic and financial risk for Glasgow City Region.

The climate debate has changed and public lenders and financial markets are now increasingly aware of climate change. As a result, climate risks are now being considered as financial risks.

In this context the City Region is well positioned to maximise the opportunities that are also presented in terms of the development of new innovative approaches, technologies and resulting employment in these sectors as moves towards a climate resilient and net zero economy.

Over the last few decades the Glasgow City Region has become warmer and wetter with increases in rainfall causing major flooding events. A key challenge in terms of delivering investment opportunities is the projected changes in rainfall patterns which will increase pressure on existing drainage systems across the City Region.

This will be exacerbated by predicted sea level rise, in particular the sea level in the River Clyde estuary is expected rise by up to 1 metre by 2100 which will potentially significantly affect coastal communities (where some of the more socio-economically deprived in the City Region are located), impact on key development sites and infrastructure along the Clyde Corridor, which in turn could impact on broader investor confidence.

By means of adaptation and mitigation to climate change impacts the City Region will help secure continuing investment and generate new economic and environmental opportunities as well as building resilience in, and benefitting communities. In particular, this can be achieved through the delivery of the City Region's Green Network and green infrastructure including the *Clyde Climate Forest* and implementation of the Metropolitan Glasgow Strategic Drainage masterplan to address surface water management.

A key to this will be for the City Region to demonstrate that risks are being managed, and to build in-house capacity and share knowledge within relevant city and regional organisations on the management of climate-related risks. It will be critical therefore to identify the priorities for early adaptation.

Economy

The Glasgow City Region's strong starting point as the powerhouse of the Scottish economy contributing broadly one third of Scotland's Gross Value Added (GVA); population; jobs and businesses. In 2014 the City Region secured one of the largest City Deals in the UK, a £1.13bn fund for major infrastructure projects, to drive innovation and growth through the support of key sectors such as life sciences, and to address challenges in the region's labour market over the next 20 years.

The City Region has a very diverse business base and is not over-reliant on one particular sector. It is home to leading businesses and has developed and grown in comparative strength in areas such as financial services; business administration; creative industries; life sciences; distribution; transport; and manufacturing and production.

Growing this diverse business base, increasing productivity and attracting and retaining talent to the City Region is key to its economic success.

The City Region also has both a strong further education sector with a growing reputation and focus on innovation and a strong visitor economy.

In Glasgow City Centre, the City Region has its principal economic and cultural global asset and the primary location within the City Region for retail, office, educational, commercial, leisure, visitor and civic uses serving the whole city region, as well as being the regional and national transport hub including the potential for the development of a High Speed Rail terminus.

Although compared to other UK City Regions, City Region does not perform as well in a number of areas which are vital for its future inclusive growth and prosperity. The City Region offers the greatest economic opportunity within Scotland by taking advantage of its established and coordinated partnership working of the City Region. This will be increasingly important in supporting the economic recovery post COVID-19.

Whilst there is significant variance in the economic fortunes and outlooks of different areas within the City Region each area has its own inclusive growth challenges including in some cases low productivity and disproportionately large numbers of economically inactive people.

Key inclusive economy priorities for the City Region therefore include

- delivering investment and employment opportunities to the City Region to assist in reducing the absolute level of multiple deprivation in areas within the most deprived 20% SIMD areas;
- reducing economic inactivity due to ill-health;
- building on and improving the overall skills profile by reducing the proportion of population with no/low qualification levels;
- increasing the number of, and improving the spatial distribution of, and access to, good quality, sustainable jobs;
- reducing the levels of vacant and derelict land in urban areas through regeneration and greening;
- building on and improving access to employment locations via public transport and active travel;
- improving digital connectivity; and,
- ensuring the availability and access to affordable, quality housing with a focus on developing on vacant and derelict land.

The *i*RSS seeks to deliver a City Region economy that will provide ongoing and targeted investment in its people, businesses and physical assets in order to protect and improve its economic competitiveness and connectivity on a national and global stage. This investment will support the delivery of an inclusive economy which improves health and well-being and responds to the challenges of climate change. In this context the continued investment in the existing Strategic Economic Investment Locations and Strategic Centres in support of their various role and functions will also be important.

National Performance Framework - National Outcomes

Whilst economic performance is a key measure it is also important that the City Region delivers on the National Outcomes contained in the Scottish Government's National Performance Framework.

In this context the *i*RSS and the delivery of its themes and the Spatial Investment Framework can play a key role in helping to achieve the following outcomes;

- globally competitive Inclusive and sustainable economy;
- open and connected to contribute internationally;
- tackling poverty and share opportunity;
- inclusive, empowered and resilient communities;
- well educated population;
- innovative business with quality jobs and fair work for everyone;
- healthy and active;
- value, protect and enhance our environment.

Placemaking

Continuing to create high quality place which recognise and harness the distinctive characteristics of the City Region's various urban and rural areas will be critical in improving the quality of life and economic success of the City Region for its people. Supporting the role and function of Glasgow City Centre and the other town centres across the City Region will be important in this respect.

The approach to placemaking should reflect the various roles and functions the City Region performs at differing scales for its people, businesses, investors and visitors namely as an *Everyday City Region*, as a *Metropolitan City Region* and as an *International City Region*;

- everyday - relationship with local neighbourhood and functions e.g. shops, education, healthcare;
- metropolitan - relationship with key strategic centres and facilities including universities and colleges and transport networks;
- international - attraction of external investment and tourism through the City region's economic, technological and environmental offer.

A design led approach at all levels in support of placemaking at all three scales will be important in supporting the delivery of the '*compact city*' model. The public, private and third sector working together must ensure that resource prioritisation and investment decisions work towards delivering the same outcomes. In this context the 'Place Principle' and 'Place Standard'

have an important role to play and as such the focus should be on a people centric design led process aligned to nature based solutions.

New development across the City Region should focus on delivering the six qualities of place, namely creating places which are

- distinctive,
- safe and pleasant;
- easy to move around,
- welcoming;



- adaptable; and,
- resource efficient.

Regional Spatial Themes

Housing

New build housing has an important role to play in the overall economic, social and environmental success of the City Region.

Housebuilding makes a key contribution to the City Region's economy in terms of employment, with new homes delivering quality of life improvements through neighbourhood regeneration and delivering wider societal benefits by sustaining and enhancing local community facilities such as schools, shops, recreation facilities and open spaces.

The City Region will reinforce its efforts to create high quality places which deliver the right type of homes in the right locations by increasing the priority given to housing which supports regeneration activities, particularly, through the reuse of vacant and derelict land and higher density development particularly around key transport nodes and existing centres.

The current target is to deliver 6,000 new homes each year to 2029. To achieve this will require joint action by both the public sector and housebuilding industry including Registered Social Landlords.

The City Region has a land supply for 110,000 potential new homes however securing delivery at the rate required remains increasingly challenging particularly in respect of,

- the decline in private sector brownfield delivery since 2008 especially of flatted developments within the urban areas;
- uncertainty of funding for the social sector post 2021; and,
- the economic uncertainty arising from the COVID-19 pandemic.

Sustainable Connectivity

The ability to move people and goods effectively and efficiently is vital to growing and sustaining the City Region's economy, improving access to employment, education, healthcare and leisure facilities, improving social inclusion, reducing carbon emissions and improving air quality, particularly in Glasgow City Centre.

The City Region has major transport hubs including Glasgow Queen Street and Central Stations and Glasgow Airport as well as major strategic freight hubs and supporting increased sustainable connectivity to internal and external markets will be critical to the economic future of the City Region.

Continuing to promote modal shift from private to public transport supports the City Region's move towards a low carbon economy and net zero economy. Increasing active travel through the creation and improvement of walking and cycling networks is critically important in achieving these goals as well as improving health and reducing inequalities.

In addition increasing intra urban regional connectivity particularly linking the key spatial priorities of the Clyde Mission - Clyde Corridor along with improving regional connectivity to Ayrshire, Edinburgh and the Lothians and England, including through High Speed Rail, will be important.

Linking the suburban commuting locations through the provision of high quality, frequent, reliable, high capacity public transport will be important in delivering modal shift and reducing carbon emission through for example the provision of quality bus corridors and the potential to convert heavy rail to light rail.

In this context sustainable connectivity across the City Region will be delivered through

- increasing the levels of active travel as a means of improving the health and well-being of the population, and reducing energy use, through the delivery of a safe and convenient active travel network across the City Region;
- increasing modal shift in terms of freight movement by rail and/or water;
- maximising the use of existing transport infrastructure recognising the important role of bus services as the principal public transport mode across the City Region;
- providing sustainable transport options along green transport corridors linking the key spatial priority locations of the Spatial Investment Framework including development of the 'Glasgow Metro';
- improving the level and quality of public transport provision particularly in terms of frequency and reliability particularly to suburban locations;
- enhancing the role of Glasgow City Centre as the key transport hub for the City Region in terms of both intra and inter regional connectivity including the potential of a High Speed Rail terminus;
- supporting regional bus, rail and Glasgow Subway hubs, interchanges and strategic corridor improvements, including park and ride;
- supporting measures such as integrating ticketing and regional real time passenger information systems which will support the public transport offer across the city region.

In terms of connectivity by sea, Greenock Ocean Terminal, supported by Glasgow City Deal investment, is the key strategic deep-water port facility within the City Region for freight transport and an important national destination for cruise ships in support of the visitor economy.

In terms of connectivity by air the City Region's competitive position is significantly dependent upon its ability to access its various economic markets efficiently and effectively. In this regard strategic airport enhancements will be required to support the gateway and hub functions of Glasgow Airport including enhanced accessibility by public transport as part of the proposed 'Glasgow Metro'.

Vacant and Derelict Land

The City Region has a significant amount of available land, including 40% of Scotland's vacant and derelict land. Much of this land has been vacant and derelict land for decades and is more than often located in disadvantaged areas.

The acknowledged relationship between vacant and derelict land, health and wellbeing and the incidence of multiple deprivation is such that this is not only an important issue for the City Region but also for nationally for Scotland. Whilst the City Region has a disproportionate concentration of urban vacant and derelict land which present multiple challenges it also collectively provides a key spatial opportunity and potential resource.

Through the delivery of the spatial priorities, set out in the Spatial Investment Framework, a significant amount of vacant and derelict land could be brought back into productive use for both hard end uses e.g. industrial, business and residential as well as soft end uses such as green infrastructure. Much of this land is close to a large workforce and existing infrastructure as such there is a significant opportunity to improve the health and wellbeing of these communities.

Spatial Investment Framework

The Spatial Investment Framework sets out the key spatial priorities for meeting the City Region's ambition and in terms of delivering the '*Compact City*' model. These spatial priorities supports a presumption in favour of sustainable development and investment that contributes to inclusive growth whilst addressing climate change, improving people's health and well-being and protecting and enhancing the natural and historic environment of the City Region.

The Spatial Investment Framework also acknowledges the City Region's legacy of development and infrastructure and recognises that maximising the benefit of those assets is fundamental to ensuring the long-term success of the City Region.



The key nationally regionally important spatial priorities to deliver the Spatial Investment Framework principally relate to the Clyde Mission - Clyde Corridor.

The Corridor, running west from the mouth of the River Clyde estuary on the Firth of Clyde eastwards to the Clyde Gateway, parallels the River Clyde and includes large scale transformational mixed use projects, a number of which seek to maximise the opportunities arising from the current City Deal infrastructure and investment programme.

Other key spatial priorities to support the Spatial Investment Framework include

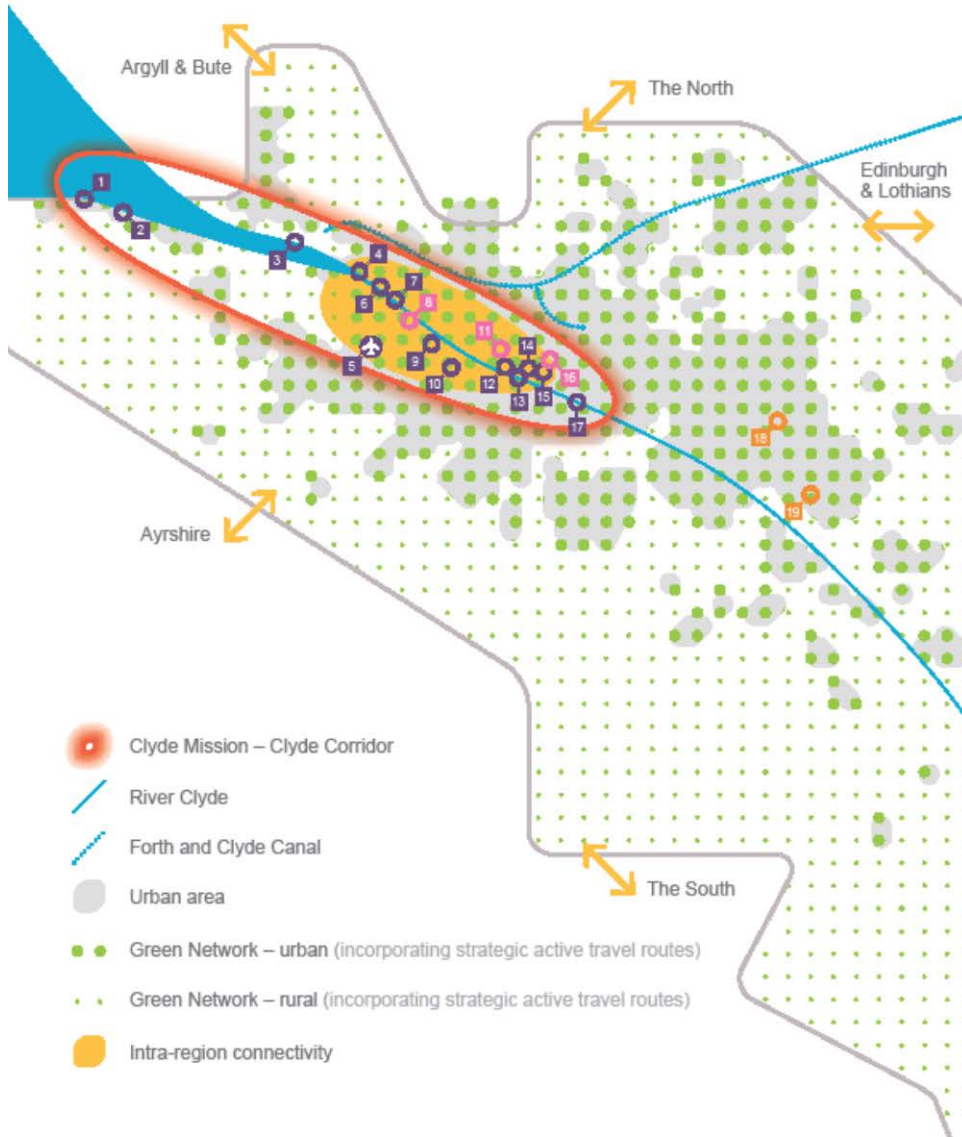
- Ravenscraig;
- Eurocentral/Mossend;
- Forth and Clyde Canal;

and the City Region wide

- Metropolitan Glasgow Strategic Drainage Partnership; and
- Glasgow and the Clyde Valley Green Network.

Spatial Investment Framework

Spatial Priorities



- 1 Greenock Ocean Terminal
- 2 Inchgreen
- 3 Exxon
- 4 Scottish Marine Technology Park
- 5 Glasgow Airport
- 6 Golden Jubilee Hospital
- 7 Queens Quay
- 8 Renfrew Riverside
- 9 Queen Elizabeth University Hospital
- 10 Scottish Events Campus
- 11 Tradeston District
- 12 International Financial Services District
- 13 Glasgow City Centre
- 14 Clyde Gateway
- 15 Eurocentral
- 16 Ravenscraig

Innovation Districts

- 17 Advanced Manufacturing Innovation District Scotland (AMIDS)
- 18 Glasgow University Innovation District
- 19 Glasgow City Innovation District

Glasgow City Region

Map area →



Clyde Mission - Clyde Corridor

The Clyde Mission - Clyde Corridor is a national asset which can contribute significantly to the economic, social and environmental wellbeing not only of the City Region but also of Scotland.

The Clyde Corridor will require a range of co-ordinated actions by the public, private and third sector to deliver inclusive economic growth, through enhancing the quality of place, reducing vacant and derelict land, reducing carbon emissions to net zero, adapting to climate change and improving the quality of life and health and well-being of the City Region's people.

The Clyde Corridor provides an opportunity to:

- support and expand the existing business base;
- create economic development investment opportunities and employment opportunities for local communities including marine based technology and renewable energy manufacturing;
- attract international talent and investment;
- retain and grow the resident population base;
- reconnect the adjacent communities with the River Clyde, and connections across it;
- reuse vacant and derelict land;
- ensure the Corridor is climate ready, adaptable and resilient to climate change including addressing issues such as sea level rise, flood risk and overheating in urban areas;
- reduce carbon emissions from new and existing developments in support of a 'net zero' economy;
- utilise the River Clyde as a source of renewable heat for district heating systems;
- support mixed tenure housing development with increased densities so as to lower the unit cost for infrastructure and public transport, and to support local services and facilities, including schools, retail, healthcare and recreation;
- support the delivery of the Glasgow and the Clyde Valley Green Network Blueprint through the creation of a habitat and access network and the creation of the '*Clyde Climate Forest*' which will focus on creating new forests on farmland and vacant and derelict land, increasing tree canopy cover in urban areas and increasing woodland habitat networks;
- maximise opportunities arising from Glasgow City Deal investment; and,
- support sustainable transport connectivity, particularly active travel and the 'Glasgow Metro', to connect the City Region to the Corridor's key spatial priorities.

The key spatial priorities within the Clyde Corridor for delivering these opportunities include:

- Clyde Gateway (*Glasgow City Council/South Lanarkshire Council*);
- Glasgow City Centre (*Glasgow City Council*);
- Glasgow City Innovation District (*Glasgow City Council*);
- Glasgow Riverside Innovation District (*Glasgow City Council*);
- Tradeston District (*Glasgow City Council*);
- International Financial Services District (*Glasgow City Council*);

- Scottish Event Campus (*Glasgow City Council*);
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- Exxon (*West Dunbartonshire Council*);
- Scottish Marine Technology Park, Old Kilpatrick (*West Dunbartonshire Council*);
- Greenock Ocean Terminal (*Inverclyde Council*);
- Inchgreen (*Inverclyde Council*).

Ravenscraig

Currently a National Development in NPF3, Ravenscraig's strategic role, as one of the largest vacant and derelict sites in Europe, is to deliver the long-term regeneration and restructuring of the southern part of North Lanarkshire.

Delivery is design led, through a master planning approach, and aims to create a new sustainable community based around a range of uses including a centre, regional education and sports facilities, employment opportunities, new housing and related community facilities and sustainable transport connections.

Significant scale integrated green infrastructure will be an inherent element of the overall design which will both reduce the carbon footprint of the overall development and contribute to the delivery of the City Region's Green Network 'Blueprint'.

Eurocentral/Mossend

Eurocentral is one of the largest multi-functional business, distribution and industrial locations, including a life sciences zone, in not only the City Region but also in Scotland. It is the key distribution centre location within the City Region and along with the freight centre at Mossend and its location on the strategic road network provides the potential to encourage significant modal shift and to reduce the number of journeys on the A8/M8 and to transfer freight onto rail, both of which will reduce carbon missions.

Eurocentral also offers the potential to take advantage of the opportunities HS2 may bring such as a potential location for a future interchange. Increased rail capacity will in turn provide significant economic and environmental benefits for the rail freight sector.

Forth and Clyde Canal

The Forth and Clyde Canal is an important asset for the City Region as it offers a range of economic development, regeneration, tourism, cultural and surface water management opportunities particularly in Clydebank, Kirkintilloch and Glasgow (North Glasgow, Port Dundas, Sighthill and Maryhill).

The Canal also provides for a "green corridor" through parts of the City Region and its towpaths facilitate both active travel and recreation.

Glasgow City Region Green Network

The Glasgow City Region's Green Network is a large-scale long-term transformational programme of environmental action. It is also an integral part of the Central Scotland Green Network, identified as a National Development in NPF3.

The Green Network is a City Region wide initiative which will principally be delivered through a '*Blueprint*' for the creation of a strategic Green Network for the benefit of people and wildlife in the City Region.

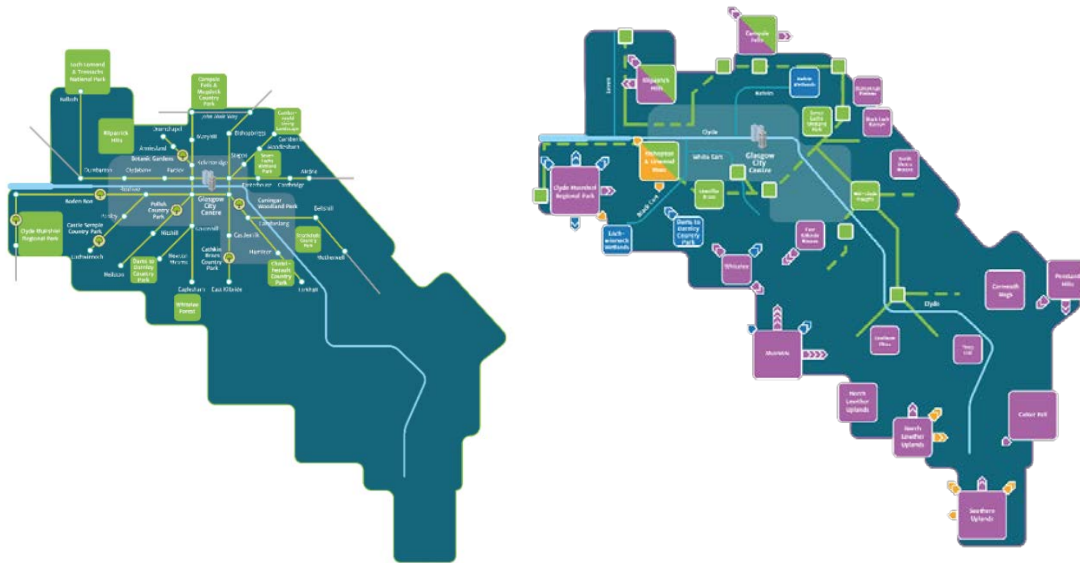
The Blueprint comprises an Access Network, which facilitates the off-road movement of people between communities through greenspace, and a Habitat Network which facilitates the movement of wildlife through the landscape (refer illustrative maps below).

The Blueprint will also contribute to the inclusive growth of the City Region through improving its environmental quality and by helping communities address climate change through mitigation (e.g. woodland planting) and improve wellbeing by helping to deliver a:

- successful, sustainable place where people want to work and live healthy lives;
- natural, resilient place that improves and protects the environment;
- connected place providing opportunities for exercise and improvements to mental wellbeing; and,
- place that encourages active travel contributing to a low carbon economy.

This will be delivered by

- increasing greening on vacant and derelict land;
- creating new woodlands and habitats;
- creating new and improved areas of greenspace;
- improving existing and creating new active travel routes,
- increasing community growing spaces;
- increasing urban green infrastructure;
- safeguarding the green belt; and,
- enhancing the City Region's landscape character.



A key element of the Blueprint is the creation of the '*Clyde Climate Forest*' which will use nature based solutions to address the twin and linked challenges of climate change and ecological collapse.

This will be achieved through three core elements namely (i) increasing tree canopy cover particularly in urban areas, (ii) developing a regional woodland habitat network and (iii) creating new forests on vacant and derelict land and opencast sites.

Metropolitan Glasgow Strategic Drainage Partnership (MGSDP)

The MGSDP is an exemplar of catchment-scale planning and management based upon partnership working and is currently a National Development in NPF3.

Water and drainage infrastructure planning is essential to support the delivery of the Spatial Investment Framework in terms of the infrastructure required for water resource and drainage management on a City Region wide scale.

The MGSDP seeks to sustainably drain the City Region, better service existing communities, unlock potential development sites and build greater resilience to long-term climate change. This will ensure that the City Region's ambition for regeneration, inclusive growth and addressing climate change will be supported by improved infrastructure capacity.

Delivery of the MGSDP Vision and Objectives will be critical for the delivery of the City Region's ambition and Spatial Investment Framework.



Leadership

Glasgow City Region is committed, through a proactive and positive corporate leadership approach based around partnership working, to the delivery of investment in the spatial priorities set out in the *iRSS*.

Collaboration through co-ordinated action is essential recognising the scale of public and private sector resources likely to be available particularly over the short to medium term and in supporting the economic and social recovery from the COVID-19 pandemic.

By working together to reduce risk and ensuring investment and service delivery are closely aligned the Glasgow City Region will work with its delivery partners to align their activities, investment and resource allocation decisions in fulfilment of delivery of the *iRSS* ambition.