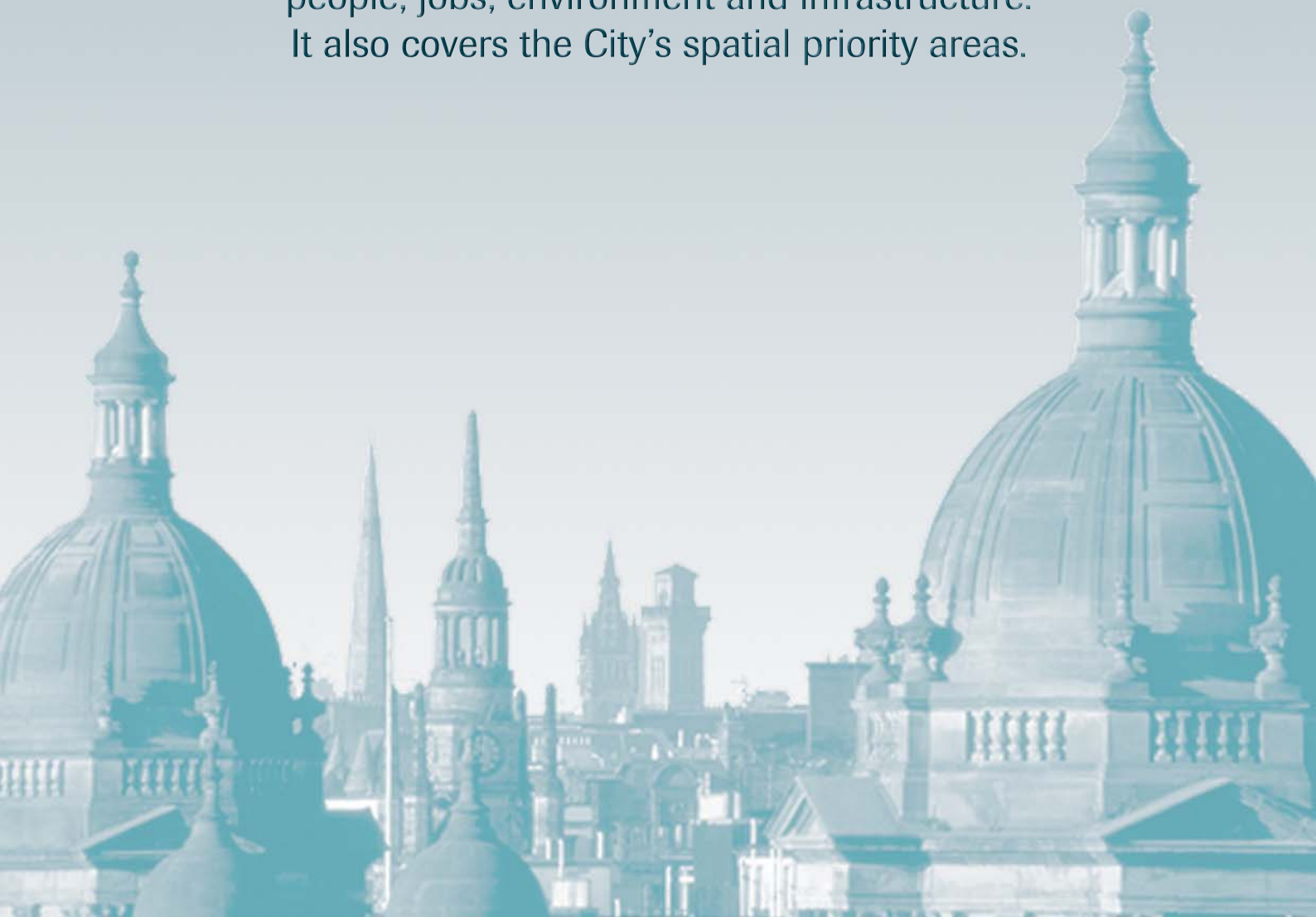


## **Part 2:**

# **Development Strategy Priorities and Proposals**

This section of the Plan sets out the City-wide issues of importance in delivering the plan's vision. These issues, and related actions and proposals, are considered under four main themes: people; jobs; environment and infrastructure. It also covers the City's spatial priority areas.







## DELIVERING THE VISION

The Development Strategy seeks to:

- advance social renewal by providing for the City's varied housing needs, for the maintenance, protection and enhancement of residential amenity and for easy access to services, local and otherwise, for all residents regardless of life circumstances;
- promote sustainability, through the development of attractive and highly accessible mixed use city neighbourhoods where the services, facilities and greenspaces desired by residents can be easily accessed by foot, bicycle or public transport, and which are designed and constructed to be energy efficient and to enhance biodiversity; and
- improve residents' health by providing for local access to facilities, including greenspaces, cultural and sporting facilities, helping to cut traffic-related pollution and providing for increased walking and cycling.

3.1 This will help make the City more attractive to existing and prospective residents and investors, thereby contributing to the delivery of the Joint Structure Plan's (JSP) Sustained Growth Agenda.

## AIM

3.2 The strategic aim for PEOPLE is the creation of successful, sustainable and attractive places which offer a choice of residential environments and provide for all sectors of the housing market, helping to stabilise Glasgow's population level and retain and attract families.

3.3 Key delivery policies, programmes and initiatives will include:

- continuing to support the delivery of brownfield housing opportunities;
- promoting the development of New Neighbourhoods and other major regeneration opportunities;
- identifying and promoting the development of Community Growth Areas;

- supporting the social housing development programme including the core programme and reprovisioning needs of the Glasgow Housing Association (GHA);
- creating residential environments which have a sense of identity, are safe and pleasant, contain a mix of compatible uses, provide for ease of movement (including to and by sustainable modes of transport to services such as health, cultural and leisure) and a sense of welcome, and promote sustainable use of resources; and
- promoting the provision of particular needs housing and enhanced accessibility for disabled people in all tenures.

## DELIVERING THE STRATEGY

### CONTEXT: POPULATION AND HOUSEHOLD CHANGE

3.4 Although there was a downward adjustment of the City's estimated population to 578,000, as a result of the 2001 Census, recent population trends are looking more favourable. Between 2001 and 2005, the City's population has been stable, with virtually no change in the total population level (see Appendix to People Technical Note for information on population change by neighbourhood within Glasgow City). Loss through natural change has been running at about 900 per year, but this has been balanced out by net in-migration. The City's asylum seeker contract has been a significant factor in the improved migration position, but even without this boost there has been a considerable improvement in comparison with the 1990s. More recently, in-migration from EU Accession countries has also been important. In terms of more 'localised' migration, the City shows a net loss to other parts of the Conurbation.

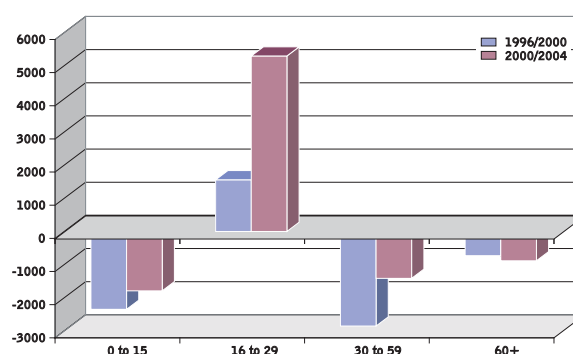


Figure 3.1: Annual Net Migration by Age

3.5 The 2005 GROS population estimate (published April 2006) shows an increase in the City's population of 1,120 compared to the previous year. This is the first significant increase in the City's population since the 1920s (with the exception of 2000/01, the first year of the asylum seeker programme).

3.6 In future years, however, it is projected that the City will see an increase in the number of working age population and pre-school age children, whilst the numbers of school age children and people of pensionable age are expected to fall. Average household size is also expected to reduce.

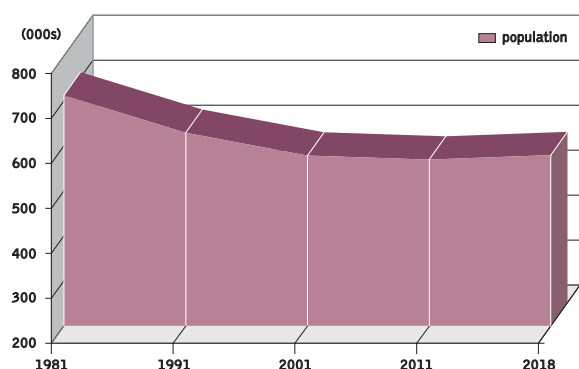


Figure 3.2: Population in Glasgow

3.7 In line with the outlook for more favourable economic conditions in the City and the JSP's agenda for sustained growth, it is anticipated that, in the medium term, the recent improvements in migration will be maintained. As a result, it is anticipated that the City's population will rise, reaching 580,000 by 2018. This will have a marked affect on future household change. Household numbers in the City could grow by 2,300 per year up to 2011 and by 3,250 per year between 2011 and 2018. Most of this change is accounted for by the anticipated increase in single person households.

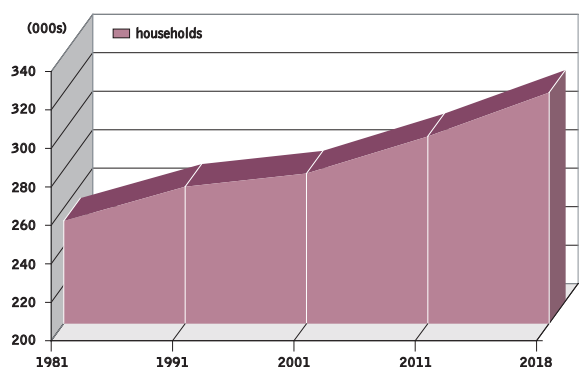


Figure 3.3: Households in Glasgow

## CONTEXT: TENURE CHANGE

3.8 The shift from the social rented to the private sector (owner-occupied and private rented) has been a continuing feature of recent tenure change. Between 1991 and

2006, private sector stock in the City grew by over 50% (approximately 60,000 homes), and the social rented sector fell by a similar amount (approximately 57,000 homes). In this period, the proportion of private sector stock has increased from 40% to 60%. The private rented sector continues to expand, doubling in size since 1991, and now accounts for 11% of the City's housing stock.

3.9 Growth in the private sector has been fed by record levels of new house building (see paragraph 3.11) and by Right-to-Buy (RTB) sales that were averaging 2,000 units per year until 2003. Net growth in the private rented sector has averaged over 1,900 per year since 2001. Although recent levels of new build by Housing Associations have produced a 20-year high in terms of new provision in the social rented sector, this is offset by the continuing demolition of low demand stock and RTB sales.

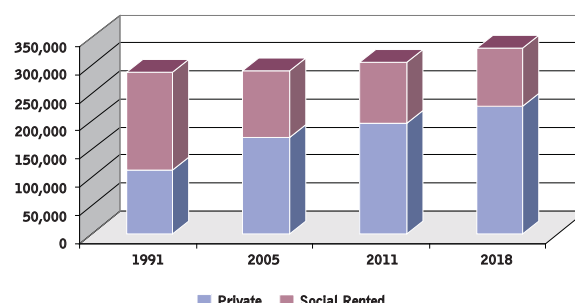


Figure 3.4: Housing Tenure Change

3.10 The general trend in tenure change will continue, although at a slower rate, mainly because of reducing levels of RTB sales. It is estimated that, by 2018, the proportion of stock in the private sector could be approaching 70%. Private sector stock is expected to grow by a further 53,000 houses by 2018. In the same period, the social rented sector is expected to decline by about 14,000 houses, a significant slowing-down in the rate of decline experienced in the 1990s.

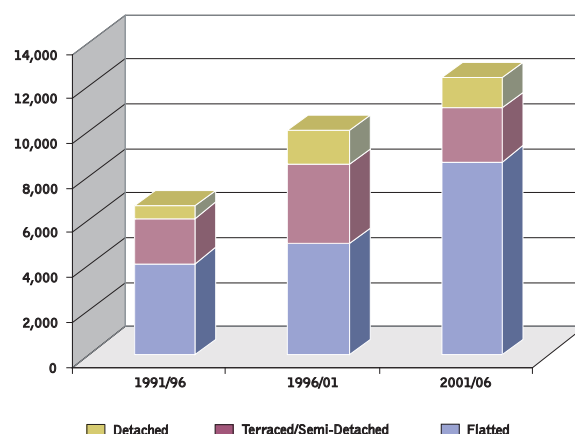


Figure 3.5: Private Housing Completions by Type in Glasgow



## CONTEXT: HOUSE BUILDING ACTIVITY

3.11 The last decade (1996-2006) has seen private housebuilding sustained at record levels in the City. Between 1996 and 2001, completions averaged 2,000 per year, but since then have averaged 2,500 per year. Behind these overall trends there have been significant changes in the type of housing built. In the last five years, 70% of new private house building in the City has been flatted, compared to 49% in the previous five years. In the same period, the number of non-flatted completions has dropped by 26%, with most of this decline in semi-detached houses.



*New Flatted Developments*

## BALANCING HOUSING SUPPLY AND DEMAND

3.12 The JSP sets out an Agenda for Sustained Growth that is reflected in a more optimistic outlook for population change. Net migration is expected to continue to improve so that, by 2011, the Structure Plan Area will have reached a position of population growth. These population trends increase household growth and, combined with continuing tenure shift from the social rented sector, increase the demand for private housing.

3.13 This increasing demand, combined with the requirement to extend the period over which land requirements are assessed, has resulted in the identification of shortfalls in the land supply. In relation to the estimated demand at 2011, the JSP identifies an anticipated shortfall in effective land supply of approximately 4,000 houses within the Conurbation Housing Market Area. At 2018, the JSP identifies an additional shortfall of approximately 15,000 houses (see also section on Greenfield Supply/Community Growth Areas). The establishment, however, of the 3 Community Growth Areas within Glasgow will contribute to the shortfall being addressed.

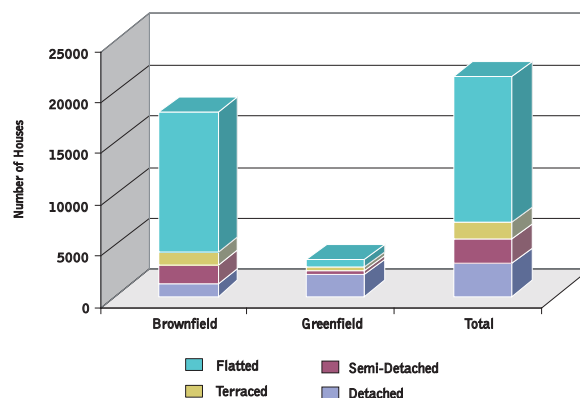
## HOUSING MARKET SECTORS

3.14 The additional housing land requirements identified in the JSP relate to the overall balance of supply and demand. The Council also has concerns, however, about the choice and range of private housing

available in Glasgow, particularly in relation to the loss of families from the City. The 2004 housing land supply for Glasgow has been assessed in terms of the type of housing that could be provided in the period up to 2011. This shows that 66% of the effective supply is likely to be developed for flats, 20% for semi-detached and terraced housing, with the remaining 14% for detached housing.

3.15 The number of flatted developments in the land supply suggests that, assuming demand remains high, the potential is there for the City to maintain a level of flatted completions (2,000 per year) that is higher than previously achieved. The land supply also provides the potential to increase the recent low build levels of semi-detached/terraced housing to over 600 per year. This, however, is still below the levels achieved prior to 2003. Now that development on most of the greenfield release sites identified in City Plan 1 has started, the land supply could potentially deliver as many as 500 detached houses per year between 2006 and 2011.

3.16 An assessment of the longer-term supply (2011 to 2018) identified in the 2004 Urban Capacity Study indicates an even higher proportion of flats (72%) and reduced levels of semi-detached/terraced housing (19%) and detached housing (9%). The Community Growth Areas, identified to meet the JSP shortfalls, however, will augment the long-term supply in particular, and will shift the balance towards family housing (see paragraph 3.37).



*Figure 3.6: 2004 Private Housing Land Supply – Housing Type*

## BROWNFIELD HOUSING OPPORTUNITIES

3.17 In line with national and regional policy, there is a continuing focus on maximising the use of brownfield land in the City. In the last five years, 89% of private housing completions have been on brownfield sites, and 83% of the effective housing land supply (both 2004 and 2005) is brownfield, with a 2005 capacity of over 20,000 houses.

3.18 The viability of development on brownfield sites has become less of an issue in recent years, as the more buoyant housing market, with higher development values, has made sites economically viable without support.

In addition, over the last ten years, private housing markets have been established in many areas of the City formerly dominated by the social rented sector. Even in the current market, some sites need assistance, and the Vacant and Derelict Land Fund is currently helping to facilitate various housing developments across the City.

3.19 Brownfield sites in the existing land supply will continue to provide a wide range of house types. Although dominated by flats, many brownfield sites, particularly in the outer urban area, will be a significant source of family housing. It is estimated that as much as 80% of the terraced/semi-detached houses expected to be built in the City between 2004 and 2011 will be provided on brownfield sites. They could also provide nearly one-third of the detached housing expected to be built over the same period.

3.20 In the longer-term, based on sites identified in the 2004 Urban Capacity Study, brownfield sites will not be able to deliver the same number of non-flatted developments. The situation will change, however, once new sites emerge through the social rented stock restructuring that will take place over the next decade, particularly those in the outer urban area (see Social Rented Sector, paragraphs 3.40 to 3.51).

3.21 Brownfield sites will continue to be, by far, the most important source of housing land in the City. The brownfield supply will be a hugely significant factor both in terms of meeting the demand identified in the JSP and helping to maintain and extend the range of housing developed in the City. As the fabric of the City has changed, new redevelopment opportunities have emerged and it is likely that this process will continue to provide new sites to augment the housing supply.

The City Council will continue to encourage and promote the development of housing on the City's brownfield land.

## NEW NEIGHBOURHOODS

3.22 The four New Neighbourhoods at Drumchapel, Ruchill/Keppoch (see GLASGOW NORTH), Oatlands (see CLYDE GATEWAY) and Garthamlock (see M8 EAST) were identified partly to address the issue of the net loss of families from the City. The scale of these opportunities will enable middle-market family housing to be developed in areas where private markets are being established. A number of factors, including drainage issues, however, have delayed delivery, and this has had an impact on the provision of new family housing in the City. Nevertheless, developers are now on site at Garthamlock and Oatlands, development has commenced at Drumchapel, and progress has been made at Ruchill/Keppoch. Housing developments in the New Neighbourhoods will not be exclusively for the private sector. A number of sites will include social rented alongside private provision.



*Oatlands New Neighbourhood*

3.23 Since the New Neighbourhoods were first identified, the housing market has changed and perceptions of the kind of housing that can be delivered in these areas have altered. Garthamlock is geared to a suburban mix of housing dominated by detached and semi-detached houses, whereas Oatlands will be a higher-density form of development. A wide range of house types is proposed in Drumchapel, with detached and semi-detached housing accounting for less than 40% of the total. It is likely that Ruchill/Keppoch will also provide a wide range of house types. The more buoyant housing market presents opportunities to be more ambitious in what can be delivered in these areas.

3.24 Although the New Neighbourhoods are not aimed exclusively at delivering middle-market family housing, they remain an important factor in the delivery of this type of housing in the City. This issue has come into sharper focus because of the recent downturn in the development of middle-market family housing in the City.

The City Council will continue to support the development of the four New Neighbourhoods.



*Figure 3.7: Principal Housing Development Areas*

## GREENFIELD SUPPLY/COMMUNITY GROWTH AREAS

3.25 Greenfield sites account for 17% of the effective housing land supply in both 2004 and 2005, with a total capacity of over 4,000 houses in 2005. Over half of this capacity is for larger detached family housing, most of which will be provided on the greenfield sites released through City Plan 1.

3.26 Of the City Plan 1 greenfield releases, seven (Drumchapel, Parkhouse, Deaconsbank, Leverndale, Broomhouse East, Summerston and Robroyston) are complete or under construction. A planning application has been submitted for the remaining site at Crookston. The shortfall in meeting the greenfield release target in the Glasgow East Sub-Market Area was addressed by the identification of two additional sites. One, at Broomhouse West, is now under construction, and the other, at Easterhouse (Provanhall) is the subject of pre-application discussions.



*Robroyston Greenfield Release*

3.27 The sites that have not yet started (at Crookston and Provanhall) are shown on the Proposals Map.

3.28 The JSP identifies a substantial private sector shortfall of 19,000 houses in the Structure Plan Area: 4,000 up to 2011 with the remaining 15,000 between 2011 and 2018. Further brownfield opportunities, beyond those identified in the Urban Capacity Study, will emerge and may, in part, meet this shortfall. Given the scale of the shortfall, however, the JSP considers it necessary to make provision for new areas of urban expansion, referred to as Community Growth Areas. These are areas of strategic greenfield release, well located relative to public transport corridors, and provide opportunities to strengthen, and integrate with, existing communities.

3.29 Following a strategic assessment of locations across the conurbation, the JSP identifies 13 Community Growth Areas, including three in Glasgow (Broomhouse/Baillieston/Carmyle; Easterhouse/Gartloch; Robroyston/Millerston) that would meet the supply shortfalls. These three locations emerged from the comprehensive planning studies (CPSs) required by City Plan 1 to assess

the long-term development potential and environmental capacity of six greenfield areas of the City. In addition to Broomhouse/Baillieston, Easterhouse/Gartloch and Robroyston/Millerston, CPSs were required for Summerston/Balmore, Castlemilk/Carmunnock and Parkhouse/Deaconsbank.

3.30 Sites in the Summerston/Balmore (see GLASGOW NORTH, paragraph 7.189) and Castlemilk/Carmunnock CPS areas offered less scope for development and the study for Parkhouse/Deaconsbank has yet to commence. Once Plans for the Dams to Darnley Country Park (see BIODIVERSITY and GREENSPACE, paragraph 5.58) are more advanced, and the City Plan 1 greenfield release is delivered, it is intended to revisit the Parkhouse/Deaconsbank area to consider the scope for a comprehensive review.

[The City Council will assess the long-term development potential and environmental capacity offered by the Parkhouse/Deaconsbank area.](#)

3.31 Each of the three Community Growth Areas will require to be the subject of a master planning exercise, having regard to the requirements of Strategic Development Policy STRAT 1 and the Plan's Design policies. The masterplans will require to be approved by the Council prior to the submission of planning applications for development. The masterplans will consider in more detail the physical and environmental constraints affecting the areas identified in the Comprehensive Planning Studies and identify appropriate development sites within these areas, including any mitigation measures set out in DG/ENV 5: Broad Environmental Mitigation Measures or highlighted in the Plan's SEA Environmental Report (see paragraph 8.98 of SEA Report).

3.32 Masterplans will also have to address the requirements set out in the JSP, including the need for physical and community infrastructure, contributions to the establishment of the Green Network and phasing and design detail. The Council will, where necessary, seek to secure the delivery of the supporting infrastructure and services identified in the masterplans through planning agreements (see paragraph 2.40).

3.33 The JSP additional land requirements for each Sub-Market Area and the indicative capacities of the three Community Growth Areas are shown below.

3.34 The development capacities in these locations will be confirmed through the master planning process, and the indicative capacities shown in Figure 3.8 should not be viewed as either a minimum or maximum target. Similarly, the pre-2011 and post-2011 capacities represent a best estimate of what might be delivered in those timescales. Where significant progress can be made before 2011 in any or all of these locations, the pre-2011 estimates are not intended to be an artificial constraint on development.



Structure Plan Additional Land Requirements and Community Growth Areas					
Sub-Market Area	2004-2011	2011-2018	Total	Community Growth Areas	Indicative Capacity
Glasgow East	400	2,400	2,800	Broomhouse/Baillieston/Carmyle Gartloch/Easterhouse	1,500 1,300
Strathkelvin and Springburn	400	1,000	1,400	Robroyston/Millerston*	1,400
Glasgow Total	800	3,400	4,200		4,200

Figure 3.8

\* Within the Robroyston/Millerston CGA, the development potential of the area south of the railway line at Millerston that is covered by an existing Residential and Supporting Uses Development Policy Principle, was included in the 2004 Urban Capacity Study. The above indicative capacity of 1400, therefore, relates only to the area north of the railway.

3.35 Most of the greenfield sites released through City Plan 1 were targeted specifically at upper-market larger detached family houses. Given their scale, however, it would be inappropriate to impose a similar requirement on the three proposed Community Growth Areas. Nevertheless, it is expected that they will be geared to delivering a range of family housing. Developers should also maximise the market capacity of each location to deliver the larger detached family housing that is generally less likely to be provided on brownfield sites, within the constraints imposed by the environmental capacity and other design considerations.

3.36 Within these areas, the Council will also be seeking innovative solutions that will help create a high quality of overall environment and add value to existing communities (e.g. through provision of facilities, linkage to the green network, enhanced biodiversity, etc.). Where appropriate, separate planning briefs should be prepared for different parts of the wider development area, in order to reflect opportunities to create more localised identities (but within an overall brief or design framework).

3.37 The Community Growth Areas will have a significant impact on the range of housing available, particularly in the 2011-18 period. The supply identified in the 2004 Urban Capacity Study for the City is dominated by flatted development opportunities. The Community Growth Areas, however, will redress the balance, potentially reducing the proportion of flats to 62%. They will also help to maintain the improvement in the provision of family housing anticipated in the pre-2011 period through the development of the greenfield sites released in City Plan 1, and other brownfield sites.

3.38 With regard to the proposed release area at Easterhouse/Gartloch, decisions have still to be taken about demolition and re-provisioning in the social rented sector in Easterhouse. In these circumstances, there is a particular need to ensure that the development of the Community Growth Area and regeneration of the existing built-up area are pursued in an integrated way in order to maximise the regeneration benefits.

3.39 Should further land requirements be identified through a future review of the Structure Plan, the other Comprehensive Planning Study areas will be revisited to assess whether careful design and investment in social, environmental and physical infrastructure may render them acceptable additions to the land supply.

The City Council will work with landowners and developers to prepare master plans for the Community Growth Areas.

## SOCIAL RENTED SECTOR

3.40 The 2005 review of demand for social rented housing in the City indicates a continuing decline from the estimated 114,000 households in 2004. A range of demand estimates was identified, the most likely scenario resulting in estimates of 103,000 households in 2012 and 99,000 households in 2016. There is a close fit between these demand outcomes and the stock projections based on GHA's Business Plan and the current investment plans for the other Registered Social Landlords (RSLs).

3.41 It is anticipated that, between 2004 and 2016, approximately 21,000 dwellings will be demolished and 13,500 new dwellings provided. With just over 1,400 units built in the last two years, there remains a requirement to find land for approximately 12,000 units in the right locations for the GHA/RSLs' reprovisioning programme and the RSLs' core new build programme.

3.42 In general, the existing supply of sites identified for social rented housing is closely linked to short-term funding programmes, and has tended to reflect the new build programme over a 3-year period only. The supply is increasing, however, and the 2006 capacity of over 5,000 units will support higher social rented completion rates than recently achieved.

3.43 It would be unrealistic to expect that, at this stage, a full, site-specific, ten-year new build programme could be identified. An assessment of additional sources of land, however, suggests that, potentially, sufficient sites could be identified to meet social rented demand in full.

3.44 The most significant source of additional housing land is the demolition programme itself. Although final decisions have still to be made on much of the specific stock to be demolished, a broad area-based allocation has been identified. A significant proportion of the demolitions will be in the eight priority areas of major restructuring identified by the GHA. These are: Gallowgate; Sighthill; Laurieston; East Govan/Ibrox; Shawbridge; Maryhill, North Torglen and Red Road (see PROPOSALS MAP). Masterplans have been prepared, or are in preparation, for the redevelopment of each of these areas in consultation with the local communities. Subject to preparation in accordance with the Plan, and approval by the Council, these will be considered as supplementary development guidance and will constitute significant material considerations in the determination of planning applications (see paragraph 2.25).



*Red Road*

3.45 Across the City, virtually all of the social housing demolitions will be flatted stock, the majority multi-storey, whereas replacement stock will provide more of a range of house types. As a result, the housing sites created by the demolition programme, while providing a significant source of additional land, will not, on their own, be sufficient to meet the shortfall.

3.46 The full development capacity of the priority areas for major restructuring has still to be established. An initial assessment, however, (excluding Laurieston - which is in the 2006 supply) would suggest a potential

capacity of approximately 6,500 houses, of which 2,500 could be developed for the social rented sector. Beyond the priority areas, the potential capacity on other possible demolition areas is estimated at approximately 3,000 houses. Assuming the proportion developed for social renting proved to be similar to the other sources, these latter demolition areas could deliver a further 1,000 houses.

3.47 Another significant source of additional housing land is the programme of school closures related to the Pre-12 Schools Programme, which have a potential capacity of about 3,500 houses. An initial assessment of the former school sites most likely to be developed for social rented housing suggests a potential capacity of almost 1,000 houses. The Council will also consider, in appropriate circumstances, the use for housing of other Council land that falls vacant.

3.48 As Figure 3.9 shows, the additional sources identified above could, in total, provide sites with a capacity of approximately 13,000 houses. These sites are additional to those identified to meet the projected demand for private housing identified in the JSP. In overall terms, therefore, the combined sources of supply provide the potential to meet the requirements in both private and social rented sectors in full.

3.49 For the social rented sector, the additional sources of supply could provide approximately 4,500 houses. As illustrated in Figure 3.9, the overall provision, from 2004 onwards, amounts to 11,000 houses, representing over 80% of the housing that will be required by 2016. It is anticipated that these sources will be augmented by other land in Council ownership suitably located for social rented housing, and other windfall sites identified through the RSLs' Strategy and Development Funding Plans process.

3.50 As part of ongoing work related to the Community-based Housing Association's (CBHA) Re-provisioning Programme, a parallel assessment exercise also confirmed that there were sufficient sites (current and potential) to satisfy both the GHA and CBHA Re-provisioning and Core Development Funding Programmes' requirements.

2004-2006 Social Rented Completions		1,400
2006 Social Rented Housing Land Supply		5,100
<i>Other Supply Sources</i>	<i>Total Capacity</i>	<i>Social Rented Capacity</i>
Demolition Areas – Major Restructuring Priority Areas	6,500	2,500
Demolition Areas – Other	3,000	1,000
Former School Sites	3,500	1,000
<b>Total</b>	<b>13,000</b>	<b>4,500</b>
<b>Total Social Rented Supply – All Sources</b>		<b>11,000</b>
<b>2004-2016 Social Rented New Build Requirements</b>		<b>13,500</b>

*Figure 3.9: Sources of Supply for Social Rented Housing*

As indicated in the CBHA Re-provisioning Programme Implementation Plan (approved by the Council in June 2006), land supply availability is continually monitored and reviewed to ensure an adequate supply of sites for these essential investment programmes.

3.51 While much work remains to ensure delivery of the full social rented programme, the scale of the existing and emerging land supply in Glasgow provides confidence that, not only can the social rented housing targets be met, but that there will also be a degree of choice and flexibility in the locations in which the new housing is provided.

[The City Council will work with the GHA, other RSLs and the private sector to secure the requisite number and appropriate location of sites to satisfy the social rented sector housing requirements.](#)

## RESIDENTIAL ENVIRONMENTS AND DESIGN

3.52 Greater emphasis has been placed on housing design and other housing quality issues in recent Scottish Government advice and policy. Designing Places: A Policy Statement for Scotland was published in 2001 (see Strategic Development Policy STRAT 1), followed by Planning Advice Note (PAN) 67: Housing Quality in 2003, PAN 76: New Residential Streets in 2005 and PAN 77: Designing Safer Places in 2006. Scottish Planning Policy also puts greater emphasis on creating high-quality residential environments.

3.53 This emphasis on design and environmental quality reflects a wider recognition that quality of place (e.g. the distinctive identities and sense of place created by the City's Conservation Areas) has become a critical factor affecting an area's economic prospects. This is particularly important given the role of cities as drivers of economic growth.

3.54 In many parts of the City, the opportunity exists to create or re-establish a sense of place (as has been the case in the Gorbals), e.g. in the Community Growth Areas (see paragraphs 3.28-3.39) and Clyde Gateway. The creation of distinctive spatial identities in such areas can help foster pride in a neighbourhood and increase its attractiveness as a place in which to live. In addition, it is recognised that well-designed, constructed, and laid-out homes and residential environments can help minimise environmental impacts (including emissions of CO<sub>2</sub>), deliver environmental benefits and enhanced safety, deter crime and anti-social behaviour and promote healthier lifestyles.



*Gorbals Housing*

3.55 In support of the Vision, the Plan aims to ensure that, not only is housing of the desired quality, tenure, size and mix provided for in residential development on large sites and areas of significant change (see definition in policy RES 1: Residential Density), but that the other qualities which make sustainable neighbourhoods are 'designed in' from the outset and that, where appropriate, provision has been made by the developer for their delivery. These can, for example, include local shops, health facilities, places of worship, greenspace, allotments, enhanced biodiversity and access to public transport.

3.56 The specific nature, density and mix of these developments, and the facilities they will be expected to deliver, will be informed by the design process (see strategic policy STRAT 1: Design and Sustainable Development and policies DES 1: Development Design Principles, DES 2: Sustainable Design and Construction, RES 1: Residential Density and TRANS 2 Development Locational Requirements), and will be delivered through the production and implementation of masterplans or local development frameworks, as appropriate. Policy RES 2: Residential Layouts, sets out additional detail regarding the layout of new residential developments, with a view to providing attractive environments with a high level of residential amenity and which minimise environmental impact. Policy RES 6: Residential Development in Lanes and Gardens, seeks to ensure that such development does not result in overdevelopment and that residential amenity for existing and future residents is of a high quality.

[The City Council will ensure that new housebuilding, in both the private and social rented sectors, will reflect the requirements of STRAT 1: Design and Sustainable Development and the other related design policies of the Plan, in order to help deliver successful, sustainable places.](#)

## AFFORDABLE HOUSING

3.57 PAN 74: Affordable Housing provides advice on affordable housing and makes provision for quotas to be introduced into local development plans, where appropriate. This has to be justified by a housing needs assessment set out in the Local Housing Strategy (LHS). The LHS has identified a decline in the number and percentage of "affordable" (defined as up to three years average earnings) house sales in the City since 2001. In line with the other UK cities, this appears to be an issue of particular relevance to those parts of the City where average house prices are significantly above the City average. Affordable housing, however, would appear to be in good supply in many other areas.

3.58 The LHS identifies a number of other actions to alleviate the issue of affordability in "hotspot" areas. These include the funding of Low Cost Home Ownership, use of the new Homestake scheme and the promotion of



mixed tenure developments. Where appropriate, these mechanisms will be introduced in Glasgow.

The City Council will continue to review the affordable housing issue within the context of the Local Housing Strategy.

## ACCESSIBILITY IN HOUSING

3.59 The LHS identifies a shortage of accessible housing for disabled people in Glasgow. Many older and disabled people either have an unacceptable wait for a suitable, purpose-designed, house or are required to undertake expensive adaptations when household needs change. Many existing homes, in all tenures, are not physically capable of accommodating the needs of disabled people, whether as residents or visitors.



*Accessible Housing*

3.60 In relation to social housing, the LHS has developed targets for the provision of new accessible housing and promotes the development of housing for varying needs (lifetime homes standards). Access now needs to be improved in all tenures. The building regulations now apply the lifetime homes principles to all new homes. To improve the supply of housing specifically suitable for wheelchair users, a quota of homes for wheelchair users, or readily adaptable to be so, will be required within all larger new developments (see policy RES 4: Barrier Free Homes).

## TRAVELLERS AND TRAVELLING SHOWPEOPLE

3.61 The City currently has a number of traveller and travelling showpeople sites. Through the LHS, the Council has a statutory duty to plan and provide for the needs of Travellers. The Council also recognises the need to accommodate travelling showpeople and their site-specific needs. In 2007, the Council participated in the 'Accommodation Needs Assessment of Gypsies/Travellers in West Central Scotland' study. The study covered 11 local authority areas in West Central Scotland and suggested there was a need for sites, although not necessarily in Glasgow.

The City Council, together with neighbouring local authorities, will continue to work with travellers and travelling showpeople to determine their accommodation needs.

## EXISTING RESIDENTIAL AREAS

3.62 Much of the City's housing stock lies within established residential areas of the City (see Stable Areas, paragraphs 8.25-8.28). Many development applications submitted to the Council for consideration relate to the use, conversion or alteration of the City's existing housing stock (including for care in the community developments, day care nurseries, guest houses and commercial uses in dwellings) or for non-residential development within these areas. To protect existing residential amenity and to ensure such development meets high standards of design, layout, etc, policies and guidance are provided in Parts 3 and 4 of the Plan (see policies RES 5: Conversion and Subdivision to Residential Use, RES 8: Short-Stay Serviced Apartments, RES 10: Multiple Occupancy, RES 11: Commercial Uses in Residential Property, RES 12: Non Residential Development within Residential Areas, RES 13: Day Care Nurseries, RES 14: Care in the Community Developments, RES 15: Guest Houses, RES 16: Alterations to Dwellings and Gardens, DES 10: External Fittings to Buildings and SC 11: Food, Drink and Entertainment Uses and development guide DG/RES 1: Alterations to Dwellings and Gardens).

## MULTIPLE OCCUPANCY (MO)

3.63 Multiple occupancy provides a suitable form of accommodation for many people. Within the City, there are particular concentrations of MOs within the West End and the City Centre. These can give rise to environmental and amenity problems as a result of increased activity, noise and pressure on local facilities, including car parking. In addition to the requirement for planning consent, an MO also requires to be licensed under the terms of the Civic Government (Scotland) Act (Licensing of Houses in Multiple Occupation) Order 2000 (see policy RES 10: Multiple Occupancy). The role of purpose built student housing is recognised, and generally supported by the Plan, as a means of increasing housing diversity and as a balance to the pressure for MO use in traditional accommodation.

The City Council will continue to monitor the prevalence of MOs and their local impact, and seek to continue to protect local amenity.



## DELIVERING THE VISION

The Development Strategy seeks to:

- advance social renewal by providing a sufficient range, number and quality of employment opportunities, in locations that can be readily accessed by all City residents, regardless of life circumstances;
- promote sustainability, by locating new business and industrial developments in locations which are easily accessible by foot, bicycle and public transport, thereby encouraging the reduction of pollution and greenhouse gas emissions; and
- improve residents' health by delivering new jobs, and retaining existing ones, thereby helping to improve life circumstances, reduce poverty and foster self-esteem.

4.1 This will help make the City an attractive and viable location for business, and more attractive to existing and prospective residents and investors, contributing to the delivery of the Joint Structure Plan's (JSP) Sustained Growth Agenda.

## AIM

4.2 The strategic aim for JOBS is to build on Glasgow's distinctive qualities and develop a dynamic, internationally competitive economy that creates wealth and provides good quality, sustainable and accessible work opportunities for all residents of the City.

4.3 Key delivery Policies, Programmes and Initiatives will include:

- identifying locations for future industrial and business investment;
- improving the quality of the environment within industrial and business areas;
- identifying suitable locations for low amenity industrial uses;
- maintaining a minimum 10 year potentially marketable and serviceable land supply for industrial and business development;
- safeguarding High Amenity Locations for industrial and business use;

- progressing the Strategic Business and Industrial Sites Programme; and
- maintaining the attractiveness of the City Centre as Glasgow's main office location.

## DELIVERING THE STRATEGY

### CONTEXT AND ISSUES

4.4 The City's economy has been performing well over the past 10 years, with both increases in Gross Value Added (GVA) and employment. These gains have primarily been generated from the service sector and in particular from financial and business services, public services and hotel, retail and leisure activities. Employment forecasts highlight that these sectors will continue to provide the majority of the City's employment growth for the period 2006 – 2016.

4.5 The recently refreshed Smart Successful Scotland, published by the Scottish Government, recognises the crucial role of cities and city regions as economic drivers for the whole of Scotland. It also identifies potential high growth sectors, such as creative industries, life sciences and renewable energy.

4.6 The opportunities presented by these growth sectors are highlighted in the City's Economic Strategy (EDS), prepared by the City Council and Scottish Enterprise Glasgow (SEG). The Strategy seeks to achieve a positive 'step change' in the City's economic performance over the next decade. It indicates that much of the City's economic growth will focus on office based employment opportunities or clean industrial processes.



*Growth in Office Based Employment*

4.7 In order to achieve the 'step change' sought by the EDS, and help achieve the aim of providing quality, sustainable work opportunities for all residents of the City as sought by Glasgow's Community Plan, it is important that the City Plan addresses the land use requirements to support and maximise the economic benefit from these growth sectors. City Plan 2, therefore, seeks to provide the context and confidence for industrial and business investment in the City, whilst continuing to support existing businesses that contribute to the Glasgow economy and provide significant employment.

4.8 The EDS also recognises the crucial role of education in developing the City's economy. The higher education sector, in particular, is vital to the City's international competitiveness, directly supporting the development of more innovative and dynamic businesses. It represents one of Glasgow's strongest and most distinctive economic development assets and as such, the EDS highlights the need for greater engagement with the City's education providers.

4.9 There is recent evidence that the City's business and employment base may be changing spatially, both in the movement of businesses from the City to the wider metropolitan area, and in the locational preferences within the City. While the growth in service sector employment has traditionally been concentrated in and around the City Centre, there is evidence of increasing movement to more peripheral business park locations, outwith the City Centre. These spatial changes could have implications for the City's industrial and business areas and for the location of future office developments.

4.10 Manufacturing and industrial operations generate freight traffic and therefore benefit from good access to the strategic road network. In contrast, office uses are people generators, and should be located where there is good accessibility by public transport, in order to minimise car trips (see policy TRANS 2: Development Locational Requirements). The City also enjoys good accessibility to other strategic transport infrastructure, including:

- Glasgow International and Prestwick Airports (business, travel and freight);
- Eurocentral (North Lanarkshire) and Deanside Depot (Hillington)(rail freight);
- King George V Dock and Ocean Terminal (Greenock)(sea freight); and
- Central Station, Queen Street Station and Buchanan Bus Station.

## INDUSTRIAL/BUSINESS DEVELOPMENT

4.11 The City contains a wide range of industrial and business areas, from inner city Victorian areas to modern industrial estates and business parks. The restructuring of industrial and business activity and the decline of manufacturing employment has had a profound impact on some of these areas. While the growth in service sector employment has been concentrated in the City

Centre and peripheral business parks, many of the City's industrial and business areas have experienced a legacy of vacant sites and properties. This causes environmental blight and has a negative effect on the perception of the City as an industrial/business location. Some areas have successfully evolved into locations for non-manufacturing uses, such as warehousing and other service sector industries, while other older industrial and business areas continue to contract. Many of these older industrial and business areas are characterised by:

- a poor quality environment;
- obsolete floorspace which is often ill suited to modern industries;
- significant levels of vacant or derelict property;
- little expansion space for existing businesses; and
- being poorly located relative to the strategic road network.

4.12 The issue for Glasgow, therefore, is one of quality. While there appears to be an excess of industrial property, the quality of much of the stock is poor or obsolete. Over 50% of the City's industrial and business floorspace is over 20 years old and increasingly ill-suited to modern industrial and business requirements. Property constraints and lack of expansion opportunities have been identified as significant factors influencing businesses relocating out of the City. The level of vacant and obsolete sites and premises presents both a challenge for regeneration and an opportunity for land use change.



*Poor Quality Industrial Environment*

4.13 Recent surveys of occupiers of new industrial and business premises across the Glasgow and Clyde Valley Structure Plan Area have highlighted that:

- Glasgow is losing jobs to surrounding areas through the relocation to new industrial and business developments;
- expansion was the primary reason for companies to relocate, followed by constraints with existing premises;
- the quality of environment was of increasing importance; and
- locations with good road links continued to be attractive to relocating companies.

4.14 In order to stem the loss of existing companies, and the jobs they provide, it is important that the City can offer competitive industrial and business locations which meet the needs of both existing and incoming companies (see policy IB 2: Strategic Industrial and Business Areas). Several of the City's industrial and business areas have been developed more recently, while some well established areas have benefited from recent investment. These areas are generally well located, provide a type of accommodation sought by industrial occupiers and offer a better quality of environment. Development activity in these areas is, generally, more buoyant than in the City's older industrial and business areas.

4.15 The locational and environmental advantages offered in some of these areas, however, have led to development pressure from other uses, such as housing and retail. Encroachment by such uses can erode the attractiveness of these areas, thereby weakening the City's ability to retain and attract industrial and business investment. Proposals for alternative uses in industrial and business areas, therefore, will be assessed against the terms of policy IB 5: Non-Industrial or Non-Business Uses in Industrial and Business Areas.

The City Plan will safeguard, for industrial/business use, industrial and business areas which can, or have the potential to, provide:

- expansion opportunities;
- modern industrial floorspace;
- high public transport accessibility;
- good access to the existing or proposed strategic road network; and
- a good quality environment.

4.16 Whilst locations with these attributes may help to stem the loss of expanding companies and appeal to incoming businesses, it is accepted that not all businesses are able to sustain the overheads associated with modern purpose built premises. Accordingly, it is important for the City to have a range of locations available to accommodate a wide range of business types, including locations for low amenity industrial operations (see policy IB 9: Low Amenity Industrial Operations). Proposals for live-work units, comprising an integrated Class 4 Business and residential use, will be considered against policy IB 7: Live-Work Units.

4.17 Irrespective of the quality of the City's industrial and business areas, it is clear that they continue to accommodate a significant number of businesses, providing much needed employment. It is evident, however, that businesses operating outwith these areas also provide significant employment. In 2004, over 60,000 jobs were located in areas designated industry and business, while almost 44,000 industrial and business jobs were located outwith industrial and business areas or the City Centre. These are generally located on smaller sites or premises dispersed throughout the City. They provide an important source of local employment, can

often provide the types of premises suitable for small firms and start-up companies and offer the opportunity to minimise travel to work.

4.18 It is important, therefore, that any proposal for land use change ensures that maximum regeneration benefit is secured. To this end, proposals for uses other than industry and business should be supported by measures to retain or relocate existing businesses, wherever possible (see policy IB 6: Local Industrial and Business Uses).

4.19 It is recognised that the regeneration of some industrial and business areas is unlikely to come forward without an element of 'enabling uses' to help fund regeneration. Such enabling uses would only be acceptable where they would bring forward the comprehensive regeneration of industrial and business areas and where it can be demonstrated that the market alone is unlikely to achieve this. Any such proposals should form part of a mixed use scheme comprising a substantial element of industrial and business use. The proposal will also be subject to legal agreements to ensure delivery of all components of the proposal within agreed timescales (see paragraph 2.40).

## LAND FOR INDUSTRIAL AND BUSINESS DEVELOPMENT

4.20 Scottish Planning Policy (SPP) 2: Economic Development, identifies that development plans should maintain a supply of sites offering a choice of size, location and environmental amenity, and which allow flexibility to provide for market uncertainty. The JSP identifies a requirement to maintain a minimum 10 year supply of potentially marketable and serviceable land for industrial and business development (see policy IB 1: Industrial and Business Land Supply).

4.21 The City's Industrial and Business Land Supply is reviewed annually in order to monitor the minimum 10 year land supply requirement and to ensure that industrial and business designations continue to be appropriate. This review takes account of emerging industrial and business opportunities and assists in the transfer of poorer quality sites to suitable alternative uses.

4.22 At March 2006, the Marketable Industrial and Business Land Supply totalled 183 hectares (ha), the lowest level for the past 10 years and below the minimum 10 year supply required by the Structure Plan. Current development proposals are putting further pressure on the land supply. Moreover, the land supply is increasingly dominated by poorer quality sites as the better quality, serviced sites are developed. The majority of the sites are less than 5.00 ha and few sites are serviced and immediately available for development. Many of these small sites are poorly located relative to the strategic road network, suffer from a poor quality environment and are affected by contamination from previous industrial operations. The quality of the City's Industrial and Business Land Supply, therefore, is deteriorating.



4.23 The level of development activity, together with the absence of additional sites coming forward, has resulted in a tightening in the land supply relative to projected demand. The picture that emerges is one of buoyant demand against an increasingly constrained land supply.

## CORE ECONOMIC DEVELOPMENT AREAS

4.24 The JSP highlights that the expansion of existing businesses within the urban area is expected to be the main source of new business development within the Structure Plan area. It identifies a number of Core Economic Development Areas (CEDAs) which aim to facilitate a higher rate of this economic activity within existing employment areas and improve access to employment opportunities for residents of Structure Plan Priority Areas. The Structure Plan indicates that these areas should be the focus for much of the additional land required for industrial and business development.

4.25 Four CEDAs are identified within the City (see Strategic Industrial and Business Areas Map).

- Govan (Clyde Waterfront);
- North Clyde (Clyde Waterfront);
- Glasgow East End (Clyde Gateway); and
- Glasgow North.

4.26 Development activity within these areas has increased slightly over recent years, however, it continues to be modest, given the levels of unemployment, the extent of brownfield opportunities and the potential to maximise existing infrastructure. Delivering enhanced levels of industrial and business development activity within the CEDAs would make a significant contribution to helping to deliver the Plan's vision.

Within the CEDAs, the City Council will seek to:

- secure increased levels of industrial and business development activity;
- improve the quality of the industrial and business land supply and ensure that the land supply is sufficient to satisfy the desired increase in development activity; and
- maintain a minimum 10 year supply of industrial and business land within each of the CEDA's.

4.27 To improve, further, the City's economic development performance, the annual review of the industrial and business land supply will take account of past rates of development activity, the potential of the Core Economic Development Areas and local industrial and business development opportunities.

## SAFEGUARDED HIGH AMENITY LOCATIONS

4.28 SPP 2 sets out the context for safeguarding nationally significant sites for industrial and business investment. It recognises that the type and nature of

inward investment has changed since many existing high amenity sites were first identified. Accordingly, it indicates that no additional high amenity sites are required in the national interest for large scale manufacturing and that the existing supply of proven safeguarded sites should be able to meet the requirements of other industrial sectors. It also highlights that a more flexible approach to the use and possible sub-division of some of the existing single user sites will also be appropriate.

4.29 The guidance indicates that 'proven' sites should be safeguarded in development plans. The development of all, or part of, these proven sites, or the development of adjacent sites which could prejudice their development potential, requires to be notified to Scottish Ministers (see policy IB 3: Safeguarded High Amenity Locations).

4.30 The JSP, Schedule 5(d), identifies 3 Safeguarded High Amenity Locations within Glasgow. These are:

Nationally Safeguarded Single User (proven)  
Robroyston South (34.26 ha)  
Robroyston North (5.00 ha)

Regionally Important Location  
Darnley Mains (5.00 ha)



*Nova Technology Park (Robroyston North)*

4.31 These sites form part of the City's portfolio of sites for potential inward investment and help ensure that Glasgow remains a competitive industrial and business location. They will be safeguarded for single industrial or business users or for a cluster of interdependent industrial or business development. Such cluster development will only be permitted within the context of a masterplan for the entire site.

4.32 In accordance with the JSP, the site at Robroyston South remains part of the Green Belt. This Green Belt designation, together with the location of the single user site, is currently being reviewed within the context of the masterplan for the Robroyston/Millerston Community Growth Area (see paragraph 7.177 and PROPOSALS MAP).

## STRATEGIC BUSINESS AND INDUSTRIAL SITES PROGRAMME

4.33 Both the Council and SEG recognise that the shortage of good quality sites and modern industrial/business premises has constrained the growth of indigenous companies and presented a barrier to the attraction of new industrial and business investment. In order to address this shortage, the Council and SEG initiated the Strategic Business and Industrial Sites Programme. This aims to ensure the provision of fully serviced industrial and business sites and, in partnership with the private sector, the provision of good quality, well located industrial and business floorspace.

4.34 The Programme comprised seven sites in Phase 1 and four sites in Phase 2. Following substantial public and private sector investment, most of these sites are now either developed or fully committed for development. At current levels of demand, the remaining opportunities will only be sufficient for the next 2 to 3 years. In order to maintain the momentum generated by the first two phases, there is a need to identify a further Phase to ensure an ongoing supply and choice of good quality sites.

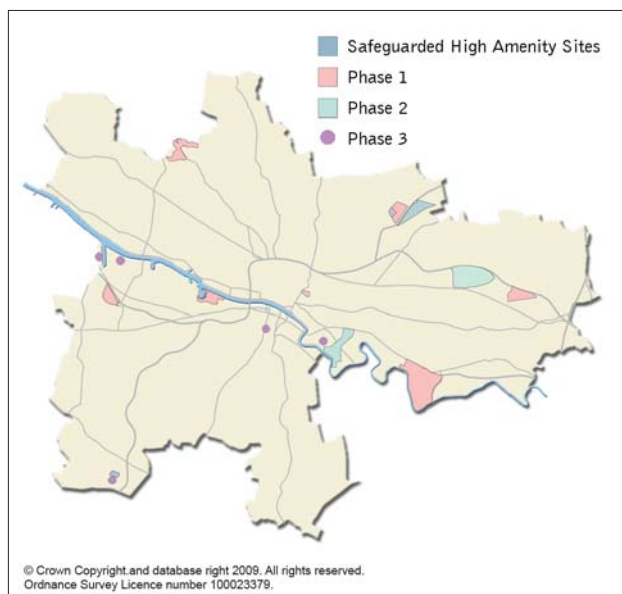


Figure 4.1: Safeguarded High Amenity Locations and Strategic Business and Industrial Sites

4.35 A number of sites have been identified which could form the core of the third phase of the Programme. These are:

- Clyde Gateway
- Crown Street
- Darnley Mains
- King George V Dock
- Linthouse

4.36 These sites will be subject to further investigation, including full consultation and agreement with the site owners, to establish the extent and nature of the

opportunities they represent. Other potential sites may also emerge as more detailed investigations progress. The potential for a Science Park or Medipark close to the Southern General Hospital will also be investigated.

[The City Council will investigate site options for a third phase of the Strategic Business and Industrial Sites Programme.](#)

## OFFICE AND BUSINESS DEVELOPMENT - MAINTAINING THE CITY CENTRE AS GLASGOW'S MAIN OFFICE LOCATION

4.37 Over recent years, Glasgow's employment growth has been concentrated in the service sector, particularly office based services. It is now an increasingly vital element of the city's economy which has helped consolidate Glasgow's position as the commercial hub of the West of Scotland. The City Plan recognises the importance of this sector and seeks to ensure that the City remains a competitive office location, and maintains its position as the largest office centre in Scotland and one of the largest in the UK. It seeks to facilitate the forecast growth in office based employment, whilst seeking to achieve this at sustainable locations.



City Centre Principal Office Area

4.38 The JSP recognises that the City Centre is internationally important as a driver of economic activity and important to the whole of the metropolitan area in terms of the creation of employment and economic wealth. It places the City Centre at the head of a list of nine Strategic Business Centres suitable for a range of uses, including office and business development.

4.39 The majority of the City's office and business stock consists of high density office developments located within the Principal Office Area (POA) (see City Centre Development Policy Principle Map). This area forms part of the City Centre and includes the International Financial Services District (IFSD). The concentration of office activity within the POA creates a clear identity within a tight and cohesive geographical area, where office use predominates. This focus for major office developments and agglomeration of office use is one of the City's key assets which distinguish Glasgow as one of the largest office centres in the UK.



4.40 The attraction of the POA reflects its accessibility at the hub of the public transport network, benefiting from maximum accessibility for both staff and customers. The area's office function complements and supports the City Centre's role as a retail, leisure, tourism and education centre. It also plays an important role in sustaining and enhancing the Central Conservation Area and numerous listed buildings and is a major component supporting the regeneration of significant areas of the City Centre.

4.41 It is important, therefore, that the strategic office function of the POA is maintained and enhanced in order to ensure that the City remains a competitive office location (see policy DEV 6: Principal Office Area (City Centre)).

4.42 Significant opportunities for office development continue to exist within the POA and the wider City Centre. These opportunities comprise vacant sites within the IFSD together with the potential for the redevelopment and refurbishment of existing stock.

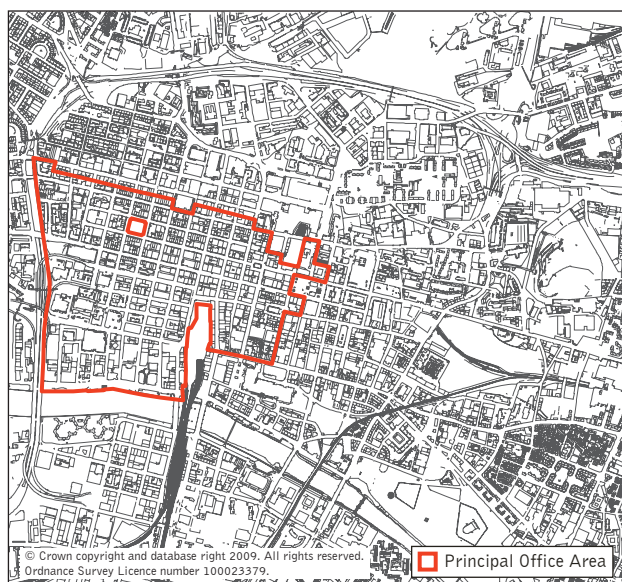


Figure 4.2: Principal Office Area (City Centre)

The City Council will direct proposals for high density office developments towards the Principal Office Area. It will encourage the modernisation of existing floorspace within the area and resist encroachment of alternative uses which could compromise its strategic office function.

## OFFICE AND BUSINESS DEVELOPMENT - OTHER LOCATIONS

4.43 The introduction of the Business Class, in 1989, has resulted in an increase in the level of office floorspace being developed outwith the POA. Whilst many of these developments are less well served by public transport, they provide modern, lower cost accommodation, with specific provision for car parking. This decentralisation of office activity, however, raises concerns over efforts to minimise car trips and promote sustainable development.

4.44 Whilst the Council recognises the need to accommodate occupiers who require a lower density operating environment, there is a need to balance the demands of these occupiers with the desire to maintain the POA. Significant decentralisation of office activity could prejudice the strategic function of the POA and undermine the City Centre's attractiveness for the range of other activities.

4.45 Scottish Government guidance advises that planning authorities should locate significant travel-generating uses in places well served by public transport. It also highlights that Town Centres are easily accessible by public transport, and therefore are not only the best location for new shopping but also for related uses which attract many people, such as offices. It advocates a sequential approach to selecting sites for a range of Town Centre uses, including offices.

4.46 Proposals for office developments, therefore, should reflect the spatial priorities identified in City Plan 2 and be located where they benefit from, or are capable of achieving, high accessibility by walking, cycling and public transport (see policies IB 4: Office and Business Class Development and TRANS 2: Development Locational Requirements).



5.1 Environment covers all aspects of the external environment including the City's heritage and the built environment, biodiversity and greenspace, vacant and derelict land and energy.

5.2 Design, however, ties together all aspects of the urban fabric and offers the context to link them with the natural environment. Each of these key areas is dealt with, in turn, in this section of the Plan.

## HERITAGE AND THE BUILT ENVIRONMENT

### DELIVERING THE VISION

The Development Strategy seeks to:

- promote social renewal by improving the image of the City through high quality design, helping enhance its attractiveness for new investment, enriching the built environment of the City and by protecting, enhancing and developing assets which can contribute to the City's regeneration;
- promote sustainability through the protection, repair and re-use of listed buildings and buildings in conservation areas and by ensuring that new development is sustainably designed and constructed; and
- enhance and maintain residents' health by providing attractive living and working environments which help foster mental wellbeing.

5.3 This will help make the City more attractive to existing and prospective residents and investors, contributing to the delivery of the Joint Structure Plan's (JSP) Sustained Growth Agenda.

### AIM

5.4 The strategic aim for HERITAGE AND THE BUILT ENVIRONMENT is to protect, enhance and regenerate Glasgow's historic environment, improve the image of the City and ensure that new development is sustainably designed and constructed.

5.5 Key delivery Policies, Programmes and Initiatives will include:

- using design policies, to promote high quality, sustainable design and construction;
- protecting and enhancing the City's conservation areas, listed buildings and Gardens and Designed Landscapes on the Inventory of Gardens and Designed Landscapes;
- preserving, in-situ, archaeological sites; and
- enhancing the City's public realm.



*Glasgow's Built Environment*

### DELIVERING THE STRATEGY

#### URBAN DESIGN

5.6 Good urban design, and the use of high quality materials, can help to enhance and promote Glasgow's image and contribute to its economic regeneration. The Plan seeks to secure the highest possible quality of environment and to encourage imaginative and innovative design that respects its context, contributes to sustainability and enhances the City to create safe, successful and inclusive places (see policies DES 1: Development Design Principles and DES 2: Sustainable Design and Construction).

#### SUSTAINABLE DESIGN AND CONSTRUCTION

5.7 The City's built environment is undergoing rapid transformation. The City's construction industry has a significant role to play in helping Glasgow reduce its ecological footprint and become a more sustainable City. Adoption of sustainable construction principles such as the use of green roofs, will assist the City in enhancing biodiversity, reducing the amount of waste sent to landfill, limiting basic resource use, maximising the re-use and recycling of natural resources, reducing emissions of carbon

dioxide which contribute to climate change and ensuring that environmental and socially responsible procurement choices bring benefits both locally and globally (see also WASTE MANAGEMENT, paragraph 6.117). SPP 6: Renewable Energy sets out how the planning system should manage the process of encouraging, approving and implementing renewable energy proposals (see also ENERGY, paragraphs 5.70 - 5.81).

5.8 Through policies DES 1 and DES 2, the Council aims to ensure that sustainable design and construction are integral to the design of new development and to the development of planning frameworks such as Local Development Strategies, Masterplans, etc.

## CONSERVATION AREAS

5.9 Conservation Area Appraisals (CAAs) are a key tool in the management of conservation areas. They identify the features that make up an area's special character, identify opportunities for enhancement and review the existing boundaries. They can also assist in securing partnership funding for projects and help establish priorities for action.

5.10 It is recognised that there are challenges common to many of the City's Conservation Areas - loss of original architectural detail, use of materials, maintenance and the quality of public spaces. The CAAs set out a series of issues that the Council considers it important to address in order to meet these challenges. They will constitute supplementary development guidance, which provide a detailed local context for the interpretation of the design policies in Part 3 of the Plan and inform decisions on development applications (see policy DES 3: Protecting and Enhancing the City's Historic Environment). A number of CAAs have already been approved.

5.11 The Council will consider carefully all proposals for development in and adjoining Conservation Areas to ensure that they maintain or enhance the character and appearance of their historic context.

*The City Council will complete a Conservation Area Appraisal for each of the City's Conservation Areas.*

5.12 Styles, attitudes and values change. Areas once viewed as ordinary can, over time, be perceived in a different light, perhaps as well preserved examples of a particular style. The Council has recently designated an area including the historic "Cross" at Govan and Elder Park as a conservation area and continues to support the designation of Broomhill.

*The City Council will undertake a city-wide review to establish whether any further areas merit designation as conservation areas or whether any of the existing ones merit extension to include adjacent landscapes of special importance.*

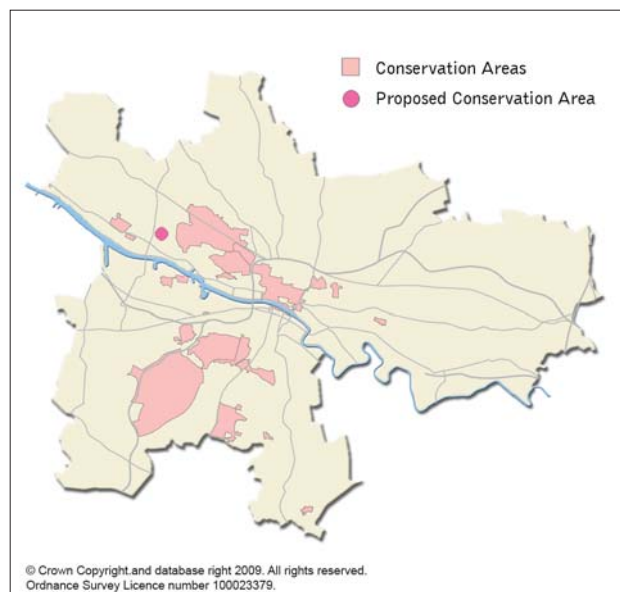


Figure 5.1: Conservation Areas

## LISTED BUILDINGS

5.13 Listed buildings are the most significant elements of the historic built environment and reflect the historic and architectural development of Glasgow from the medieval period onwards. It is important that the settings of listed buildings are respected. Careful management of listed buildings, and their curtilages, and due consideration of their wider settings when considering other development is, therefore, important in maintaining and developing Glasgow's unique sense of place.



Listed Buildings

*The City Council will draw up proposals for safeguarding important City landmarks and skylines and consider carefully all proposals affecting listed buildings and their settings to ensure their special architectural and historic interest is protected.*

5.14 In 2004, a Condition Survey of the exterior of all Glasgow's listed buildings was carried out with a view to establishing the degree to which the City's historic environment required investment. The results of the survey indicated that 78% (5,407 structures) appeared to be adequately maintained, leaving 22% (1,547) in



need of some form of action. 2% (175) were identified as being in a very poor state of repair, requiring prompt action to prevent irrevocable loss. An Action Plan was prepared to address the issues of buildings requiring action and the principal actions include discussing, with the Scottish Government and others, legislative change and generating increased funding and investment for Glasgow's historic environment.

**The City Council will implement the Action Plan to address the issues related to historic buildings requiring repair.**

5.15 In some parts of the City, deterioration of the historic environment is not restricted to single buildings but can include whole streets or areas along with other elements of the townscape, including landscapes, public realm and other built historical artefacts. Of particular concern are areas where buildings are empty or under-used. In such cases, action is necessary to address these issues and reverse the process of decline.

5.16 Successful action has been undertaken in the Merchant City through a Townscape Heritage Initiative (THI) and this is being extended for a further five years with a view to further improving the quality of the built environment in the area. Further THIs have also been established at Parkhead Cross and Govan. Such initiatives can contribute to the sustainable regeneration of these areas.

**The City Council will investigate opportunities to establish further area based conservation and enhancement initiatives.**

5.17 The Council will seek the best viable use when considering the re-use and disposal of redundant listed buildings, although this may not be the most profitable use. The best option for a building would be one that is economically viable over the long-term, would involve only sensitive adaptation of the fabric and would have a minimal impact on the building's architectural and historic interest (see policy DES 3).

5.18 The City Council and Historic Scotland support a new charitable organisation called "Glasgow City Heritage Trust." Under the terms of the Trust's remit all listed buildings, whether in a conservation area or not, and unlisted buildings within the city's conservation areas are, in principle, eligible for grant assistance.

**The City Council will adopt the best viable use approach to the re-use and disposal of redundant listed buildings and buildings in Conservation Areas.**

## LANDSCAPES AND TOWNSCAPES

5.19 High quality greenspaces and areas of public realm contribute towards the quality of the townscapes, streetscapes and landscapes of the City. Policy DES 4: Protecting and Enhancing the City's Natural Environment

seeks to ensure that all developments deliver a strong landscape framework. Five of the City's greenspaces are listed on the National Inventory of Gardens and Designed Landscapes: Glasgow Botanic Gardens; Kelvingrove, Pollok and Victoria Parks; and the Necropolis (see policy ENV 7: National, Regional and Local Environmental Designations and DG/ENV 4: Development Affecting Environmental Designations). The contribution which traditional sandstone buildings can make to the character of the City's townscapes, outwith conservation areas, is recognised in policy RES 9: Retention of Traditional Sandstone Buildings Outside Conservation Areas.

**The City Council will investigate opportunities to promote improvements to Glasgow's historic and evolving townscapes and landscapes.**



*Glasgow Townscape*

## ARCHAEOLOGY

5.20 The City's archaeological resources, including 16 scheduled ancient monuments, are largely protected through policies DES 3, ENV 13: Ancient Monuments and Scheduled Ancient Monuments, ENV 14: Sites of Archaeological Importance and ENV 16: The Antonine Wall and the development management process. Developers should consult with the West of Scotland Archaeology Service at an early stage to determine the potential range of archaeological issues likely to impact on their development site. The PASTMAP website ([www.pastmap.org.uk](http://www.pastmap.org.uk)) contains details and locations on the City's archaeological sites.

5.21 Developers are expected either to preserve significant archaeological deposits, in situ, or, where that is not possible, they are instead expected to fund archaeological excavation, analyses and publication. In recognition of the potential value of the City's archaeological resources for the purposes of regeneration, tourism and education, the Council will also seek, at the developer's expense, the provision of signage and/or interpretation boards where excavation has been undertaken, or where there had previously been a significant archaeological site.

5.22 The Council, together with the other seven authorities in the Strategic Development Plan area, and

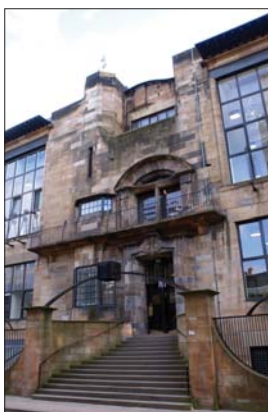
other partners including local heritage organisations, community groups and the Universities, are working to deliver a Regional Framework for Local History and Archaeology. This aims to record documentary and artefact resources in a database which will provide a starting point for anyone wishing to investigate the history of their local community.

The City Council will, with its partners, encourage promotion of the City's archaeological resources, including through publications, on-site interpretation, and other projects.

## WORLD HERITAGE SITES

5.23 Following nomination by the Scottish Government, assisted by the Council and other stakeholders within Scotland, the Antonine Wall now has UNESCO World Heritage Site (WHS) status as part of the Frontiers of the Roman Empire WHS. Policies ENV 13 and ENV 16 aim to facilitate the retention of WHS status and protect the line and setting of the Wall (see ENVIRONMENTAL POLICY DESIGNATIONS MAPS).

5.24 Two of the buildings designed by Charles Rennie Mackintosh are considered to be his internationally important masterpieces and potentially worthy of achieving World Heritage Site (WHS) status. They are the Mackintosh Building at the Glasgow School of Art and The Hill House in Helensburgh (within the Argyll and Bute Council area). Glasgow City Council is working with several partners, including local communities and local expertise, towards achieving WHS status for these two buildings, as a linked site. The next stage is to attain inclusion on the next UK Tentative List from which sites may be nominated to the World Heritage Committee. The rest of the Mackintosh legacy will help to support the case for WHS inscription. The area included in the potential WHS buffer zone (see PROPOSALS MAP) is the setting of the Art School building, which is also part of the Central Area Conservation Area. Its incorporation relates to the UNESCO requirements to protect the Outstanding Universal Values of the property, its integrity, setting and its visual character.



*Glasgow School of Art*

The Council will submit a bid for some of Charles Rennie Mackintosh's buildings to be included on the World Heritage Site UK Tentative List.

## PUBLIC REALM

5.25 The image of the City is influenced not only by its buildings but by the public spaces between them. It is recognised that the quality and appearance of the City's

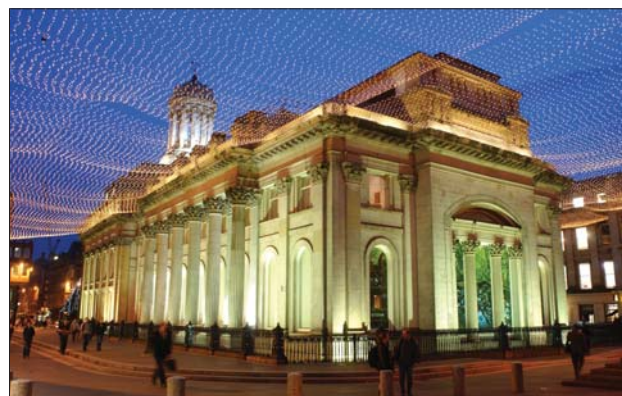
buildings has not always been matched by the quality of the public spaces within which they are set. Further public realm works, however, are under development within the City Centre and proposed for Tradeston. The Council is also examining ways in which the creation of high quality new public realm can be achieved in other parts of the City.

The City Council will extend the public realm initiative to Tradeston Waterfront and consider extending it to other parts of the City. In developing public realm proposals, account should be taken of proposed public transport routes and modes, where appropriate.

## PUBLIC ART, DRESSING THE CITY AND LIGHTING STRATEGIES

5.26 Public art is an important part of Glasgow's built heritage which, through its rich tradition of sculptural decoration of buildings, is amongst the most important collections of architectural sculpture in the World. The Council wishes to build on this legacy and will continue to pursue opportunities to incorporate public art into the design of buildings and spaces. Decorating the streets with well designed flags and banners also helps enliven the City and further sites for banner displays will be investigated outwith the City Centre. Policy DES 8: Signs and Advertising sets out the considerations which the Council will take into account in determining proposals for flags and banners.

5.27 Appropriately designed lighting has an important role to play in defining the character of streets, spaces and buildings. Glasgow's Lighting Strategy, launched in 2002, recognises the value of a co-ordinated approach to the lighting of buildings, streets and spaces and encourages innovative lighting design. By doing so, the strategy aims, amongst other things, to improve the City's image and promote it as a destination for tourists and visitors as well as enhance safety, security and residential amenity. The City Council will continue to develop the Lighting Strategy through a mixture of public and private projects (see policy DES 6: Public Realm and Lighting). Further detail on the Lighting Strategy can be found on the Council's website or by contacting the Heritage and Design Team (0141 287 2000).



*Lighting Strategy - Gallery of Modern Art*

5.28 The Council will also continue to renew the street lighting network across the City and upgrade to whiter light sources to improve visibility and security for both road users and pedestrians. The Lighting Network Renewal Project specifies the use of a standard column, painted in black, for roads and footpaths in existing Conservation Areas. The Council will consider departures from the standard column/lantern design for sites of historic/architectural interest where: they are historically accurate; the additional cost of their provision (over and above that of standard columns and lanterns) will be funded by the organisation promoting their use; and they meet the Council's lighting design standards.

The City Council, in association with relevant agencies and organisations, will continue to implement the Public Art, Dressing the City and Lighting Strategies, and to revise them, as necessary, and will continue to renew the street lighting network across the City.

## ADVERTISING

5.29 Advertisements can add colour and interest to the commercial street scene and can fulfil a useful function in screening unsightly temporary building work or vacant and untidy land. Clutter, however, can arise when retailers and other advertisers compete to distinguish their property or promote their products by the use of signs and illumination. Care must be taken to ensure that the display of advertisements does not detract from visual amenity or compromise safety (see policy DES 8: Signs and Advertising).

## BIODIVERSITY AND GREENSPACE

### DELIVERING THE VISION

The Development Strategy seeks to:

- promote social renewal by enriching the environment of the City and creating attractive living and working environments, improving quality of life;
- promote sustainability by protecting and enhancing biodiversity and greenspaces and realising the potential of the green network for sustainable drainage systems; and
- improve residents' health through the positive impact which local greenspace, trees and woodlands and enhanced biodiversity can have on mental health and by providing for local access to the green network.

5.30 This will help make the City more attractive to existing and prospective residents and investors, contributing to the delivery of the Joint Structure Plans (JSP) Sustained Growth Agenda.

### AIM

5.31 The strategic aim for BIODIVERSITY AND GREENSPACE is to further the conservation and enhancement of biodiversity both inside and outside designated areas and extend the multifunctional benefits of the green network to increase the City's attractiveness, help combat flooding and promote local accessibility and leisure opportunities.

5.32 Key delivery Policies, Programmes and Initiatives will include:

- utilising the opportunities offered by development proposals to increase the diversity of flora and fauna and to provide new green space in the City;
- ensuring that all development proposals have due regard to: the protection of landscape features and habitats, including trees and woodlands; the network of designated Sites of Importance for Nature Conservation (including wildlife corridors); legally protected species and listed species of conservation concern; and the appropriate habitat and species plans of Glasgow's Local Biodiversity Action Plan;
- protecting key sites that are important for their flora and/or fauna (Sites of Importance for Nature Conservation) and declaring Local Nature Reserves, where appropriate;
- integrating nature conservation and biodiversity measures into the maintenance, enhancement and development of Council-owned parkland, amenity open space, farmland and other land, as appropriate;
- developing the City's Core Paths network;
- pursuing greenspace, city woodland and outdoor active and passive recreation, sport, play, gardening and exercise initiatives throughout the City;
- improving the quality of existing landscapes; and
- maximising the use of greenspaces for flood attenuation and sustainable drainage purposes to help deliver enhanced biodiversity.

### DELIVERING THE STRATEGY

#### FUNCTIONS OF THE GREEN NETWORK

5.33 The green network has many functions. Inequalities exist, however, in the distribution, quality and quantity of greenspace available. This restricts the ability of some communities to enjoy safe and easy access to greenspace, particularly as pedestrians or cyclists. City Plan 2 seeks to redress this imbalance, where opportunities present themselves. Greenspaces should make a positive contribution to delivering the Plan's vision of a City of successful, sustainable places and an improved quality of



life. To this end, it will be important to ensure that the green network is appropriately managed and maintained to ensure that it continues to provide a safe, accessible and valuable resource for local communities and the City as a whole.



*Glasgow's Green Network*

5.34 Greenspaces range from sites of historic, scientific or cultural importance to areas that are poorly managed or maintained. They can be used to conserve or enhance biodiversity and landscape quality as well as to provide opportunities for sport, recreation, leisure and environmental education. They can also link different parts of the wider community and assist the economic revival of areas by increasing their attractiveness to business and housing investment.

5.35 The Plan seeks to consolidate and expand the extent and quality of these spaces, in order to create a multifunctional green network which, amongst other things, can help to address the impact of climate change (by incorporating features associated with sustainable drainage, flood alleviation and pollution reduction).

The City Council will seek to ensure that both existing and newly created greenspaces take account of the relationship between land drainage, greenspace, landform and access (where appropriate) and enhance the conservation of biodiversity by incorporating priorities identified in the Local Biodiversity Action Plan (LBAP), including its habitat and species action plans.

5.36 Where development is proposed within or adjacent to an area defined as being part of the Green Network, it will have to be demonstrated, to the satisfaction of the Council, that it has taken account of the need to maintain and enhance connectivity in relation to wildlife, landscape and access, as appropriate to the site and its surroundings.

## DEVELOPING THE GREEN NETWORK

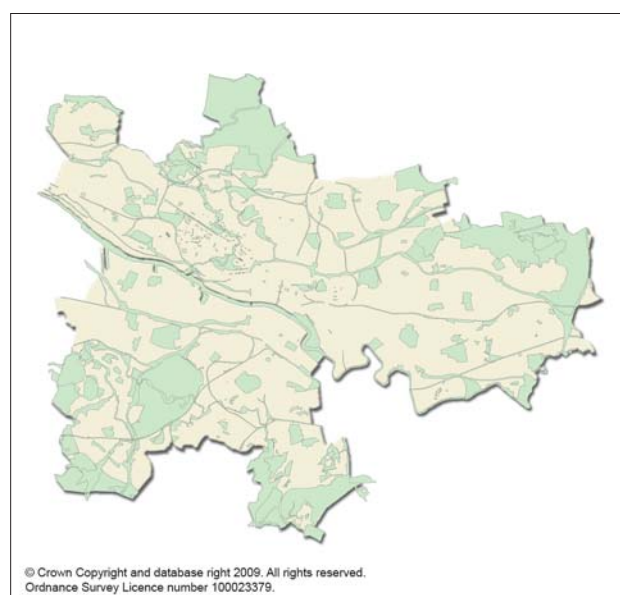
5.37 Glasgow has an extensive green network. This comprises a series of sites, some of which are interconnected by green corridors. These sites include Sites of Special Scientific Interest, Local Nature Reserves, Sites of Importance for Nature Conservation,

Nationally Important Gardens and Designed Landscapes and Ancient Woodland, as well as numerous parks, woodlands, golf courses, other sports facilities, allotments and other open spaces. Areas that are identified as sites of landscape value because of their contribution to townscape, local amenity, or biodiversity, also form part of the City's network of greenspace nodes. The Green Belt around the City's edge prevents coalescence with adjoining communities and provides an attractive landscape setting for the built-up area.

5.38 The green corridors include rivers, streams, canals, hedgerows, trees, railway lines, motorways and trunk roads. These corridors are important features in the landscape and can support a rich biodiversity. They provide links between habitats enabling the movement and dispersal of plants and animals. This, like water quality, can be important for maintaining or enhancing biodiversity in general, and the viability of some species in particular.

5.39 More specifically, long-established hedgerows can also link otherwise isolated woodlands as well as being important habitats themselves. A habitat action plan for hedgerows is now included within the Local Biodiversity Action Plan. A City-wide survey has identified the best examples of hedgerows which should be preserved and enhanced.

5.40 The green network also incorporates sections of two linear scheduled ancient monuments; the Forth and Clyde Canal, and the Antonine Wall. These features add to the amenity, quality and attractiveness of the landscape and biodiversity of the areas in which they are situated.



*Figure 5.2: Glasgow's Green Network*

5.41 The most important features are protected by an Environmental Designation in this Plan (see Policy ENV 7: National, Regional and Local Environmental Designations). Greenspaces and areas of Green Belt are protected by policies DEV 11: Green Space, ENV 1:

Open Space Protection, ENV 8: Trees, Woodlands and Hedgerows and ENV 9: Allotments and policies DEV 12: Green Belt and ENV 3: Development in the Green Belt, respectively and associated development guide DG/ENV 4: Development Affecting Environmental Designations.

5.42 The extent of, and interconnection between, elements of the Network is vital to the biodiversity of the City and enriches quality of life for residents and visitors. As Figure 5.2 illustrates, significant areas of greenspace are currently isolated from each other and connections need to be forged. To achieve this, the green network needs to be better integrated into major regeneration areas and planned improvements to parks and the public realm. The potential for the development of commercial facilities (e.g. cafes and restaurants) in parks may be considered where such uses will contribute to improved customer services and increased usage. Such proposals, where appropriate, should be set within the context of a park management plan (see policy ENV 1: Open Space Protection).

5.43 The JSP recognises the role that a green network can play in enhancing amenity and quality of life and also strengthening the attractiveness of the area for economic investment. To this end, it identifies a number of green network priorities in support of the Structure Plan strategy and the Glasgow and the Clyde Valley Green Network Partnership has been established to promote a number of schemes, including potential projects in Glasgow which will support the Metropolitan Flagship Initiatives and Community Growth Areas:

- Clyde Gateway (being taken forward through the Clyde Gateway Green Network Strategy – see paragraph 7.136);
- Clyde Waterfront Green Place;
- Dams to Darnley Country Park;
- Easterhouse/Gartloch Bishop's Estate Project; and
- Robroyston Project.

The City Council will strengthen the connectivity of the green network to benefit both biodiversity and landscape and will incorporate its elements into local development strategies, masterplans, design briefs, the developing core path network and appropriate planning consents, to give pedestrians, cyclists and disabled people safe and easy access to Glasgow's services and facilities.

5.44 Scottish Planning Policy (SPP) 11: Open Space and Physical Activity indicates that local authorities should prepare an audit which should take account of the quantity, value and use of all existing open space. Work on the audit for Glasgow has commenced, and will form the basis of an open space strategy which will inform future decision making on the function and importance of sites in both public and private ownership. The strategy will complement the policies of the Plan and will constitute supplementary development guidance. Open spaces will be indicated on a map, in line with advice

provided in Planning Advice Note 65: Planning and Open Space (see policy ENV 1).

The City Council will lead an investigation into the City's greenspaces with a view to clarifying the function, importance and future use of sites.

5.45 Policy ENV 2: Open Space and Public Realm Provision requires the provision of civic or open space for different forms of development.

## STRATEGIC DRAINAGE AND FLOOD RISK

5.46 The severe and intense rainfall events, associated with climate change which Glasgow has been experiencing in recent years have highlighted the lack of capacity in the surface water drainage systems serving the City. Unless addressed, this will be a major obstacle to the City's development aspirations.

5.47 The Glasgow Strategic Drainage Plan involves a partnership between the agencies with statutory remits relating to hard and soft drainage infrastructure. It represents a sustainable approach to the removal of development constraints, reduction of flood risk and improvement of both water quality and watercourse habitats (see policy ENV 17: Protecting the Water Environment). The key to its successful delivery is the integration of land use, building design, surface water drainage, access and open space. Sustainable Drainage Systems (SUDS) will have an important role to play, as will the green network. The River Clyde Flood Management Strategy (RCFMS) has identified areas adjacent to the River Clyde and within the City where flood risk needs to be addressed. DG/ENV 6: River Clyde Flood Management Strategy Development Guide identifies solutions to ensure that this is achieved through development.

5.48 Safeguarding and managing the existing network of wetlands, such as within the Bishop's Estate (Easterhouse)(which feed into the River Kelvin drainage system), can also aid SUDS solutions.

The City Council will bring forward a framework addressing the creation, maintenance, management and integration of SUDS into the green network.

## LOCAL NATURE RESERVES (LNRs)

5.49 LNRs are areas of high natural interest which are not only protected, but also managed, for nature conservation. They provide opportunities for informal enjoyment of nature by the public and can fulfil educational and research roles. There are currently seven LNRs within the City. A mixture of major development proposals, land ownership and cross boundary issues have resulted in the proposals for LNRs at Frankfield Loch and Waulkmill Glen/Darnley Mill, plus extensions to Bishop Loch LNR, being carried forward from City Plan 1. Currently, there are no LNRs in the south of

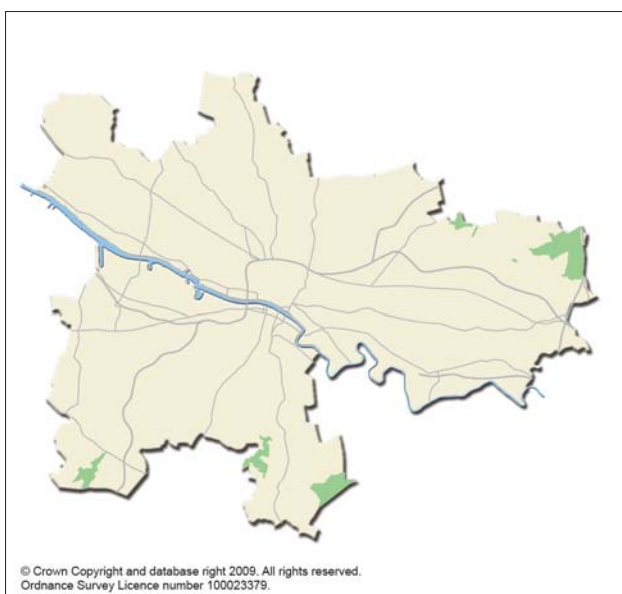
the City. To address this, the Council will examine the benefits of designating Cathkin Braes and Linn Park as LNRs. There is some privately owned land adjoining Cardowan Moss LNR that, if included with the owner's agreement, would add to the value of the LNR. It is included as a proposal. During the period of the Plan, other locations, that meet the necessary criteria, may also be declared LNRs, after full consultation (see policy ENV 7). Initially, priority will be given to achieving LNR status for Cathkin Braes and Linn Park, both of which are within Council ownership.



*Bishop Loch LNR*

The City Council will seek to achieve Local Nature Reserve status for:

Cathkin Braes;  
Linn Park;  
Waulkmill Glen/Darnley Mill;  
Frankfield Loch;  
An extension to Cardowan Moss LNR; and  
Extensions to Bishop Loch LNR.



*Figure 5.3: Proposed Local Nature Reserves*

## NATURE CONSERVATION (SCOTLAND) ACT 2004

5.50 The City Plan's environmental policies reflect the terms of the 2004 Nature Conservation (Scotland) Act as well as those of the Habitats Directive and the Conservation (Natural Habitats) Regulations 1994. The 2004 Act places a new legal duty on public bodies to further the conservation of biodiversity in all of their functions, and afford enhanced protection to Sites of Special Scientific Interest and wildlife. The Plan's policies include guidance on directing development away from sensitive habitats and species, addressing cumulative impacts, fragmentation of habitats, isolation of species and protection of water bodies, where appropriate (see policy ENV 7).

## THE GLASGOW LOCAL BIODIVERSITY ACTION PLAN

5.51 The Glasgow Local Biodiversity Action Plan (LBAP) was launched in 2001. As part of the process, a Biological Audit has been prepared, and action programmes for the improvement of habitats, such as wetlands, and various species, have been approved and progressed. The environmental designations set out in the City Plan contribute positively to protecting and enhancing biodiversity, e.g. Green Corridors (see policy ENV 7). A Glasgow Biodiversity Partnership has been set up with a range of partner organisations to pursue the aims and objectives of the LBAP. Policy ENV 6: Biodiversity seeks to ensure that new development takes cognisance of, and is compatible with, the LBAP.

*The City Council will promote policies, programmes and other mechanisms aimed at furthering the protection and enhancement of biodiversity in the City.*

## TREES, GARDENS AND WOODLANDS

5.52 In 2001, the Council agreed that a sustainable woodland management strategy was required to ensure that future generations of Glaswegians would continue to enjoy the benefits of trees and woodlands. In 2005, the Glasgow Woodland Unit was established as a partnership between Forestry Commission Scotland and the Council, initially for 3 years, with Scottish Natural Heritage providing supporting grant assistance. It aims to consolidate and extend woodland in the City's green network, facilitate sustainable continuous tree cover in woodlands throughout the City, maximise funding for woodland management, and deliver the benefits to woodland owners and Glasgow's residents. It is working with other organisations to achieve effective community participation, environmental education, improved biodiversity, work experience and jobs training.

5.53 Trees, gardens and woodlands enrich the quality and image of the City and form an important part of the setting of the City and its built heritage, particularly on hilltops, through river valleys, formal planting in boulevards and other transport corridors, parks and open



spaces and private gardens. Almost 80 Tree Preservation Orders protect individual trees and woodlands throughout the City. Trees within Conservation Areas are afforded a similar protection, as are trees on Council Land (see policy ENV 8: Trees, Woodlands and Hedgerows).

*The City Council will seek to protect, enhance and manage the City's woodland.*

## THE GLASGOW CORE PATHS PLAN

5.54 Under the terms of the Land Reform (Scotland) Act 2003, Local Authorities are required to produce a statutory plan for a system of core paths for the purpose of giving the public reasonable access throughout its area. This will involve the identification of a network of priority paths and walkways to provide opportunities for walking, cycling, riding and other activities, for people of all ages and abilities. This will contribute to policy objectives such as improving health and sustainable transport.



*Existing Path Network*

5.55 Core paths have a key role in promoting accessibility between homes and work, and with community, recreational and transport facilities. They are also important in connecting the path network, through green spaces and corridors, from the city centre to the urban fringe and beyond. Where appropriate, the Council will require elements of the identified Core Paths Plan to be provided within the context of development proposals (see policy ENV 10: Access Routes and Core Path Network).

5.56 Until such times as the Core Paths Plan is adopted, the Glasgow Outdoor Access and Walking Strategy (2005) constitutes the framework around which the Council, and its partners, will plan and develop path networks in the City. The Strategy identifies opportunities for route improvements. It also identifies missing links in the Network and identifies possible locations for the development of new access routes. As part of the process, the Council will examine the benefits that good signage and improved pedestrian linkages to public transport nodes can bring to the value of core paths.

*The City Council will prepare and implement a Core Paths Plan for Glasgow and will safeguard identified routes.*

## ALLOTMENTS

5.57 There is a healthy demand for allotments in Glasgow, including the 14 that are managed by the Council. They provide an important, and long-standing, resource for many communities living at high density and with little or no provision for sizeable private gardens (see policy ENV 9: Allotments). Allotments make a valuable contribution to improving social inclusion, physical and mental health, diet and biodiversity, leading to an improved quality of life. The Council intend to prepare an allotment strategy and will seek new allotment provision as part of the open space obligation for larger developments.

*The City Council will continue to promote the active use and enhancement of allotment gardens and will seek, through new developments, additional allotments space, where appropriate.*

## LOCAL ENVIRONMENTAL INITIATIVES

5.58 The Council is already working with a number of agencies and the community to develop and implement a number of locally important environmental initiatives. These aim to provide opportunities to enhance access to, and the enjoyment of, the City's greenspaces and countryside. This is being done through the implementation of a range of proposals involving recreational uses including investment in children's play and neighbourhood quality, countryside management and environmental and biodiversity management. Examples of current initiatives include the following projects:

- Bishop's Estate;
- Stirling Maxwell Forest Park;
- Dams to Darnley Country Park; and
- GHA Neighbourhood Quality Improvement Fund and associated GCC funding.

*The City Council will continue to work with a range of agencies to support and progress local environmental initiatives to benefit the built and natural heritage of the City.*

## VACANT AND DERELICT LAND

### DELIVERING THE VISION

The Development Strategy seeks to:

- facilitate new investment in the areas in which vacant and derelict land is most prevalent, often those parts of the City which are the Council's social renewal priorities;
- promote sustainability by providing for the recycling of land in sustainable locations, maximising the use of existing infrastructure investment and minimising greenfield development; and
- improve resident's health by addressing sites which, because of dereliction/contamination, may present health or accident risks to nearby residents and other environmental receptors, e.g. water, landscape and wildlife and by improving local environments which can positively impact on mental wellbeing, including landscape and water environments and enhanced biodiversity.

5.59 This will help make the City more attractive to existing and prospective residents and investors, contributing to the delivery of the Joint Structure Plan's (JSP) Sustained Growth Agenda.

### AIM

5.60 The strategic aim for VACANT AND DERELICT LAND is to treat and/or realise the development potential of at least 100 hectares of vacant land per annum in support of the Plan's aims.

5.61 Key delivery policies, programmes and initiatives will include:

- encouraging creative partnerships and promoting innovative technologies to provide holistic, sustainable solutions in the remediation of vacant and derelict land; and
- greening vacant and derelict land, where appropriate, to expand the green network.

### DELIVERING THE STRATEGY

#### UNLOCKING DEVELOPMENT POTENTIAL

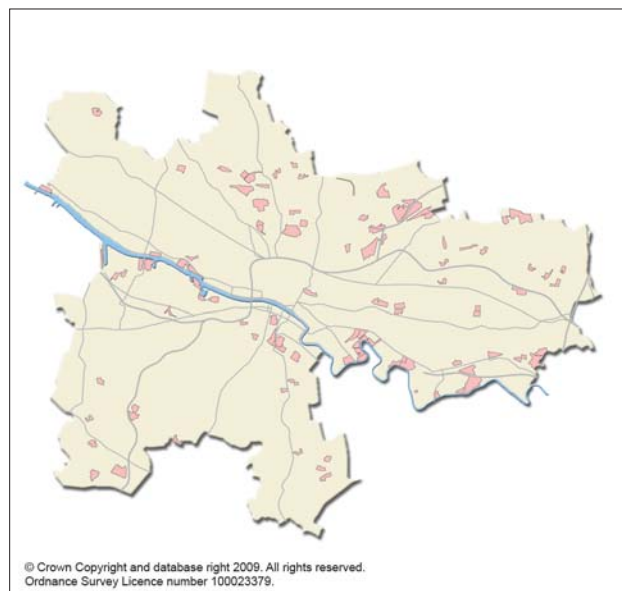
5.62 Over 1,300 hectares of Glasgow's total land area is estimated to be vacant and/or derelict (7.5%). This generates a negative image of parts of the City, potentially

adversely affecting environmentally sensitive activities such as tourism and inward investment. The City's vacant and derelict land represents a significant opportunity for the sustainable redevelopment of brownfield sites which, in turn, would enhance the environmental, economic and social well-being of the City. Over the last five years, approximately 522 hectares of vacant and derelict land has been taken up. Approximately 70 hectares of vacant land, however, has been created each year, from demolition of buildings, principally housing clearance. In addition, Glasgow has a residue of long-term vacant and derelict land which will require sustained action and investment if its value is to be realised.



*Vacant and Derelict Land*

5.63 Much of the City's vacant land is still concentrated in the north and east of the City and has been vacant for more than 20 years. This may be because these sites have additional on-costs, such as potential contamination (see policy ENV 12: Development of Brownfield Land and Contaminated Sites), instability or water/sewerage constraints, or are in areas currently perceived as less attractive for redevelopment by the private sector. Much of the vacant land is in private ownership, often in large parcels owned by utilities.



*Figure 5.4: Vacant and Derelict Land (3 ha and above)*

5.64 The Scottish Government recognises the difficulties local authorities have in bringing vacant land back into productive use and allocated £20m to the City over the period 2004-08 for investigation and treatment of derelict land. Works include mineral stabilisation of a strategic industrial site in the Cambuslang Investment Park, remediation of a site in Clyde Gateway for the National Indoor Sports Arena and securing sewer connections in order to release land for residential and business development at the Nova Technology Park, Robroyston within the M80 Corridor.

5.65 The Council will seek to utilise partnerships and innovative technologies to provide sustainable solutions in the remediation of vacant and derelict land. At Clyde Gateway, for example, the Council is examining the potential for developing a soil treatment 'hub site' in partnership with the private sector to provide bespoke, on-site decontamination solutions for polluted soils which otherwise would have to be removed to landfill sites at great cost.

The City Council will continue to develop and implement innovative remediation initiatives aimed at treating and/or realising the development potential of at least 100 hectares of vacant land per annum, in partnership with other relevant organisations and will seek to involve the private sector in this process. The wider issues of vacant and derelict land will be reviewed with a view to producing a strategy for its development and/or improvement.

5.66 Where appropriate, vacant and derelict land reclamation will also be used to optimise Glasgow's green network, not only for biodiversity and recreational purposes, but to assist in delivering the City's Strategic Drainage Plan by providing land for sustainable drainage solutions (SUDS). In respect of 'greening', there is scope to access funding from Forestry Commission Scotland as the Scottish Government has identified Glasgow and the Clyde Valley as an area where woodland planting, regeneration, improvement or management are priorities for social, environmental and/or economic reasons. In addition, SNH can assist with the funding of biodiversity and habitat improvements relating to derelict brownfield sites.

The City Council will seek funding assistance from Forestry Commission Scotland and SNH to facilitate the greening of vacant and derelict land and the expansion of the green network.

5.67 Whilst vacant and derelict brownfield land can contribute to biodiversity, its redevelopment for appropriate uses can also contribute to the promotion of sustainability, particularly in locations that are highly accessible by public transport. In such circumstances, and wherever possible and practicable, new development should seek to protect, enhance and promote existing habitats and/or create new habitats on development sites and put in place measures to provide for their effective future management (see policy ENV 6: Biodiversity).

## DEVELOPMENT OPPORTUNITIES

5.68 The City contains a large number of development opportunity sites and these are monitored on an ongoing basis.

5.69 For information on: housing land supply, industrial and business land supply and vacant sites, contact [cityplan@glasgow.gov.uk](mailto:cityplan@glasgow.gov.uk).

## ENERGY

## DELIVERING THE VISION

The Development Strategy seeks to:

- advance social renewal by delivering more energy efficient homes, reducing household fuel consumption and expenditure;
- promote sustainability by encouraging lower carbon buildings, with increased on-site energy generation and use of low and/or zero carbon technologies; and
- improve and maintain residents' health by promoting the development of energy efficient, warmer homes.

5.70 This will help make the City more attractive to existing and prospective residents and investors, contributing to the delivery of the Joint Structure Plan's (JSP) Sustained Growth Agenda.

## AIM

5.71 The strategic aims for ENERGY are to lower the carbon footprint of the City's buildings as a response to climate change through energy efficient design, increased on-site energy generation and use of low and/or zero carbon technologies.

5.72 Key delivery Policies, Programmes and Initiatives will include:

- improving standards through the implementation of policy DES 2: Sustainable Design and Construction;
- encouraging the innovative use of low and/or zero carbon technologies through policy ENV 15: Energy;
- studying the potential for renewable energy developments in Glasgow with a view to preparing a Renewable Energy Strategy for the City; and
- reducing the need to travel and promoting modal shift to sustainable modes for those trips which are undertaken.



## DELIVERING THE STRATEGY

### CONTEXT

5.73 The UK Government is committed to reducing CO<sub>2</sub> emissions by 20% over 1990 levels by 2010, and by 60% by 2050. To meet these aims, the Scottish Government, has stated a commitment to generate 40% of Scotland's energy from renewable sources by 2020 and this has been quantified as 6GW.

5.74 To attain these targets, the Scottish Government has issued Scottish Planning Policy (SPP) 6: Renewable Energy and Planning Advice Note (PAN) 84: Reducing Carbon Emissions in New Development, PAN 45 Microrenewables and an Energy Efficiency and Microgeneration Strategy for Scotland. The Scottish Government has, therefore, set a clear requirement for planning authorities to take account of climate change impacts in the preparation of development plans and in the determination of planning applications. The aims of the above documents are reflected in policy ENV 15: Energy and the development strategy in sustainable construction (see Sustainable Design and Construction, paragraph 5.7).

5.75 Improving energy efficiency and promoting the use of low and/or zero carbon energy generation is crucial in addressing the causes of climate change, reducing household fuel poverty and helping business competitiveness in Glasgow. The Council is, therefore, committed to promoting mitigation and adaptation policies and strategies in relation to energy, waste, transport, flooding, construction and design. This will seek to reduce the City's ecological footprint and improve social, economic and environmental conditions.

5.76 The City Plan, through Design policies DES 1: Development Design Principles and DES 2, aims to deliver more environmentally sound and well-designed buildings across the City. As a function of good design, the Council is particularly keen to encourage the development of innovative buildings which are energy self sufficient/zero carbon.

5.77 The Council also recognises that decentralised energy will have a significant role to play in encouraging the efficient delivery of energy to new and existing developments. It is keen to encourage developers to look beyond the boundary of their own sites in order to develop a shared energy resource with neighbouring developments. It is also keen to encourage the set up of Energy Services Companies (ESCOs) as a means of delivering a stable local energy supply to developments.



*Developing New Energy*

5.78 In policy ENV 15, the Council has set a further requirement for the consideration of microgeneration on a small scale, for all development. This could make a significant contribution to tackling climate change by ensuring a reliable low and/or zero carbon energy supply, which not only helps to reduce CO<sub>2</sub> emissions, but will also help to increase awareness and engage the public into taking action.

### ENVIRONMENT

5.79 At a time when energy costs are rising, improved energy efficiency and on-site energy generation will help to tackle fuel poverty by reducing bills, which in the domestic sector will assist in attaining the Scottish Government's aim of eradicating fuel poverty in Scotland by 2016. Fuel poverty is a significant problem in Glasgow with approximately 14% of households spending more than 10% of their income on all household fuel use. The Council continues to action its Fuel Poverty Strategy through its continued activities in relation to the Home Energy Conservation Act.

5.80 At a corporate level, Glasgow City Council signed the Climate Change Declaration in January 2007, and since May 2007, participates in the Carbon Trust's Local Authority Carbon Management Programme. Policy ENV 15 will ensure that the Council is also working at a local level across the City to deliver a lower carbon Glasgow in line with national priorities. Reducing the need to travel, and promoting modal shift to sustainable modes for those trips which are undertaken, can also help reduce energy usage (see also TRANSPORT, in particular paragraphs 6.56 - 6.61).

### RENEWABLE ENERGY SOURCES

5.81 In order to provide further structure to the Council's approach to renewable energy, and as a means of gathering baseline information, energy strategies for major areas of regeneration initiatives will be carried out. Such studies will be additional to previous feasibility work on wind, hydro and wood fuel power, and will focus primarily on other renewable energy technologies which are also suited to the predominantly urban form of the City. These technologies are seen as a means of significantly increasing the smaller scale production of heat and electricity from renewable sources, and are likely to include micro wind, solar, biomass, heat pumps, fuel cells and energy from waste. Glasgow is committed to promoting the increased use of renewable energy sources. Support for renewable energy developments and the need to protect and enhance Glasgow's natural and historic environment must be regarded as compatible goals, if an effective response is to be made to the challenges of sustainable development and climate change (see policy ENV 15).

*The City Council will extend its study of the potential for renewable energy developments in Glasgow with a view to preparing an Energy Strategy for the City.*



6.1 Ensuring that the City's infrastructure is functional, modern and accessible is one of the City's major challenges in delivering the Plan's development strategy.

6.2 Infrastructure includes the City's transport, retail and commercial networks as well as other essential facilities such as hospitals and schools. This section of the Plan, therefore, looks separately at Transport; Retail and Other Town Centre Uses; Waste Management; Water Supply; Drainage and Sewerage; Information and Communications Technologies; Other Utilities; Education; Hospital Provision; and Culture and Sport.

## TRANSPORT

### DELIVERING THE VISION

The Development Strategy seeks to:

- advance social renewal by helping facilitate regeneration, attract jobs and retain existing employment, and by providing for easy access to jobs, services and other destinations for all City residents, regardless of life circumstances;
- promote sustainability, by helping reduce the need to travel and increasing the use of sustainable modes for those trips which are undertaken; and
- improve residents' health by minimising air and water pollution at source, increasing the opportunity for physical activity and by improving road safety through reducing traffic and traffic speeds, in appropriate locations.

6.3 This will help make the City more attractive to existing and prospective residents and investors, contributing to the delivery of the Joint Structure Plan's (JSP) Sustained Growth Agenda.

### AIM

6.4 The strategic aim for TRANSPORT is to develop the City's transport infrastructure and land use pattern to reduce the need to travel, particularly by car, and to meet the needs of residents, visitors, commerce and industry, in line with sustainable transport objectives.

6.5 Key delivery Policies, Programmes and Initiatives will include:

- i). creating improved conditions for economic development and regeneration through the delivery of new transport schemes and the protection and enhancement of existing transport infrastructure;
- ii). improving public transport, walking and cycling links between people's homes, employment opportunities and other services and facilities;
- iii). relating transport more directly to land use, and vice versa in relation, for example, to housing densities, and employee access to workplaces, education establishments and health facilities; and
- iv). increasing the integration of transport infrastructure to facilitate journeys that involve different transport modes and/or services.

### DELIVERING THE STRATEGY

#### CONTEXT

6.6 Planning for the City's transport infrastructure needs provides an opportunity to reduce the impact of motorised vehicles through, for example, reducing community severance, noise and emissions, whilst increasing road safety, thereby facilitating the creation of a more pleasant, attractive, and accessible City. This will entail making public transport, walking and cycling more attractive and accessible propositions for residents and visitors as well as for commuters from outwith the City. It has implications both for the delivery and design of new infrastructure and for land use patterns. New transport infrastructure will also be required to help deliver regeneration, help indigenous growth and attract new jobs to the City and retain existing ones. In meeting these objectives, it will be important to ensure that any associated increase in car use is minimised. Where areas are not well served by public transport, remedial action to integrate these areas into the public transport, cycling and walking networks is required.

6.7 Traffic in Glasgow grew steadily at around 2% per year to 1995. From 1996 to 2005, traffic growth has reduced to 0.46% per annum. Although the reduction in traffic growth is welcomed, national forecasts suggest that, without intervention, levels of traffic are likely to continue to grow. Compared to other Scottish Cities, and the Scottish average (66%), access to a car by households in Glasgow remains relatively low, so the potential for

growth in ownership and, therefore, usage, is high. In 2001, average access to a car by household across the City was 44% (compared to 33% in 1991) but in some areas was as low as 20%. Many City residents, therefore, rely on public transport, walking and cycling to provide access to jobs, services and other destinations.

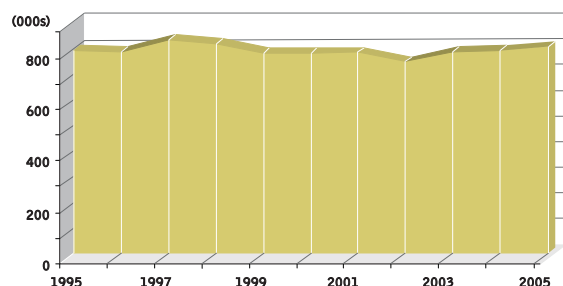


Figure 6.1: Average Daily Traffic Flows in Inner Glasgow (source: Land and Environmental Services, Glasgow City Council)

6.8 Although growth in car ownership may be inevitable, what is of particular concern to the Council is the potential growth in car-borne commuting and travel (given the link between car ownership and use) and its effect on congestion and the environment, including emissions that affect air quality (see paragraphs 6.62 to 6.63). Maintaining the emphasis on the use of public transport, particularly for trips to the City Centre (where 60% of journeys to work in 2001 were by public transport), is also a key concern for the Council. Between 1991 and 2001, commuting to work by car by Glasgow residents increased from 43% to 49%. The scale of the challenge is illustrated by the target set by the Scottish Government to stabilise traffic growth in Scotland (which is predicted to grow by 27% over 2 decades) at 2001 levels, by 2021.

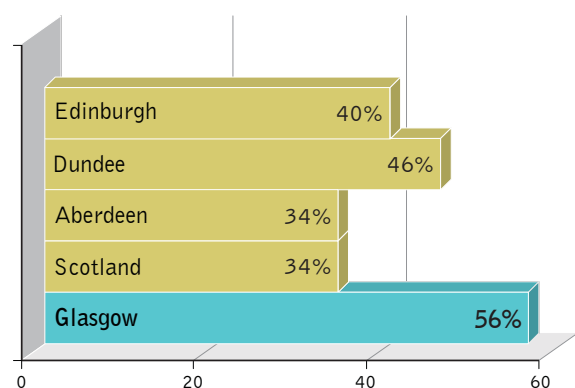


Figure 6.2: Percentage of Households without a Car (source: 2001 Census of Population)

## ROADS

6.9 The road network has an important influence on many forms of development including industry and business. In Glasgow, more than 70% of land developed annually for industry/business uses is located within 1.5 km of the strategic road network. This is of relevance to the development of the Clyde Gateway in the Metropolitan

Growth Corridor and the proposals in that area for the M74 Completion and the East End Regeneration Route (EERR).

6.10 The M74 Completion project is now proceeding, with completion expected in 2011. This will help stimulate the economic regeneration of the area, recognised as a national regeneration priority by the Scottish Government. Planning consent has also been granted for the EERR, with completion proposed for 2012. A key issue for these proposed roads is ensuring that the capacity freed on the local road networks benefits priority users (e.g. public transport) and that complementary investment is made in public transport provision – e.g. Parkhead Forge Rail Station, the extension of the Quality Bus Corridor network and upgrading rail lines and services.

6.11 The River Clyde Corridor also contains significant development opportunities. To support these developments, the North Clydeside Development Route (Anderston Junction on the M8 to Clydebank (incorporating SECC works, Glasgow Harbour works and Yoker Relief Road)) is being promoted. The assessment of the impact and benefits of the Yoker Relief Road (required by the Reporter at the City Plan 1 Local Plan Inquiry) concluded that the Route will bring regeneration benefits and that the alignment should be safeguarded. The Clyde Arc bridge, has improved access to Pacific Quay from north of the river. It provides both general traffic and bus/taxi/cycle lanes.



The Clyde Arc

6.12 The JSP provides for the development of a Community Growth Area in the M80 Corridor at Robroyston/Millerston, together with industrial/business opportunities at Single User and Strategic Business and Industrial sites. The dualling of the Bishopbriggs Relief Road (only partially dualled, at present) is being promoted to support these developments. Since City Plan 1, the Relief Road has been extended north to the City boundary as a single carriageway. The remainder of the route is in East Dunbartonshire (see M80 CORRIDOR paragraph 7.184).

6.13 To support the regeneration of the Greater Easterhouse area and the Easterhouse/Gartloch Community Growth Area proposal (see M8 EAST), new road infrastructure is required. This includes upgrading Gartloch Road (incorporating a path for walking and cycling) in order to enhance direct access

for Easterhouse residents to employment opportunities at Gartcosh (including improving the infrastructure for the connecting bus service) and a proposed link road to Cardowan (the Easterhouse Regeneration Route).

6.14 Completing the missing link of the M8 (Baillieston to Newhouse) will have a knock-on impact in Glasgow, as the existing Baillieston Interchange roundabout is proposed to be incorporated into the Motorway. This requires the provision of a new roundabout, west of the Interchange, to link the A8 and A89. The roundabout also facilitates the M73/M8 connection (currently not directly provided) and could assist in providing access to the Baillieston/Broomhouse Community Growth Area. An alignment for this access (road/bus) link will be the subject of feasibility studies as part of the masterplanning for the Community Growth Area (see PEOPLE, paragraphs 3.28-3.39 and CLYDE GATEWAY, paragraph 7.126).

6.15 Further road infrastructure is also required to support the Crookston and Summerston greenfield housing release areas, the Ruchill/Keppoch (currently the subject of a transport study) and Oatlands New Neighbourhoods (all promoted in City Plan 1) and the Robroyston/Millerston Community Growth Area (with a proposed link road between Robroyston and Millerston the subject of a feasibility study). These roads will enable the delivery of the required public transport/sustainable accessibility to unlock the development potential of these sites. The M74 Completion and EERR also offer opportunities to realign Duke Street at Parkhead Forge to create more sustainable neighbourhoods (see CLYDE GATEWAY, paragraph 7.141).

6.16 The Council is commissioning feasibility studies into the possible creation of a northern circumferential route. This is to assist in enabling development in North Glasgow by relieving congestion on key radial roads.

The City Council supports the implementation of the following road schemes (see PROPOSALS MAP and policy TRANS 1: Transport Route Reservations):

## National Strategic

M74 Completion

M8 Baillieston to Newhouse – associated works

## City Strategic

East End Regeneration Route (including Oatlands Bypass)

North Clydeside Development Route

## Other Roads

Bishopbriggs Relief Road (dualling)

Blackhill Road Upgrade (Summerston)

Crookston Spine/Bus Link Road

Duke Street Realignment (Parkhead)

Easterhouse Regeneration Route

Gartloch Road Upgrade

Robroyston/Millerston Spine/Bus Link Road

6.17 Directing major road traffic intensive uses to areas with good access to the existing strategic network will minimise their impact on the environment and optimise the use of strategic road space (see also policy TRANS 2: Development Locational Requirements). The Development and Design Policies contained in Part 3 of the Plan seek to create the basic conditions necessary to encourage economic investment by identifying development opportunities close to major road infrastructure (see also JOBS).



Figure 6.3: Road Proposals

6.18 Scottish Government policy presumes against new junctions on the trunk road network. Where a new, or significantly improved, junction is proposed to facilitate development, full and detailed justification will require to be provided for such a strategy (including integrating development with the existing communities through local public transport and new/existing cycle/footpath networks) within the Transport Assessment for the specific development scheme. This is to enable Transport Scotland to determine if such justification is sufficient to set aside the policy.

## RAIL

6.19 The absence of a rail link to Glasgow Airport places it at a disadvantage compared with other major UK and European airports. The lack of a direct link between the North and South electric rail networks also affects the Airport's ability to attract passengers from the wider Scottish market. A direct rail link to the Airport, and the construction of a link between the two electric networks (Crossrail), would consolidate and extend the Airport's Scottish catchment and enhance its contribution to the economic well being of the City and the wider Conurbation. The Link has now received Royal Assent, with the result that the Scottish Government now has the powers to construct it.



The City Council supports the implementation of the Glasgow Airport and Crossrail Links as a priority within the Regional Transport Strategy.

6.20 Opportunities exist to improve the rail network in Glasgow as part of wider proposals being considered by Strathclyde Partnership for Transport (SPT). The Crossrail proposal, for example, would facilitate rail movement between the networks north and south of the Clyde, involve the creation of new stations at West Street, Gorbals and Glasgow Cross, plus a relocated High Street Station, and enhance the development potential of adjacent areas. A feasibility study of the Crossrail scheme has proved the practicality of this proposal and SPT are undertaking further development work on the detailed operational aspects of the scheme.



*The Rail Network*

The City Council supports the implementation of the following public transport schemes as a priority within the Regional Transport Strategy (see PROPOSALS MAP and policy TRANS 1: Transport Route Reservations):

## National Strategic

Crossrail (incorporating Strathbungo Link and Kelvinhaugh Turnback) and associated stations at: Glasgow Cross (high and low level); Gorbals; High Street (relocated); and West Street

6.21 SPT, in partnership with Transport Scotland, Network Rail and the Council, is examining other opportunities to extend and improve the heavy rail system. A link between the Northern Electric and Cumbernauld Lines (using the Garngad Chord) and the reopening of the Carmyle to Newton Chord are under consideration, as is the potential electrification of the Whifflet, Kilmarnock/Barrhead, East Kilbride and Cumbernauld lines. Such improvements would increase operational flexibility/service routing possibilities and would allow electric rolling stock to run throughout the suburban network (as well as provide benefits in terms of reliability, speed and maintenance savings).

6.22 In addition to these proposals, SPT is investigating improving passenger catchments by establishing a number of new or relocated stations. This could assist in

supporting redevelopment in the Key Regeneration Areas and the Community Growth Areas. The proposed stations generally lie within operational rail land. Transport Scotland is undertaking a feasibility study to examine how to provide for barrier-free access to Mount Florida Station.

6.23 Following the last refurbishment in the mid 1970s, the subway is likely to require a further refurbishment in the near future. SPT is developing a long term strategy for the Subway and is proposing to undertake a series of masterplans for the areas surrounding each subway station, and the maintenance facility at Broomloan, with a view to maximising the advantages offered by these high accessibility locations and safeguarding their operational efficiency.

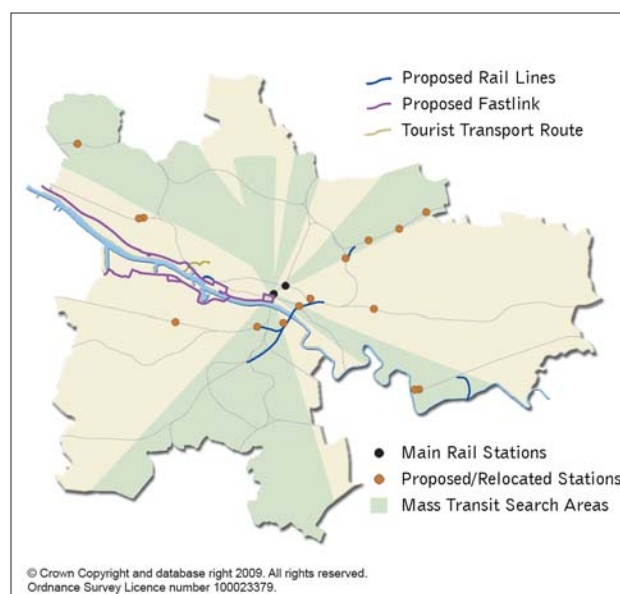
The alignments and land requirements of the following will be safeguarded (proposals to be appraised and developed by SPT in consultation with Network Rail) (see PROPOSALS MAP and policy TRANS 1: Transport Route Reservations):

## Rail Links:

Carmyle to Newton Chord; and  
Garngad Chord.

## Stations:

Blochairn/Garngad;  
Bogleshole (Cambuslang Investment Park);  
Drumchapel (West);  
Germiston;  
Ibrox;  
Jordanhill (West);  
Millerston;  
Parkhead Forge; and  
Robroyston.



*Figure 6.4: Public Transport Proposals*

6.24 The Scottish Government is committed to reinstating the railway line between Airdrie and Bathgate (programmed to open in 2010), providing a further east-west rail corridor between Glasgow and Edinburgh, with the potential for through running of electric trains from Helensburgh to North Berwick. The proposal will further improve communications and accessibility between Glasgow and Edinburgh as outlined in the first National Planning Framework.

6.25 The environmental quality of some existing transport facilities may act as a deterrent to their use, for example, the rail stations on the East End section of the Argyle Line, Anderston Station and the entrance to Queen Street Station (see CITY CENTRE, paragraphs 7.39 and 7.47). Higher standards of public transport comfort, safety and accessibility will be one of the necessary prerequisites for tackling increasing car use in a comprehensive way and need to be part of development proposals for stations.

## BUS/CLYDE FASTLINK

6.26 The Council has assessed the potential for new public transport routes to serve the emerging areas of development on the north and south banks of the River Clyde through the Clyde Corridor Transportation Study (CCTS). From this assessment, a north bank route (Clyde Fastlink), from Central Station to Glasgow Harbour, will be developed, initially, by SPT as promoter (with the Council as agent) for delivery as a bus rapid transit proposal. This will be designed to facilitate upgrading to rail based light rapid transit at a later date, should the need arise. The CCTS also identified a south bank route (to Renfrew) and a western extension of the north bank route (to Clydebank). These routes are required to deliver high public transport accessibility to support the regeneration of the Clyde Waterfront and need to be safeguarded. It should be noted that the routes shown on the proposals map and in the map accompanying policy TRANS 1, are diagrammatic and that certain route details may be subject to amendment.



*Clyde Fastlink*

The City Council supports the implementation of the following public transport schemes (see PROPOSALS MAP and policy TRANS 1: Transport Route Reservations):

### City Strategic

- Clyde Fastlink (North Bank) and extension west to Clydebank
- Clyde Fastlink (South Bank) to Renfrew

### Other

- Tourist Transport Route from Kelvingrove Art Gallery and Museum to new Museum of Transport

6.27 A wider Glasgow Conurbation Public Transport Study by SPT will identify a programme of public transport projects and other supporting initiatives to ensure public transport provision in the wider conurbation achieves the West of Scotland's shared objectives for public transport. The Study is given priority by the JSP, which also identifies the need to promote a mass transit network (including light rapid transit or equivalent system) for the conurbation. Mass Transit routes from the City Centre, for example, to Ruchill, Cowlands, Clyde Gateway and Robroyston could help fill some of the gaps in the public transport network. A possible tourist transport route, intended to connect the refurbished Kelvingrove Art Gallery and Museum with the relocated Museum of Transport on the River Corridor, is also being considered.

6.28 The implementation of the Quality Bus Corridors (QBC) programme (Streamline Routes) by the Council's Land Services, First Glasgow and SPT, assisted by funds from the Scottish Government's Public Transport Fund, aimed to deliver more efficient and effective public transport movements. The first route to be implemented, from Faifley to Baillieston, has, since May 2005, led to a reduction of 10 minutes in the scheduled journey time (an improvement of 10%). Additional routes were completed in 2006, including Dalmarnock Road, Duke Street, Edinburgh Road, Great Western Road to Clarkston Road/Pollokshaws Road, Maryhill Road to Tollcross Road, Paisley Road West to Balmore Road and Springburn Road. Further improvements are anticipated with the introduction of the City Centre traffic management system (including bus priority) (see paragraph 6.50).



*Improving Bus Travel*

The City Council will take account of the operational requirements of bus facilities, such as bus stations and bus layovers, in the development and assessment of masterplans (and similar) as well as in the consideration of development proposals.

6.29 The Plan supports the extension of the Streamline Routes as a means of improving accessibility, securing more efficient use of the road network by providing priority to sustainable modes (including improvements for pedestrians and cyclists) and reinforcing sustainability.

The next phase of the Streamline programme is being considered by the Council's Land and Environmental Services as part of the Local Transport Strategy.

The City Council will investigate the feasibility of the following routes as Streamline Routes:

Aikenhead Road  
Byres Road/Queen Margaret Drive  
Cathcart Road  
Corkerhill Road/Peat Road  
Crookston Road  
Kilmarnock Road  
Govan Road  
Petershill Road  
Royston Road  
Rutherglen Road  
Sauchiehall Street/Berkeley Street  
Wellhouse Road/Hallhill Road

6.30 Employment prospects fall as the distance/ accessibility between people's homes and employment opportunities increases, a particular issue given Glasgow's relatively low car ownership levels. Measures aimed at improving the relationship between the home and employment opportunities include the identification of the Principal Office Area (POA) as the most suitable location for high-density business/commercial development (see JOBS and CITY CENTRE), the industrial and business development programme for local areas and the encouragement of higher residential densities in locations that are highly accessible.

6.31 It is also important to ensure that employee-intensive uses are located in places with high public transport accessibility or where there is potential to deliver high public transport access. Where appropriate, public transport provision in new developments should also be made available in line with occupation in order that sustainable travel patterns can become established. Policy TRANS 2: Development Locational Requirements sets out the Council's position on these matters.

## WALKING AND CYCLING

6.32 Walking and cycling are efficient, cost-effective, sustainable and healthy means of travel. Within Glasgow, walking is a key mode of transport, with 16% of all trips and 51% of trips to school (2005). The challenge is to maintain and improve on these figures, particularly as 17% of trips in Glasgow are less than 1km and 35% less than 2km (2004), distances which are suitable for walking and cycling. Walking is particularly important, being a part of most journeys. Walking and cycling require to be given a high priority in the design of new development in order to provide an environment which is attractive for, and encourages, travel on foot and by bicycle (see policy DES 1: Development Design Principles).

6.33 The potential benefits of cycling are recognised. The Council acknowledges that concerns over road safety restrict many cyclists to recreational cycling and, in an effort to overcome these concerns, is developing a network of cycle routes with a preference for off-road routes where possible. To date, 165km have been implemented. These routes have seen an average annual growth in use of 4.8% between 2002 and 2004. Progress is to be reviewed with a view to bringing forward proposals for the network. The Local Transport Strategy sets out (at page 58) the improvements that will be made when the use of roads rather than separate cycle ways is necessary as part of the system of cycle routes.



*City Cycle Network*

6.34 The Council is also implementing a programme of cycle parking in the street in the City Centre, in town centres and at major public buildings. 500 racks have been installed and it is proposed to implement a programme installing a further 100 racks per annum. The Council expects new developments to provide cycle parking and to be designed to facilitate walking and cycling, as well as access to public transport facilities (see policies TRANS 5: Providing for Pedestrians and Cycling in New Development and TRANS 6: Cycle Parking Standards).

The Council will review progress/bring forward proposals for the development of the City Cycle Network and install 100 cycle racks per annum in public places.

6.35 The Land Reform (Scotland) Act 2003 requires the Council to prepare a Core Paths Plan that will provide a basis for the enhancement and extension of the City's network of walkways, cycleways and bridlepaths (see ENVIRONMENT, paragraphs 5.54-5.56). The Core Paths Plan is currently in preparation.

6.36 In addition, and in order to overcome barriers to movement on foot or by bicycle, and to improve access to public transport, certain strategic walking and cycling links are required as a priority. These will require to be made available for public use on an unrestricted, 24 hour basis. The alignments and land requirements of the following routes will be safeguarded (see policy TRANS 1: Transport Route Reservations):



The City Council supports the investigation/implementation of the following pedestrian/cycle links:

Anderston M8 Overbridge Completion  
 Anderston/Springfield Bridge  
 Baillieston Station South Route  
 Cardonald Park Industrial Site to Hillington  
 East Station  
 Clyde Walkway/Cycleway  
 Glasgow Harbour Northern Routes  
 Jordanhill Station to Gartnavel West Link  
 Kelvindale/Dalsholm Rail Overbridges  
 Merchant City and Broomielaw Wynds  
 Pacific Quay (Bells Bridge) to Cessnock  
 Subway Station Route

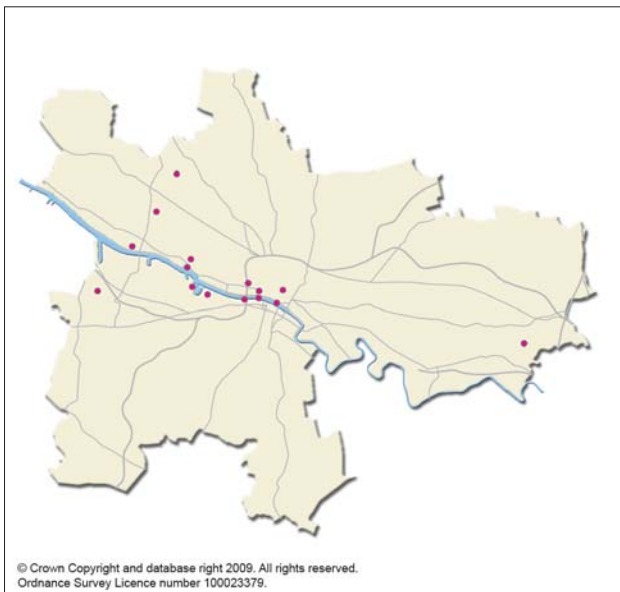


Figure 6.5: Pedestrian Links

## FREIGHT FACILITIES

6.37 The Council recognises the need to ensure that the existing air, port and rail freight facilities are used to best advantage in order to help reduce movement by road. The international transport facilities at Glasgow and Prestwick Airports, Eurocentral (North Lanarkshire) and Deanside Freight Terminals, and King George V Dock, for example, are also important to the City's economic competitiveness. Developing the capacity and effectiveness of these facilities will be of benefit to export-based industries in Glasgow and the wider Conurbation.

6.38 The sites within Glasgow (and others adjacent to the network, suitable for rail freight/ linked development, including the movement of waste) (see WASTE MANAGEMENT, paragraph 6.118) will be safeguarded through development policy TRANS 7: International Freight Transport Facilities.

The City Council will safeguard King George V Dock and Deanside Freight Terminal and will investigate, with a view to safeguarding, other sites suitable for rail freight and rail linked development.

## FERRY SERVICES

6.39 SPT operate the only remaining cross-river ferry in Glasgow. This is a passenger ferry, and runs from Yoker to Renfrew. SPT is examining the long term options for the Renfrew Ferry. The River itself is underused as a transport route and opportunities exist to increase commercial passenger services (see CLYDE WATERFRONT, paragraph 7.114).

6.40 The Council also wishes to encourage the use of the Canal as a transport corridor. It is expected that Canal-side regeneration projects will help deliver the infrastructure necessary to facilitate increased use of the Canal for transport purposes (see GLASGOW NORTH, paragraph 7.212 and policy DES 5: Development and Design Guidance for the River Clyde and Forth and Clyde Canal Corridors).

The City Council will:

- encourage proposals for the use of the River for public transport services and for the provision of pontoons and additional slips, where resources permit; and
- encourage use of the Forth and Clyde Canal as a transport corridor.

## TAXIS/PRIVATE HIRE VEHICLES

6.41 The use of taxis/private hire vehicles in Glasgow is high, particularly for shopping, entertainment, leisure and business trips. The use of this mode needs to be supported as part of a sustainable transport policy (see policy TRANS 10: Provision of Taxi/Private Hire Vehicle Stances in Retail and Commercial Leisure Developments).

## TRANSPORT INTEGRATION

6.42 The City's ability to attract passengers onto the various forms of public transport will be enhanced by further integration and accessibility improvements.

6.43 SPT has upgraded facilities at Partick Interchange to improve connections between rail, bus and Subway services. The Interchange, the fifth busiest station in Scotland, handles 4 million passengers annually, 37% of whom transfer between modes. The Interchange provides a key element of the transport package for Glasgow Harbour (see CLYDE WATERFRONT, paragraph 7.105).

6.44 Park and Ride facilities can encourage car users to transfer to high quality public transport services where none are located within easy walking or cycling distance (to be effective, some of these will need to be located outwith the City boundary). SPT is developing a Park and Ride Strategy.



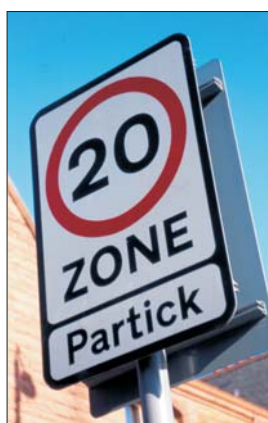
6.45 The Park and Ride facility attached to Shields Road Subway Station has been increased in capacity by over 300 spaces to 817 through the provision of a multi-storey car park. An express bus based Park and Ride facility is a condition of the Pollok Centre (Silverburn) development (see RETAIL AND OTHER TOWN CENTRE USES, paragraph 6.72) and there may be further scope within the network for the provision of additional park and ride facilities.

The City Council, in association with SPT, will pursue the development of strategic park and ride sites, where appropriate, including Robroyston (M80), Easterhouse (M8), Pollok Centre (M77), as part of Fastlink and at Lambhill (subject to consideration of the Greenbelt and environmental designations of possible sites. The potential to locate the facility across the boundary in Milngavie should also be discussed with East Dunbartonshire Council).

## TRAFFIC MANAGEMENT

6.46 Increased road traffic, particularly on arterial roads, is having an adverse affect on the quality of life and safety in parts of the City. Whilst it is not always practicable, or desirable, to remove through-traffic from these roads, the Council is implementing measures to ameliorate its impact by reducing speed and creating more people-friendly environments. Attention is also being given to traffic calming in residential areas. The City's traditional and post-war tenement areas, particularly, should benefit from such measures.

6.47 The Council's Land and Environmental Services is currently implementing a programme of part-time 20mph areas at the entrances to all primary, secondary and some special schools with completion programmed for April 2007. A programme of voluntary 20's Plenty areas (indicated by 20mph signs) is progressively being rolled out across the City in residential areas. Within new residential developments, as part of a hierarchy of roads, consideration will be given to designing minor residential roads to encourage vehicle speeds of 10mph where appropriate (this issue will be examined further through the review of the Roads Development Guide).



20mph Sign

6.48 Where the road's function makes this impracticable, e.g., the road is a distributor or a public transport route, road safety will remain the prime consideration in the design of the road. It is a requirement that all residential roads are designed to facilitate the introduction of a 20 mph limit (see policy TRANS 3: Traffic Management and Traffic Calming).

The City Council will implement the 20mph programme according to agreed priorities and will, where appropriate, encourage minor streets in new residential developments to be designed to a 10mph design speed.

## ROADSPACE REALLOCATION

6.49 With increasing demand and only limited new road building, consideration requires to be given to road space reallocation. There is a need to ensure that priority, in terms of access to, and use of, road space, will be given based on the hierarchy of road users for the particular type of road, as specified in the Local Transport Strategy. For example, on arterial roads, with residential or shop frontage, the order is pedestrians, public transport, cyclists/freight and then motor car/motorcyclists. The Millennium Plan for the City Centre (see CITY CENTRE, paragraphs 7.46-7.48) has improved conditions for pedestrians and cyclists and is giving priority to public transport while accommodating essential vehicle needs.

6.50 The public realm element for the main shopping streets is completed (see CITY CENTRE, paragraph 7.34), with further work underway in the International Financial Services District at Broomielaw and the Merchant City. A further review of traffic management in the City Centre, building on the Millennium Plan, is to be undertaken by the Council's Land and Environmental Services. This will include issues relating to traffic to the east of the City Centre.

The City Council will build on the Millennium Plan by further reviewing traffic management arrangements in the City Centre.

6.51 Where new road building is proposed, the intention is that the benefits are 'locked in' by reallocating existing roadspace to priority users (e.g. pedestrians, cyclists, public transport), ensuring that potential traffic growth precipitated by the new road is contained and improving conditions for sustainable modes (demand management).

The City Council will seek to use the opportunities offered by new road schemes to alter the balance of advantage on the local road network from the private car to walking, cycling, public transport and, where appropriate, freight.

## VEHICLE PARKING

6.52 To complement the positive action being taken to improve public transport provision, and encourage the use of non-car transport modes, action is needed to restrain the supply of car parking associated with certain types of high trip generating development, including retailing, leisure and commercial uses. Restraint-based maximum parking standards are related to public transport accessibility and set out in policy TRANS 4: Vehicle Parking Standards.

6.53 The Council's Local Transport Strategy proposes progressively extending on-street parking controls to reduce the availability of long stay commuter parking. The promotion of on-street parking controls will be undertaken in close consultation with local residents.

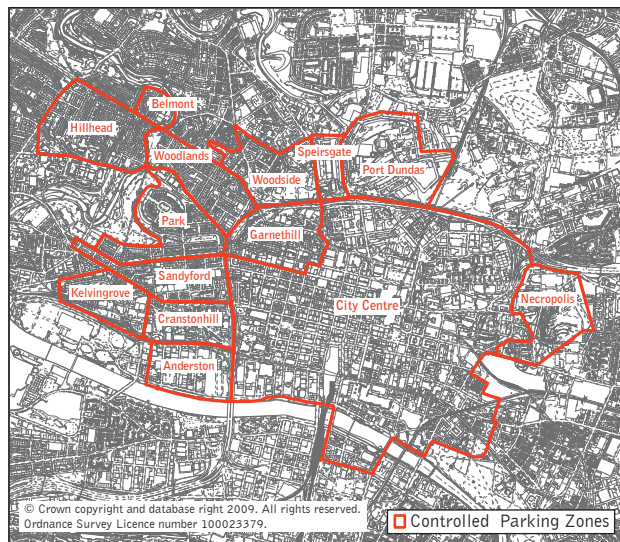


Figure 6.6: Controlled Parking Zones

6.54 On street parking controls support the maximum parking standards (by dealing with potential overspill parking), the creation of high density development in areas well served by the public transport network and the introduction of car free housing in appropriate locations (see policy RES 7: Car Free Housing). They have now been extended to areas west of the City Centre, which are under the greatest pressure from on street parking, and provide priority to residents parking/deter commuter parking.

6.55 In association with this extension, the Council has undertaken a technical study into car park requirements to determine if additional off-street permanent public parking is required for short stay use in the City Centre, to support development and regeneration (see policy TRANS 11: Permanent and Temporary Public Car Parks).

**The City Council will apply restraint-based maximum car parking standards to new non-residential development and will progressively extend controls on on-street parking throughout the City.**

## TRANSPORT ASSESSMENTS/TRAVEL PLANS/DEVELOPER CONTRIBUTIONS/LOCATIONAL POLICY

6.56 SPP 17: Planning for Transport and the JSP support the use of Transport Assessments and Travel Plans (see Development Guides DG/TRANS 1: Transport Assessments and DG/TRANS 2: Travel Plans) as a means of maximising sustainable mode share at major new high trip generating developments. They also support the concept of securing developer contributions to improved

transport infrastructure that facilitates new development. These contributions, particularly in respect of larger scale infrastructure, are likely to form part of a wider funding package involving public/private finance.

6.57 There are a number of major development areas around the City where developer contributions towards transport infrastructure (e.g. Clyde Fastlink and future routes identified through the Conurbation Public Transport Study) are required to facilitate development. This is to reflect the enhanced development value and accessibility that such infrastructure investment brings. Policy TRANS 8: Developer Contributions – Transport Infrastructure sets out the circumstances in which the Council will seek developer contributions in support of development proposals.

**The City Council will normally require Travel Plans for developments which require a Transport Assessment, and will seek developer contributions from applications that benefit from investment in transport infrastructure or require transport investment to facilitate development.**

6.58 In general terms, the Plan (e.g. policy TRANS 2) steers development, wherever possible, to locations that:

- reduce the need to travel;
- have appropriate levels of public transport accessibility;
- are accessible by foot or bicycle;
- are not solely dependent on the car; and
- promote densities that relate to the existing and proposed availability of public transport.

6.59 Policy TRANS 2 also promotes higher density development at nodes and on corridors achieving high accessibility (such as subway and rail stations) subject to consideration against the other policies of the Plan.

6.60 Steps will be taken to ensure that improved accessibility to public transport, cycling and walking opportunities are incorporated into the Community Growth Areas (see PEOPLE, paragraph 3.31) including, where appropriate, developer contributions.

6.61 In order to encourage the greatest possible use of alternative modes of transport, the transport provision for Community Growth Areas, strategic business and industrial sites, the New Neighbourhoods and other major development areas should be put in place before, or in line with, development activity. This includes, where appropriate, bus link roads, bus services, new rail stations and pedestrian and cycle network connections. The identification of the required transport provision will normally take place within the context of a Local Development Strategy or Masterplan for the area in question.

**The City Council will specify the transport improvements required for Community Growth Areas, strategic business and industrial sites, the New Neighbourhoods and other**

major development areas. Implementation should be programmed to coincide with each completed phase of development.

## AIR QUALITY

6.62 Whilst air pollution caused by emissions from household use of solid fuels has been reduced, this has been replaced, in some areas, by emissions from increased volumes of motor traffic. As a result of Nitrogen Dioxide (NO<sub>2</sub>) emissions exceeding recommended levels (the major cause being road traffic emissions), Glasgow City Centre was declared an Air Quality Management Area (AQMA) in 2002. The traffic implications of new development in the City Centre are, therefore, a key consideration in addressing levels of NO<sub>2</sub>.

6.63 Subsequent investigation indicated that the City Centre AQMA needs to include consideration of particulate matter (PM<sub>10</sub>). It has, therefore, been extended to incorporate the Royston Road and North Street areas. New AQMA's have also been designated for Byres Road/Dumbarton Road and Parkhead Cross. Policy TRANS 9: Air Quality addresses the relationship between new development and air quality.

The Council will continue to monitor the need for additional Air Quality Management Areas.

## GLASGOW AIRPORT SAFEGUARDING AREA

6.64 Due to the requirement to protect the flight paths to and from Glasgow Airport (Circular 2/2003), the area indicated on Figure 6.7 Airport Safeguarding Area is covered by a safeguarding area (certified by the Civil Aviation Authority). Within this area, development has restrictions on height, detailed design and matters that might create a bird hazard. Planning applications that are covered by these restrictions will be subject to consultation with Glasgow Airport.

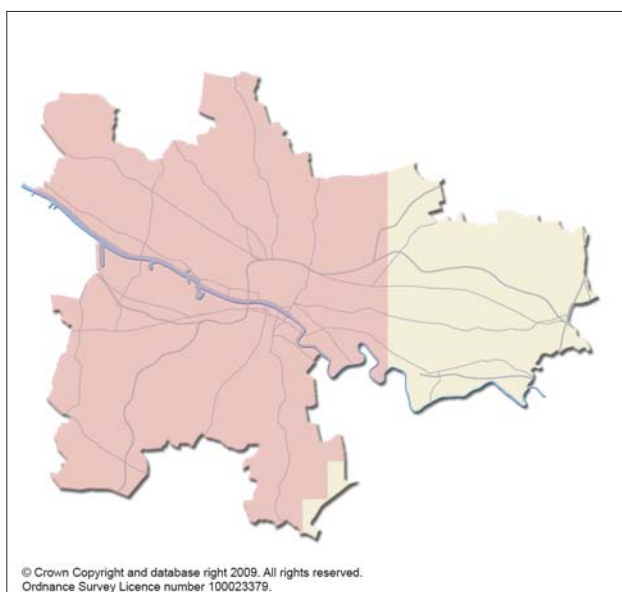


Figure 6.7 Airport Safeguarding Area

## RETAIL AND OTHER TOWN CENTRE USES

### DELIVERING THE VISION

The Development Strategy seeks to:

- advance social renewal, by ensuring retail and other town centre uses are accessible to all residents, regardless of life circumstances;
- promote sustainability, by promoting town centre locations and encouraging an appropriate range of uses (including retail, community, cultural, leisure, employment, etc.) within them; and
- improve residents' health by facilitating access by walking, cycling or public transport to retail and other town centre uses.

6.65 This will help make the City more attractive to existing and prospective residents and investors, contributing to the delivery of the Joint Structure Plan's (JSP) Sustained Growth Agenda.

### AIM

6.66 The strategic aim for RETAIL AND OTHER TOWN CENTRE USES is to sustain and enhance the City Centre, the other Town Centres and shopping locations by promoting high quality, convenient and attractive, retail and commercial facilities to serve all residents and visitors to the City.

6.67 Key delivery Policies, Programmes and Initiatives will include:

- improving and developing the City as a commercial leisure, conference and tourism centre;
- improving and maintaining the City Centre as Scotland's primary retail and commercial centre and protecting it from retail proposals which could individually, or cumulatively, impact upon its vitality and viability, thus maintaining investor confidence;
- maintaining and improving town centres throughout the City, and accessibility to them by walking, cycling and public transport;
- improving and maintaining investment in Other Retail and Commercial/Leisure Centres where the centres are part of the Network of Centres (see policy SC 1: The City's Network of Centres) and where such investment will not undermine town centres; and
- supporting and protecting the retail function of existing local shopping centres.



## DELIVERING THE STRATEGY

### CONTEXT

6.68 Glasgow City Centre has maintained its position as one of the largest retail centres in the UK outside London. Glasgow's Buchanan Street is now considered to be amongst the world's leading retail streets. Retailing supports 39,000 jobs (2004) in the City and investment in shopping and commercial facilities has, in recent years, played an increasingly prominent role in the economic development of Glasgow. The quantity, quality, and accessibility of these facilities are factors in determining quality of life for the residents of the City and the wider Conurbation and the quality of experience for its visitors.

6.69 Planning for the City's retail infrastructure and other town centre uses provides an opportunity to promote modern forms of commercial development in accessible locations, particularly by sustaining and improving the City Centre as a metropolitan and national retail/commercial attraction and also by protecting and improving the City's other centres (see policies SC 1: The City's Network of Centres, SC 2: Policy Objectives for Tier 1 and 2 Town Centres, SC 6: Retention of Retail and Commercial Leisure Floorspace Within Tier 1-3 Town Centres, SC 8: Sales of Goods in Large Retail Stores Outwith Town Centres, SC 9: Retail Development - Related Matters and SC 10: Non Retail Uses in Tier 1, 2 and 3 Town Centres).

### THE SEQUENTIAL APPROACH

The sequential approach requires that locations are considered in the following order:

- i. Town centre sites, including City Centre; then
- ii. Edge of town centre sites; then
- iii. Other commercial centres identified within the development plan; and only then
- iv. Out-of-centre sites in locations that are, or can be made, easily accessible by a choice of modes of transport

6.70 Scottish Planning Policy (SPP) 8: Town Centres and Retailing, recognises the importance of city centres and other town centres and the need to focus investment in these locations. It also supports investment (in line with policy SC 3: The Sequential Approach for Retail and Commercial Leisure Developments) to maintain and improve Other Retail and Commercial/Leisure Centres in the Network of Centres, where such investment will not undermine town centres. It promotes measures to protect and enhance the vitality and viability of town centres as a contribution to sustainable development. The main means of delivering this aim is the sequential approach - see Figure 6.1, policy SC 1, Schedule SC(i) and policy SC 3. The SPP confirms that the sequential approach should be extended to other key town centre uses such as commercial leisure and large office

developments (see JOBS, OFFICE AND BUSINESS DEVELOPMENT – OTHER LOCATIONS, paragraphs 4.43 to 4.46). There is also a requirement to consider, in larger mixed-use schemes being promoted outside of an identified centre, whether individual elements of the scheme can be developed in a different way to allow them to be accommodated in-centre.

6.71 Development should be sited where there is a choice of transport and should not be dependent predominantly on access by car. Policy TRANS 2: Development Locational Requirements indicates that high trip generating proposals, such as large scale retail and commercial leisure development, should be located so as to maximise the use of public transport, cycling and walking. The Council requires Transport Assessments and Travel Plans to be prepared and implemented in support of major developments, including retail and other town centre uses. These will contain mode share targets for the development in question, to be achieved through a variety of mechanisms, including existing or planned transportation improvements. Any vehicular parking that may be proposed should derive from the mode share target in the agreed Transport Assessment (see development guides DG/TRANS 1: Transport Assessments and DG/TRANS 2: Travel Plans).

### DEVELOPING THE CITY CENTRE

6.72 While expenditure on convenience goods has been growing, growth in comparison goods has been particularly strong in recent years, helping to sustain growth in the provision of new retail floorspace, e.g. Silverburn (Pollok Town Centre) and Glasgow Fort (Easterhouse). The rate of growth is predicted to slow over the coming years. Nevertheless, the JSP anticipates a continued growth in expenditure of a scale sufficient to support additional comparison floorspace within the Structure Plan area. To this end, the JSP allocates up to 83,400 sqm (gross) of comparison floorspace to the City Centre. This recognises:

- the key role played by the City Centre, at the heart of the Conurbation; and
- the need to maintain and enhance its vitality and viability.



*City Centre Retailing*



6.73 The late 1990s saw unprecedented interest in new retail and commercial development in the City Centre, culminating in the opening of Buchanan Galleries in 1999. In more recent years, however, there has been a trend for large scale retail development (open class 1 consents) outwith the City Centre.

6.74 In light of this trend, the Council commissioned an independent evaluation of the potential cumulative impact, on the City Centre, of currently consented and proposed major retail proposals within the City. The subsequent Report, in conjunction with other relevant considerations (e.g. the JSP retail policy framework, Glasgow's Economic Strategy and the views of City Centre stakeholders), has led the Council to consider that a precautionary approach to significant additional comparison retailing outwith the City Centre (other than that specified in policy SC 4: Large Scale Retail or Commercial Leisure Development, Schedule SC(ii) Parts 1 and 2) is required.

6.75 This is seen as an important element of the overall Development Strategy, and is aimed at:

- maximising investor confidence in the City Centre;
- strengthening the status of the City Centre as the major national retail centre outwith London;
- enhancing its primary economic function as a premier business, retail and tourist destination; and
- deriving full benefit from the City Centre's very high levels of public transport accessibility.



*Glasgow City Centre - Buchanan Street*

6.76 To this end, the Plan clearly prioritises the City Centre as the favoured location for significant new comparison floorspace in the City. It also reflects the need for a plan led approach to major changes in the pattern of retail provision. It is anticipated that two important shopping centre extension projects will contribute to meeting the shortfall in City Centre comparison shopping floorspace; the extension to the St Enoch Centre (under construction) and the planning consent to extend Buchanan Galleries. Both of these significant schemes,

supported by the Council, are at locations within the City Centre which are highly accessible by a variety of modes of transport, and it is anticipated that they will enhance the vitality and viability of the City Centre, thereby contributing towards sustaining it as Scotland's primary retail centre.

The City Council will:

- support retail and commercial development that reinforces the City Centre's role as Scotland's primary retail centre; and
- monitor the effect of promoting additional expenditure flow to the City Centre and take appropriate action to ensure that not only the vitality and viability of the City Centre is considered, but also the quality of the shopper experience.

6.77 Notwithstanding the above, retail impact assessments, prepared in support of planning applications for substantial retail development in edge-of-centre locations, Other Retail and Commercial/Leisure Centres or out-of-centre locations, will require to consider cumulative impact on the City Centre, in particular (this analysis should also take account of the impact of other retail developments likely to come on stream within the relevant timeframe).

The Council will monitor the cumulative impact of major retail developments on the City Centre (recently completed developments, those under construction, and those in the pipeline).

6.78 The delivery of development sites within the City Centre can prove complex, as a result of multiple land ownership and other site constraints. As a result, the timeframe for bringing forward large City Centre sites for development can often be longer than would be the case in other locations (see policy SC 2: Policy Objectives for Tier 1 and 2 Town Centres). The Council will, in appropriate circumstances, assist developers in bringing forward such sites, particularly where landowners are deemed to be unreasonably seeking to delay projects.

## RETAIL AND COMMERCIAL LEISURE DEVELOPMENTS

6.79 City Plan 1 sought to promote flagship retail and commercial leisure development at four locations (Pollok, Easterhouse, The Forge (Parkhead) and Glasgow Harbour (Partick Waterfront)). Retail developments have been, or are in the process of being, delivered at Pollok, Easterhouse and Parkhead. The only flagship retail development that has not been started is at Glasgow Harbour, where outline planning permission for a mixed leisure and retail development was granted in 2001.

6.80 The Glasgow Harbour development forms an important part of one of the Scottish Government's key national regeneration priority areas—the Clyde Waterfront

(People and Place – Regeneration Policy Statement 2006) and of the Structure Plan’s Metropolitan Growth Corridor and Clyde Waterfront Initiative. The project was granted outline planning permission for a mixed leisure and retail development in 2001, in response to an identified Structure Plan shortfall in comparison shopping for this sector of the conurbation. A revised masterplan has been submitted. Glasgow Harbour also incorporates proposals for the Riverside Museum and the Clyde Fastlink (see TRANSPORT, paragraph 6.26).

6.81 Access has been further improved by the lowering of the Clydeside Expressway and the at-grade walkway to Partick Interchange. Retail and leisure development at this edge-of-centre location provides an opportunity to bring forward a range of modern floorplates/comparison goods offer, comparable to those developed or encouraged in the other Tier 2 town centres (this is not possible within the Partick/Byres Road Town Centre, given its unique character/traditional tenemental layout) (see also policy SC 2: Policy Objectives for Tier 1 and 2 Town Centres).

6.82 For the City, the JSP introduces no new strategic retail floorspace requirements beyond that identified for the City Centre. Any proposals of a scale likely to have regional catchment characteristics/implications, therefore, would require to be:

- considered within the context of the Structure Plan Review process;
- consistent with SPP 8 particularly in relation to any changes to the scale and function of existing centres;
- notified to Scottish Ministers;
- considered against the City Centre policy objectives as set out in policy SC 2, part 1 - City Centre; and
- considered against the wider, strategic regeneration objectives of this Plan.

6.83 In addition, all significant proposals should:

- meet the requirements of policies SC 3 and SC 4;
- in the case of edge-of-centre, Other Retail and Commercial/Leisure Centres and out-of-centre proposals, not impact negatively on the vitality and viability of an existing centre/s (see policy SC 2);
- not give rise to significant traffic growth; and
- where appropriate, accord with a Council approved Town Centre Strategy or Action Plan (see policy SC 5: Town Centre Action Plans, Local Development Strategies and Masterplans).

6.84 Where an existing Town Centre is in the process of substantial redevelopment/renewal, where such redevelopment is committed or where a Town Centre Action Plan is emerging, further edge of/out of centre development, which would be likely to significantly

impact on the vitality and viability of the Centre, will not be encouraged. Consideration will only be given to further development on completion of the existing Town Centre redevelopment/renewal and when trading patterns have been established and a health check undertaken of its continued vitality and viability.

6.85 The requirement for new floorspace based on qualitative issues will be determined with regard to policies SC 2 (see Partick/Byres Road and Shawlands), SC 4 (Schedule SC(ii), Part 1) and SC 5.

6.86 The Scottish Government is considering the production of a Planning Advice Note (PAN) on retail assessment and a number of other retail methodologies. When the final PAN is published, it will constitute a material consideration in the determination of retail proposals.

## COMMERCIAL LEISURE AND TOURISM

6.87 Glasgow is recognised as the UK’s third-ranking tourist destination. Surveys indicate that the range of shops in the City Centre significantly contributes to the City’s attractiveness to visitors from all over Scotland, the UK and from abroad. The City Centre’s attractiveness has been enhanced by a comprehensive public realm improvement programme (see CITY CENTRE and ENVIRONMENT).



*Public Realm Improvements*

6.88 The expansion of leisure, entertainment and food and drink uses across the City has increased their presence in areas which are largely residential. It is important that a balance is struck between meeting the commercial demands for late opening and the protection of the environment and amenity of adjacent areas and residential occupiers located within mixed-use areas (see policy SC 11: Food, Drink and Entertainment Uses).

6.89 The City has, in recent years, experienced a boom in hotel development across the star ratings, focused mainly on the City Centre. In general, this activity supports the City’s role as a visitor destination and is welcomed. Occupancy rates remain high and indicate continuing visitor interest in the City. Glasgow is now

also a significant attractor of national and international conferences, which have benefits to the wider economy of the City.

6.90 The Council will seek to build upon this success through its development policies to ensure that an attractive and vibrant City Centre is maintained for both residents and visitors in accordance with the sequential approach. The City Centre, Mid Clyde Waterfront and Forth and Clyde Canal are identified as Tourism Development Areas in the JSP. Tourist related developments in these areas would, generally, be supportive of the Plan's development strategy, subject to their assessment against the development policies set out in the Plan.

*The City Council will support proposals for cultural, leisure, entertainment and hotel and other tourist facilities, subject to their assessment against the development and design policies set out in Part 3 of the Plan.*

## IMPROVING TOWN CENTRES

6.91 Over the last decade, or so, there has been a decline in the retail function of many of the City's established town and local centres. This is a national trend, not unique to Glasgow, and is related to the demands of both the retail industry and consumers for more modern retail formats that, due to their scale, can be difficult to integrate into traditional centres. In order to ensure their vitality and viability, however, it will be important to safeguard the future of these centres as retail destinations. Nevertheless, if these centres are to prove viable in the longer term, then they will also require to offer an appropriate range of uses including residential, cultural, community and leisure.

6.92 Working in partnership with retailers, other development interests, private investors, public agencies, infrastructure providers and the community, the Council aspires to support the production of a series of Town Centre Action Plans (TCAPs) and other planning documents, consistent with other strategies, including the Community Plan. By indicating the scope for change, renewal and diversification, these TCAPs will aim to equip town centres to respond to competition and deal with the environmental consequences of changing retail patterns. In this respect, TCAPs must be realistic in their objectives, having regard to local circumstances and patterns of retail expenditure. A City Centre Action Plan has also been prepared (see CITY CENTRE, paragraph 7.13).

6.93 Centres within, or serving, the City Plan's Key Regeneration Areas and those that show signs of stress, e.g. as a result of new retail development in the vicinity, are likely to be priorities. TCAPs have been completed for Easterhouse and Partick/Byres Road town centres and other planning outputs include a planning study for Bridgeton, a planning framework for Dalmarnock and a

Development Options Study for Saracen Street/Stonyhurst Street. Consideration is also being given to the preparation of TCAPs for other centres, including Parkhead, Govan and Maryhill. Preliminary survey work has started with a view to preparing a TCAP for Shawlands.

6.94 The TCAPs will constitute supplementary development guidance to the City Plan and be considered as material considerations in the determination of development proposals. Any proposals submitted within a centre where there is an up-to-date TCAP will require to address policy SC 5.

*The City Council will identify centres for which Town Centre Action Plans should be prepared.*

## COMMERCIAL CENTRES

6.95 SPP8 recognises that a network of centres should comprise town centres, commercial centres and other local centres. Accordingly, policy SC 1 lists a number of locations which are designated as Other Retail and Commercial/Leisure Centres in the City's Network of Centres. In terms of the sequential approach, these centres may be suitable locations for new retail development which cannot be accommodated in, or on the edge of, town centres, in circumstances where the development will not undermine existing town centres, and will maintain and improve the Other Retail and Commercial/Leisure Centre.

## FORMAT AND DESIGN OF RETAIL AND COMMERCIAL LEISURE DEVELOPMENTS

6.96 The pressure for out of centre retail development, in recent years has been partly driven by the preferred trading format of many large retailers, often in the form of a single storey structure, or structures, served by large areas of free, surface level car parking. In addition to their locational implications, such formats can result in uninspiring design and poor integration with surrounding communities, and with sustainable transport networks. Recently, however, it has become apparent that some retailers are becoming more flexible in their trading format with, e.g., mezzanine levels and multi-storey formats being developed and proposed for stores which previously traded only from a single level.



*Commercial Retail Park*



The City Council will, where development proposals in edge-of-centre, other retail and commercial/leisure or out-of-centre locations fall outwith the development plan framework, seek that applicants demonstrate that more central options have been rigorously assessed (including consideration, where appropriate, of the use of more flexible trading formats).

6.97 The design of many larger retail units (particularly in out-of-centre locations) has become increasingly standardised, with the result that such developments can relate poorly to their surroundings. The Council considers that design quality requires to be improved (see policies DES 1: Development Design Principles and DES 2: Sustainable Design and Construction).

6.98 The Council will expect all proposals for retail infrastructure and other town centre uses to be of a scale and character appropriate to their location, of high quality design, and conveniently and safely accessible to all sectors of the community. In addition, policy DES 9: Alterations to Shops and Other Commercial Buildings aims to ensure that alterations to existing shops and commercial buildings enhance their appearance and do not cause disamenity.

## LOCAL SHOPPING

6.99 Local shops remain an important feature of neighbourhood life, supporting social renewal and promoting accessibility by foot or bicycle. Policy SC 7: Protection and Promotion of Local Shopping Centres and Local Shops supports the retail function of existing local shopping parades. Parts of the City, however, especially outlying residential areas, lack local shopping provision or easy access to modern retail facilities. Policy SC 7 accommodates the provision of new local shopping provision in the City. Opportunities for the provision of new local shopping will be investigated through the production of Local Development Strategies and masterplanning exercises associated with, e.g., the Community Growth Area proposals, New Neighbourhoods, the eight priority areas for major restructuring (see PEOPLE, paragraph 3.44) and the Key Regeneration Areas. Developers within these areas may be required to provide appropriate local shopping facilities.



*Local Shops*

The City Council will review the adequacy of local shopping provision and bring forward measures, where the opportunity arises, to promote the improvement of facilities through Local Development Strategies, etc.

## WASTE MANAGEMENT

### DELIVERING THE VISION

The Development Strategy seeks to:

- promote sustainability, by reducing waste, and the energy and resources invested in producing it, and minimising landfill and associated environmental issues.

6.100 This will help make the City more attractive to existing and prospective residents and investors, contributing to the delivery of the Joint Structure Plan's (JSP) Sustained Growth Agenda.

### AIM

6.101 The strategic aim for WASTE MANAGEMENT infrastructure provision is to deliver an efficient, cost-effective and sustainable waste management service which will promote an overall reduction in waste by encouraging minimisation, re-use, recycling and energy recovery.

6.102 Key delivery Policies, Programmes and Initiatives will include:

- extending the provision of recycling services;
- upgrading and converting the City's civic amenity stations to recycling centres; and
- protecting the key treatment and recycling sites in the City.

### DELIVERING THE STRATEGY

#### CONTEXT

6.103 The majority of the City's generated waste is disposed of to landfill sites. Minimising, re-using and recycling more of the waste produced in the City, and disposing of the remainder in a sustainable way, will help reduce the environmental impacts of waste matter. The EU Landfill Directive requires biodegradable municipal waste disposed of to landfill sites to be reduced by 25% between 1995 and 2010, 50% by 2013 and 65% by 2020. The National Waste Strategy, launched in 1999 by the Scottish Environment Protection Agency (SEPA), sets out a framework, and related targets, within which



Scotland can reduce the amount of waste it produces and deal with the waste that is produced in a more sustainable way.

6.104 The introduction of a Landfill Allowance Scheme in 2005 set limits on the maximum allowances for biodegradable waste permitted to be deposited in landfill sites. The allowances for Glasgow impose reducing levels of biodegradable waste landfilled by 30% from 2005/06 to 2009/10.

## NATIONAL AND AREA WASTE PLANS

6.105 The National Waste Strategy, National Waste Plan and the Glasgow and Clyde Valley Area Waste Plan set out a framework, and related targets, within which Scotland can reduce the amount of waste it produces and deal with the waste that is produced in a more sustainable way. Local Authorities are expected to support the National Waste Strategy by using statutory planning powers to facilitate the necessary network of facilities identified by the Strategy.

6.106 The Council, with its partners, recognises the need to establish central treatment facilities within the Area Waste Group area by 2013. To ensure the efficient implementation of the Area Waste Plan, and to meet the targets required by legislation, it is critical that the Area Waste Group have access to the City's four existing waste transfer stations and their associated waste licences to ensure these targets can be achieved. The introduction of the composting and treatment plants will not negate the requirement for the Council to have access to new landfill facilities following the closure of the Cathkin landfill site in 2013.

6.107 The Council, with its partners, has submitted a Long Term Waste Management: Strategic Outline Case document to the Scottish Government for consideration. This document identifies the optimum long-term waste management solution for the partners. Subject to approval by the Scottish Government, this work will be developed to an Outline Business Case.

The City Council will work with the neighbouring local authorities to identify suitable sites for the establishment of central treatment plants and any landfill sites that may be required in future.

## WASTE RECYCLING

6.108 In 2005/06, the Council disposed of 310,000 tonnes of household and commercial waste. The waste was dealt with by the City's four transfer stations at Polmadie, Dawsholm, Easter Queenslie and Shieldhall, and the City's active landfill site at Cathkin in South Lanarkshire. The Cathkin site has planning consent to receive active waste until 2013. On completion of the landfill operation and associated remediation of the site, the Council will then return the land at Cathkin to agricultural use.

6.109 The Council operates a number of waste collection services and is actively promoting and encouraging recycling. In 2005/06, 93,000 households (32%) benefit from a blue bin kerbside recycling collection service for dry recyclables (cans, paper and plastics). 300 multi-purpose recycling sites are provided throughout the City and householders have access to the Council's four civic amenity stations. 58,000 households (20%) also benefit from a brown bin kerbside recycling scheme for organic garden waste.

6.110 A pilot for the provision of dry recyclables is underway for 5,000 households in flats and tenements in the north and west of the City. In 2006, the Scottish Government announced £27 million of funding, to 2020, for the extension of recycling facilities to 110,000 tenement flats across the City, in the form of a fortnightly backcourt collection. This should increase the proportion of household waste which the City recycles. To aid in the collection of recyclable material from new developments, the Council requires that space is provided for recycling facilities within the curtilage of that development (see policy DES 12: Provision of Waste and Recycling Space).

The City Council will increase the provision of recycling services for flatted properties.

6.111 Progress has been made in developing an awareness of waste minimisation and reuse of materials to reduce the need for landfill. Further progress will be achieved by modernising the City's waste processing and recycling sites and by enhancing the kerbside refuse and recycling collection services. In order to improve the productivity of the recycling collection fleet, bulk recycling points are established at Easter Queenslie and Shieldhall and the material transferred to the reclamation facility at Polmadie for processing. It is also intended that neighbouring authorities can use the City's bulk recycling facilities in order to ensure sustainable partnership working within the Area Waste Group of local authorities.

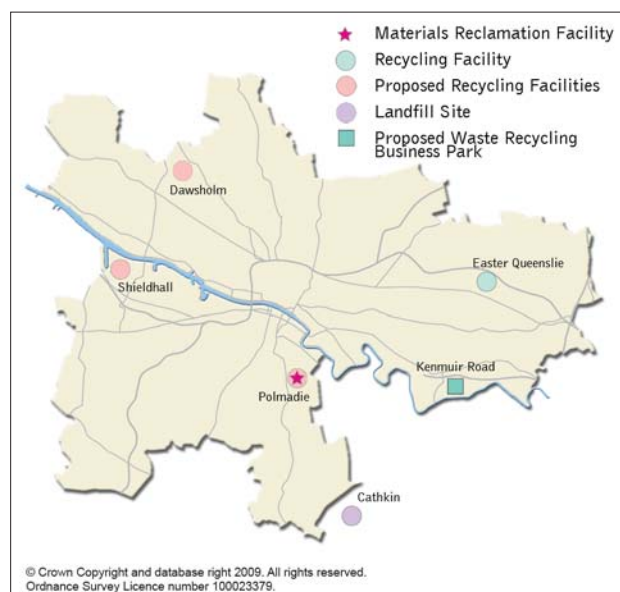


Figure 6.8: Waste Facilities

6.112 Re-use of materials is an important element of waste management. The Council will continue to undertake trials at its civic amenity stations to collect items, such as furniture and electrical and electronic equipment (often in partnership with community organisations) with a view to the re-use of materials.

6.113 To increase the capacity for recycling, the civic amenity sites at Dawsholm, Polmadie and Shieldhall will be converted to recycling centres, as funding becomes available. Through funding received from the Scottish Government's Strategic Waste Fund, the Council has invested in new and modernised waste management facilities. The Polmadie materials reclamation facility, for example, has been upgraded to improve productivity with a design throughput of 25,000 tonnes per annum, and the Easter Queenslie facility has been upgraded into a recycling centre.



*Civic Amenity Site*

The City Council plans to upgrade and convert the Dawsholm, Polmadie, and Shieldhall civic amenity sites into recycling centres, subject to funding.

6.114 Non-municipal waste, which accounts for around 75% of Scotland's waste, is also disposed of and recovered by the private waste management sector, e.g. recycling of building materials, scrap metal and commercial waste. This is carried out at a number of transfer stations and treatment sites within the City. The treatment and recovery of non-municipal waste is likely to require additional sites in Glasgow over the next few years. The location of these sites will require careful consideration in terms of environmental impact.

6.115 The Council is examining a potential pilot project to establish a "Recycling Business Park" at Kenmuir Road, Mount Vernon with a private sector partner. This project would provide space for a variety of recycling activities and may include both domestic and non-domestic waste processing. To assess the suitability and capacity of the site for this type of use, a number of studies will be undertaken. If successful, this initiative may be replicated elsewhere in the City e.g. former landfill sites. The potential for cross-boundary working with other authorities will also be examined.

6.116 It is essential, in meeting the statutory obligations to treat and dispose of waste, that the key treatment and recycling sites in the City are protected from development proposals that would adversely affect their ability to operate efficiently as waste management centres (see policy ENV 11: Treatment of Waste and Recycling Materials). The Council will work with the private sector and other partners to identify sites for a range of recycling activities, both domestic and non-domestic.

## SUSTAINABLE CONSTRUCTION

6.117 Construction and demolition materials are a significant element in the overall environmental impact of buildings, accounting for 2.2 million tonnes (24.4%) of waste going to landfill in Scotland in 2001. The Council is committed to moving away from landfill dependency and, in support of its commitment to sustainable construction, will expect applicants to promote the minimisation of waste in their construction projects and demonstrate a commitment to the re-use and recycling of building products. Land Fill or Land Raise proposals will be determined having regard to policy IB 10: Minerals, Land Fill and Land Raise and any other relevant material considerations. The Council has set itself a corporate target of incorporating a minimum of 10% recycled material content, by value, in major construction projects. A similar approach from the development industry would be welcomed. The implementation of sustainable construction methods across the building industry would have significant long-term social, economic and environmental benefits (see policy DES 2: Sustainable Design and Construction). In line with best practice, and to reduce waste to landfill, the Council will also require developers to adopt sustainable solutions to the remediation of contaminated sites.

The City Council will prepare policy guidance to encourage Sustainable Construction practices within the development industry.

6.118 The JSP also emphasises the need for Development Plans to protect rail routes to ensure that options for moving waste by rail are retained. The Polmadie plant is located near rail lines (see TRANSPORT, paragraph 6.38).

6.119 To increase awareness of waste minimisation and recycling, Land and Environmental Services promotes campaigns in schools, with businesses and within the wider community.

The City Council will continue to promote campaigns to encourage City residents and businesses to minimise, reuse and recycle, waste and will seek ways in which the kerbside recycling collection service can be extended.

## WATER SUPPLY

### DELIVERING THE VISION

The Development Strategy seeks to:

- promote sustainability by minimising water consumption and facilitating the release of development sites in the most suitable and sustainable locations;
- advance social renewal by facilitating regeneration, particularly in the Key Regeneration Areas; and
- promote health by supporting proposals which improve drinking water quality/supply.

6.120 This will help make the City more attractive to existing and prospective residents and investors, contributing to the delivery of the Joint Structure Plan's (JSP) Sustained Growth Agenda.

### AIM

6.121 The strategic aim for WATER SUPPLY infrastructure provision is to promote comprehensive coverage of all areas of the City by a water infrastructure network, sufficient to meet the current and planned requirements of the City, to minimise the demand which new development will place on the network and to ensure that Glaswegians benefit from a clean, abundant and healthy water supply.

6.122 Key delivery Policies, Programmes and Initiatives will include seeking to:

- maximise benefits to the City arising from the Scottish Water Quality and Standards III Programme; and
- minimise water demand and consumption through the sustainable design of new development.

### DELIVERING THE STRATEGY

#### CONTEXT

6.123 The Water Industry Commission's Final Determination on Scottish Water's Second Business Plan covers the initial (2006-10) phase of the Quality & Standards III Programme (Q&S3). This confirms that Scottish Water has an operational budget of around £2.1 billion over this period (including residual Q&S2 expenditure). This is an increase of approximately £75m per annum over the previous investment period.

6.124 While this appears to be a significant increase, it should be noted that, in relation to investment in development constraints removal, the Commission has only allowed for some £167m, nationally. Given that COSLA has estimated this cost at close to £1 billion plus, then delivery of the Q&S3 Programme is likely to raise serious issues relating to programming and prioritisation of spend across Scotland.

6.125 In the course of the preparation of Q&S2, at least 50% of the City's Housing Land Supply was recognised as constrained, as was almost 50% of the Industrial Land Supply. This issue is also reflected in the JSP. A reduction in the scale of such constraints will require innovative and creative thinking on the part of developers, both individually and collectively, in conjunction with Scottish Water/Scottish Water Solutions. There is already some encouraging evidence of this in the implementation of previously 'stalled' residential developments at locations such as Garthamlock.

### DEVELOPMENT PRIORITIES

6.126 The Ministerial Statement of February 2005 set out the aims and objectives for Scottish Water's Q&S3 Programme 2006-14. This was based, in part, on the need to make provision for new connections for up to 120,000 additional new homes nationally, to 2014, on sites previously regarded as constrained.

6.127 The JSP incorporates a Strategy for Sustained Growth including the provision of 123,000 private houses within the Structure Plan area in the period to 2018. A significant proportion of the additional provision is likely to be located on sites within the City boundary, previously regarded as constrained.

6.128 Given the limitations placed on the Q&S3 Programme, there will inevitably be significant competition for the available funds from local authorities throughout Scotland. As a result, there is increased significance attached to the outcome of continuing negotiations between the Structure Plan team and Scottish Water regarding the preparation of an Action Plan for investment by Scottish Water within the Structure Plan area.

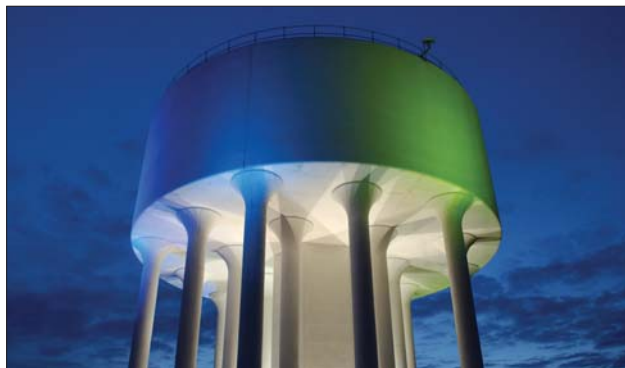
6.129 Within Glasgow, the Council has inputted to the development of Scottish Water's investment programme for 2006-2014, identifying the City's development priorities on the basis of inclusion in one or more of:

- National Planning Framework;
- the Joint Structure Plan;
- City Plan 1;
- Approved Local Housing Strategy; and
- Approved Local Development Strategies.

6.130 The available strategic capacity at water and wastewater treatment works serving Glasgow is set out in Scottish Water's 2005/2006 Strategic Asset Capacity



and Development Plan. Current capacities vary from a minimum of 1,000 additional houses to 2,000 plus. Where capacity exists in some of the works, however, this does not mean there is adequate network capacity. Developers should liaise with Scottish Water regarding water supply to any potential development site.



*Water Tower*

6.131 As part of the Council's input to Scottish Water's preparation of their Q&S3 programme, broad indications were provided of the projected capacity for further development (residential, industry and business, retail, and hotel and leisure) within each of Scottish Water's relevant water/wastewater treatment works service areas.

6.132 This exercise resulted in a projected total capacity in relation to residential development, within the relevant areas in Glasgow, of some 55,000 units. While delivery of residential development on this scale, within the 2006-14 Q&S3 time span may be unlikely, the projected capacity highlights the notional level of strategic facility investment necessary by Scottish Water over this period and beyond. The recent reassurance by Scottish Water that their committed investment programme for strategic assets (primarily water and waste water treatment facilities) is sufficient to accommodate Glasgow's projected development requirements, is welcomed by the Council.

## DEVELOPMENT OBLIGATIONS

6.133 Under the terms of the Water Services (Scotland) Act 2003/Provision of Water and Sewerage Services (Reasonable Cost)(Scotland) Regulations 2006, developers now have an obligation to meet the costs of remedial measures to the water and sewerage infrastructure necessary to accommodate their development, other than strategic elements such as waste water treatment plant, etc.

## IMPACT ON DEVELOPMENT

6.134 Scottish Water has also recognised that its knowledge of the status and condition of its own infrastructure is deficient. This results in many developers being required to fund the cost of research on the impact of their proposed development on Scottish

Water's systems, prior to being advised of what remedial measures may be necessary before their development can proceed.

6.135 Such circumstances could potentially put at risk the momentum of development, renewal and within certain parts of the City. One further impact may be that developers seek to achieve economies of scale/cost sharing by focusing on the development of larger scale sites, rather than one-off smaller sites where infrastructure costs for a single developer may prove prohibitive.

6.136 Given the obligation on developers to meet substantial elements of water infrastructure costs from 2006 onwards, there may be some justification for the developers, who lead on such provision, being able to reserve this water infrastructure capacity for their own requirements.

The City Council will continue to discuss, with Scottish Water, via the existing liaison arrangements (GCC/Scottish Water/SEPA), the potential for developers to reserve infrastructure capacity that they have been required to fund.

6.137 There may also be scope to maximise the effectiveness of existing water infrastructure through the design of new development. Minimising the amount of water used in new developments can be achieved by, for example, rainwater harvesting (e.g. through green roofs), providing water efficient fittings in homes, and water recycling. This can have the result of both reducing the consumption of water from the network and the amount of wastewater which is released back into the system, helping reduce the risk of flooding (see policy DES 2: Sustainable Design and Construction).

6.138 Water and sewerage issues are interlinked. Development of solutions to sewerage issues have focused on the Glasgow Strategic Drainage Plan in addition to potential solutions such as Sustainable Drainage Systems (SUDS), Surface Water Management Plans, Drainage Catchment Plans, etc. (see DRAINAGE AND SEWERAGE).

## DRAINAGE AND SEWERAGE

### DELIVERING THE VISION

The Development Strategy seeks to:

- advance social renewal by facilitating the continued regeneration of the City, including key regeneration areas;
- promote sustainability, by integrating flood management and spatial planning decisions and promoting biodiversity in infrastructure design; and
- protect and improve residents' health by minimising the threat of flooding and the related risk of pollution and disease.

6.139 This will help facilitate the ongoing regeneration of the City, contributing to the delivery of the Joint Structure Plan's (JSP) Sustained Growth Agenda.

### AIM

6.140 The strategic aim for DRAINAGE AND SEWERAGE infrastructure provision is to integrate the need for sustainable wastewater and surface water drainage infrastructure into the spatial planning of the City, facilitate the implementation of flood management schemes and ensure that new development contributes to reducing flood risk and assists in delivering efficient sewer and surface water systems of adequate capacity for all parts of Glasgow.

6.141 Key delivery Policies, Programmes and Initiatives will include delivering:

- sustainable drainage systems (SUDS) for new development; and
- the Glasgow Strategic Drainage Plan, the River Clyde Flood Management Strategy and the White Cart Water Flood Prevention Scheme.

### DELIVERING THE STRATEGY

#### CONTEXT

6.142 The Water Environment and Water Services (Scotland) Act 2003 and the Water Environment (Controlled Activities) (Scotland) Regulations 2005, transpose the EU Water Framework Directive into Scottish Law. The Water Environment and Water Services (Scotland) Act sets-up 'River Basin District Planning' and a timetable for its introduction. This aims to protect the existence and quality of rivers, lochs,

coastal waters and groundwater, recognising that such systems need cross boundary mechanisms to achieve the required sustainable management outcomes, including reducing the risk of flooding. The Regulations require surface water run-off from areas constructed after the 1st April 2006 to be drained by a sustainable drainage system (SUDS) or equivalent.

6.143 The Local Government in Scotland Act 2003 provides local authorities with powers to advance well-being, among which is the protection of communities against the threat of climate change and freedom from a high risk of flooding.

6.144 Glasgow's lack of capacity in its wastewater and surface water drainage infrastructure is part of a wider national problem caused by decades of under investment. This is currently resulting in difficulties in gaining connection to the network where development would impose additional infrastructure burdens on the system. Previously, possession of a valid planning consent was seen as the key requirement to allow development to proceed. Currently, the possession of a valid connection consent from Scottish Water/SEPA to discharge surface water/sewage is of equal importance.

6.145 To support the relief of development constraints, Scottish Water is now committed to publishing annually a 'Strategic Asset Capacity and Development Plan' which will provide greater clarity on the available capacity at waste water and water treatment works across Scotland. The Plan, which is produced for each local authority area, aims to let local authorities and developers establish the strategic requirements to accommodate new development. It should be noted that, although the Plan indicates that there is capacity in some of the works, this does not mean there is adequate network capacity.

6.146 A major factor in determining the delivery of development opportunities and redevelopment priorities will be Scottish Water's commitment to investment in line with the Quality and Standards III Programme for the period 2006 to 2014 (see WATER SUPPLY, paragraph 6.129). Scottish Government targets will be set for capital maintenance, improving the environment, removal of development constraints, removal of malodour at wastewater treatment works and addressing flooding. Scottish Water will also set out proposals for the upgrading of the sewerage system and guidance on requirements for all development connecting to it in Sewers for Scotland 2.

6.147 This scenario challenges the ability of the City to progress its development and regeneration programmes and achieve the environmental, economic and social renewal benefits they offer. To help address these matters, the Council is progressing a number of inter-related drainage catchment solutions, including SUDS and Surface Water Management Plans.

## GLASGOW STRATEGIC DRAINAGE PLAN

6.148 The requirements of the Water Framework Directive with regard to water quality means that addressing the health and pollution consequences of flooding involving Combined Sewer Overflows has become a priority. During the preparation of drainage area plans for Glasgow, Scottish Water identified development constraints in many parts of the City due to a lack of capacity in the sewerage system.

6.149 To address this issue, a joint strategy known as the Glasgow Strategic Drainage Plan (GSDP), is being prepared in partnership between the Council and others, including Scottish Water and Scottish Environment Protection Agency. Work is being undertaken to derive appropriate solutions for the eastern area of the City. Eventually, this will be extended to cover the whole of the City.

6.150 The GSDP will provide a strategy to reduce flood risk from all sources and remove development constraints through catchment management. A combination of hard and 'soft' engineering techniques and SUDS will be employed to realise the GSDP vision of 'Sustainable Drainage for Glasgow' whilst also seeking to deliver environmental benefits including improvements to water quality and watercourse habitat and biodiversity.

6.151 Surface Water Management Plans (SWMPs) are being developed for the Clyde Gateway Project Area and Torglen. These will provide the basis for the development of sustainable drainage solutions to facilitate future development within these areas. Potential solutions to manage flood risk include detention basins and retention ponds, which will have direct land-take implications. Land to accommodate such solutions will be identified through the SWMPs and will require to be safeguarded in order to maximise the potential for their use. The preparation of local development strategies, masterplans, etc. in support of the Plan will require to take cognisance of the surface water management plans (see policies ENV 4: Sustainable Drainage Systems (SUDS) and ENV 5: Flood Prevention and Land Drainage).

6.152 The Clyde Gateway SWMP forms part of the Clyde Gateway Integrated Water Plan (IWP), which is being prepared in conjunction with Scottish Water. This will provide solutions to the provision of water infrastructure (i.e. water and urban drainage) to enable development to proceed in this area. In addition to the management of surface water flows, the IWP will also consider the provision of water supply and the identification of connection points for foul flows.

[The City Council, in conjunction with its partners, is committed to the development of surface water management plans for Glasgow and to the identification and safeguarding of land required to accommodate appropriate attenuation schemes.](#)

## CLYDE CATCHMENT FLOOD LIAISON ADVISORY GROUP

6.153 The local authorities within the Glasgow and the Clyde Valley Joint Structure Plan area have accepted the value of having a permanent strategic advisory forum at which matters relating to climate change, flood prevention and land drainage can be mutually explored by representatives of appropriate stakeholder organisations.

6.154 In June 2005, the Forum agreed to set up a Clyde Catchment Flood Liaison Advisory Group (FLAG), to take account of river basin management planning requirements arising from the Water Environment and Water Services (Scotland) Act 2003. The FLAGs for the cross-local authority boundary river catchments of the Carts, Kelvin and Upper Clyde have been retained and will support the Clyde Catchment FLAG. The Council's own Corporate Working Group on Flooding will continue to inform its approach to dealing with flooding issues.

[The City Council will continue to participate in the Clyde Catchment Flood Liaison Advisory Group.](#)

## FLOOD PREVENTION SCHEMES

6.155 The White Cart Water Flood Prevention Scheme was approved by Scottish Ministers in May 2006. It will protect areas of Battlefield, Langside and Shawlands using a combination of upper catchment attenuation and low walls within the urban area, providing significant environmental improvement along the river corridor. Work is now underway, with a view to completion by 2011 ([www.whitecartwaterproject.org](http://www.whitecartwaterproject.org)).



*White Cart in Spate*

## RIVER CLYDE FLOOD MANAGEMENT STRATEGY

6.156 In May 2003, the Council commissioned the River Clyde Flood Management Strategy (RCFMS) to investigate and address flood risk from the River Clyde, within the City and beyond. The Study adopted a catchment wide approach and concluded that local flood defences were the preferred option for protecting areas identified at risk of flooding, on the grounds of economics, environmental and operational risk. This option also provides the opportunity to address quay wall stability problems, which are linked to flood risk. Quay



wall refurbishment is to take place employing simple stabilisation methods through to full reconstruction of the quay wall in parts. Hard and soft landscaping methods can be used to disguise the true function of permanent flood defences.

6.157 DG/ENV 6: River Clyde Flood Management Strategy Development Guide summarises the key findings of the RCFMS. It sets out more guidance on flooding and drainage policies, whilst maintaining a strong focus upon high quality design for development along the riverside. The development guide sets out specific development criteria to ensure that new developments deliver comprehensive flood defences, address issues of quay wall stability (with minimal visual intrusion) and strategically co-ordinate current and future development. The Council will update DG/ENV 6, and its underlying assumptions as necessary to ensure that it takes account of projected changes in flood risk resulting from reviews of Climate Change guidance and other appropriate factors.

6.158 The design of new development throughout the City may also offer scope to recycle water, with the potential for reducing the amount of wastewater requiring to be drained from the development (see policy DES 2: Sustainable Design and Construction).

## INFORMATION AND COMMUNICATION TECHNOLOGIES

### DELIVERING THE VISION

The Development Strategy seeks to:

- advance social renewal by providing for the City's continued competitiveness through the development of ICT infrastructure whilst minimising its visual impact.

6.159 This will help contribute to the delivery of the Joint Structure Plan's (JSP) Sustained Growth Agenda.

### AIM

6.160 The strategic aim for ICT infrastructure provision is to support the development and use of Information and Communication Technologies.

6.161 Key delivery Policies, Programmes and Initiatives will include:

- working with other public agencies to support the continuing investment in ICT; and
- minimising its visual impact through application of policy IB 8: Telecommunications.

### DELIVERING THE STRATEGY

#### CONTEXT

6.162 Information and Communications Technologies (ICTs) are a fundamental element of infrastructure in a 21st Century economy. In order that Glasgow's citizens have the opportunity to participate in the social renewal of the City, it is essential that the infrastructure is in place to enable them to access knowledge and gain the skills to compete.

6.163 The JSP considers the creation of high capacity ICT links as a critical component in the delivery of the Agenda for Sustained Growth. It places a general requirement on developers to consider ICT infrastructure in significant new developments and for developers of the Community Growth Areas, New Neighbourhoods, Clyde Waterfront and Clyde Gateway to make provision for access to the national ICT network.

#### ICT AND ECONOMIC COMPETITIVENESS

6.164 ICT infrastructure has become a key asset in promoting Glasgow to investors and in securing employment in the City. Glasgow's International Financial Services District in Broomielaw (see CITY CENTRE, paragraphs 7.24-7.25) benefits from high quality ICT infrastructure and is a BT eLocation for financial services. This means that the District has one of the most sophisticated and competitive telecoms infrastructures in Europe.

6.165 Improved ICT will help the City compete within an increasingly globalised economy. To grasp the opportunity which this presents, the telecommunications infrastructure must enable high speed, high bandwidth and, increasingly, mobile information traffic. Glasgow's success in such business sectors as Call Centres and creative industries is founded on its advanced and extensive telecommunications network, with broadband now available throughout the City. Continuing investment in ICTs, therefore, is essential to help maintain this competitive edge.

6.166 The Council is mindful of the increasing importance of the 'knowledge economy' and anxious to ensure that the City is well placed to meet the challenge of the 21st century. In this respect, an increasing number of Council Services are being made available on the Council's website, including a range of planning services, e.g. interactive City Plan, ability to submit planning applications online, etc.

*The City Council will work with other public agencies to support the continuing investment in ICT and to promote the City as having the capacity required for an accessible knowledge economy.*

## DESIGN AND SITING OF ICT APPARATUS

6.167 While the City is supportive of ICTs, the density of apparatus required to cope with a high volume of telecommunications data is such that it is becoming increasingly difficult to locate apparatus discreetly. In areas such as the City Centre and the West End, antennas can often be concealed on the rooftops of buildings but this can be much more difficult outside the commercial core of the City, where owners are often reluctant to allow their buildings to be used for telecommunications equipment. This has led to increasing numbers of applications for pavement monopoles.



*Telecommunications Masts*

6.168 Telecommunications equipment such as antennas and mobile phone masts can have a significant visual impact in urban areas. Applicants will, therefore, be required to demonstrate that all practicable options to minimise impact have been explored, and the best solution identified. There will be a limited number of locations where the impact of an installation cannot be satisfactorily minimised, and where it will therefore be unacceptable in principle.

6.169 In circumstances where ICT apparatus is being provided externally, policy IB 8: Telecommunications provides guidance on the design and location of equipment.

6.170 Telecoms technology, however, has now developed to the extent that a substantial amount of apparatus can be incorporated into street furniture, such as lighting columns. If this system could operate within the conservation areas, it would remove many of the obstacles to achieving full telecoms coverage, while not detracting from the historic character of these areas.

*The City Council will investigate, with telecoms providers, whether their apparatus can be satisfactorily incorporated within lighting columns, and other street furniture.*

## OTHER UTILITIES

### DELIVERING THE VISION

The Development Strategy seeks to:

- advance social renewal by ensuring access to utilities whilst minimising the visual and other impacts associated with the utility network infrastructure.

6.171 This will help contribute to the delivery of the Joint Structure Plan's (JSP) Sustained Growth Agenda.

### AIM

6.172 The strategic aim for OTHER UTILITIES infrastructure provision is to ensure that existing and potential users have access to electricity, gas, telephone and cable networks, and to minimise the visual and other impacts of associated infrastructure.

Key delivery Policies, Programmes and Initiatives will include:

- working with utility companies to support city-wide access to essential utilities.

### DELIVERING THE STRATEGY

6.173 There is a need, not just for adequate provision of electricity, gas, telephone and cable infrastructure, but also consideration of their siting and design. It is desirable that the planning and installation of all underground infrastructure be co-ordinated in a manner that minimises potential or future disruption to public transport routes.

6.174 High-voltage overhead power lines traverse many parts of Glasgow. These are generally unsightly and often detract from the development potential of sites adjacent to, or through, which they run. In some circumstances, the development process may be able to absorb the cost of undergrounding overhead lines to improve amenity and enhance site values.

*The City Council will encourage the undergrounding of high voltage overhead power lines.*

## EDUCATION

### DELIVERING THE VISION

The Development Strategy seeks to:

- advance social renewal by maximising the regeneration benefits offered by new schools and by facilitating the role of further and higher education in developing the economy of the City; and
- promote sustainability and health by facilitating access by walking, cycling or public transport to educational facilities through their location and the implementation of travel plans.

6.175 This will help make the City more attractive to existing and prospective residents and investors, contributing to the delivery of the Joint Structure Plan's (JSP) Sustained Growth Agenda.

### AIM

6.176 The strategic aim for EDUCATION infrastructure provision is to improve the quality, range and accessibility of education and related research facilities in the City.

6.177 Key delivery Policies, Programmes and Initiatives will include:

- preparing Campus Plans, Transport Assessments and Travel Plans in support of the development aspirations of tertiary education establishments; and
- implementing the pre-12 Strategy Project.

### DELIVERING THE STRATEGY

#### CONTEXT

6.178 Glasgow is Scotland's largest centre for education, with three universities and a range of further education colleges as well as pre-12, secondary, and special educational needs establishments. Planning for education infrastructure is of vital importance in securing the City's future economic success, both from the perspective of an educated workforce and the potential spin-offs from training, research and development. Education also has a part to play in changing lifestyles, a major factor in improving the health of Glaswegians. To ensure equality of access to educational infrastructure for all city residents, it is important that it is accessible by good quality public transport, walking and cycling links.

### TERTIARY EDUCATION ESTABLISHMENTS

6.179 Universities and Colleges of further education provide a major contribution to Glasgow's economy. Over 80,000 students are based at the City's further and higher education establishments, and it is important that these institutions are sustained and developed (this may involve land use change).

6.180 Proposals for the expansion, or contraction, of tertiary educational facilities should be prepared and submitted to the Council. This should take the form of either a campus plan (see policy DEV 9: Civic, Hospital and Tertiary Education), which sets out the broad development programme for the site over a period of approximately 10 years and the longer term aspirations for the site, or a masterplan, that shows any proposed new land uses within the context of the wider area, including any remaining campus use.

6.181 The scoping for each campus plan or masterplan should be discussed and agreed with the Council prior to its preparation. Typically, they should take account of: uses for the site; transport and access; general layout; design; waste management infrastructure; sustainable construction policy; townscape and landscape considerations; biodiversity; listed buildings; phasing and timescale of development/closure; and, where appropriate, the relationship with surrounding uses. Campus plans for tertiary education establishments should take account of the need for purpose built student accommodation.

6.182 Campus plans and masterplans, once approved, will provide the context for, and guide, detailed development applications, as will any amendments to campus plans and masterplans approved by the Council. Campus Plans for the Universities of Glasgow and Strathclyde have been prepared.

6.183 Glasgow University has plans to expand on the site of the Western Infirmary (see HOSPITAL PROVISION, paragraph 6.198), and the Campus Plan for Gilmorehill is being redrafted (see REST OF THE CITY, paragraph 8.19 - 8.20) to set out the implications arising from the development of university buildings at this location and withdrawal from Hillhead. It will require to take the existing built heritage of the site into consideration.



*Glasgow University*



6.184 Where appropriate, the Council will require the preparation of transport assessments and travel plans in support of campus development plans (see Development Guides DG/TRANS 1: Transport Assessments and DG/TRANS 2: Travel Plans). Strathclyde University has produced a Travel Plan that commits the University to reducing car parking, whilst recognising the continuing need for some parking to meet the University's operational requirements.

The City Council will require proposals for the redevelopment of tertiary education institutions and sites to be assessed in the context of a campus plan or masterplan and supported, where appropriate, by a transport assessment and travel plan.

## SCHOOLS

6.185 Following significant investment through a Public Private Partnership (PPP), the City's Secondary Schools are now considered to provide a modern learning environment for pupils. It will be important to ensure that these facilities continue to offer up-to-date educational and recreational facilities through the lifetime of the PPP contract.



*New Secondary Schools*

6.186 In 2003, the Council's Education Services published a blueprint for the future of pre-12 education in the City entitled "Raising Standards for the Learning Age". This set out the requirements for future primary and pre-5 education and considered provision relative to major residential development and redevelopment proposals. The Council's Pre-12 Strategy Project aims to secure a high quality learning environment for children in primary, pre-5 and special educational needs establishments often co-located on single campuses. Further detail is set out in the School Estate Management Plan (and subsequent updates), which can be found on the Council's website or by contacting Education Services (0141 287 2000).

6.187 Many of these campus style schools are located in the Metropolitan or Strategic Growth Corridors, including the New Neighbourhoods. They offer educational, and indoor and outdoor recreational, facilities which will

allow them to develop as focal points for the communities they serve. During the Plan period, it is anticipated that phases 1-4 of the Pre-12 strategy will have been completed – a total of 29 new campuses.

6.188 Other building works associated with the Pre-12 strategy include the completion of a school for children with sensory impairment and the relocation of the Glasgow Gaelic School to the former Woodside Secondary, after it's refurbishment.

The City Council will seek to maximise the potential regeneration benefits offered by the Pre-12 Strategy Project and, in doing so, deliver safe walking and cycling routes to connect the schools to their catchment areas.

The City Council will continue to assess the requirements for the provision of Pre-12 and secondary education across the City, particularly within the Key Regeneration Areas and Community Growth Areas, with a view to identifying sites for new schools, should they be required.

## HOSPITAL PROVISION

## DELIVERING THE VISION

The Development Strategy seeks to:

- promote social renewal and sustainability by providing for access to hospitals by sustainable modes of transport and through design that minimises environmental impact and encourages biodiversity; and
- maintain residents' health by encouraging the development of modern hospital facilities in Glasgow.

6.189 This will help maintain the City's attractiveness to existing and prospective residents and investors, contributing to the delivery of the Joint Structure Plan's (JSP) Sustained Growth Agenda.

## AIM

6.190 The strategic aim for HOSPITAL infrastructure provision, therefore, is the provision of high quality public and private sector hospitals in Glasgow, accessible by sustainable modes of transport.

6.191 Key delivery Policies, Programmes and Initiatives will include:

- i). preparing campus plans or redevelopment masterplans supported, where appropriate, by transport assessments and travel plans.

## DELIVERING THE STRATEGY

### CONTEXT

6.192 The importance of both the public and private hospital facilities in the City is recognised, as is the significance of their relationship with the tertiary education sector. The City's hospital infrastructure is undergoing major change in its distribution, design and function. It is vital, therefore, that the new and retained hospital infrastructure serves the City well and that the potential of any redundant sites is maximised. Of particular importance will be the need to ensure that the new hospital sites are easily accessible by sustainable transport.

### HEALTH CARE REVIEWS

6.193 National Health Service Greater Glasgow and Clyde (NHSGGC) continue to review and develop acute, maternity and mental healthcare. A £750 million investment programme will see the closure of the Western and Victoria Infirmarys and the Mansionhouse Geriatric Unit, and a new build programme at Southern General Hospital, Glasgow Royal Infirmary, Gartnavel General Hospital and Stobhill Hospital.



*Stobhill Minor Injury Unit*

6.194 The City's Accident & Emergency Trauma services, for the most seriously ill and injured, will now be concentrated at the Royal Infirmary (in the City Centre) and the Southern General (in Govan).

6.195 Minor injuries units will operate at the new Victoria Hospital, (adjacent to the old Victoria Infirmary), Stobhill, Gartnavel, the Royal Infirmary and at the Southern General. £100 million has also been allocated to build a new Children's Hospital which will be incorporated within the reconfigured Southern General campus.

6.196 The reviews of acute, maternity and mental health care in the City signal widespread change in the distribution and organisation of Glasgow's hospital infrastructure and, in some instances, will lead to opportunities for partial or full redevelopment of

surplus land and buildings. The private sector also has aspirations to improve the quality and range of hospital services available in Glasgow.

6.197 Proposals for the expansion, or contraction, of hospital facilities should be prepared and submitted to the Council. This should take the form of either a campus plan or masterplan (see EDUCATION, paragraphs 6.180-6.182, for further information on the nature of these plans). Campus plans for the Victoria Infirmary and Stobhill Hospital have already been prepared (a draft Campus Plan for the Southern General has also been prepared).

6.198 The Western Infirmary occupies a site adjacent to residential tenements, public buildings, parkland, the University of Glasgow campus and Byres Road/Dumbarton Road Town Centre. The relocation of services from the Western Infirmary to Gartnavel, and the potential expansion of the University into the hospital site, require to be addressed through the University's Estate Campus Plan. This should illustrate the phasing of the closure and relocation of hospital services and the subsequent introduction of new University facilities. The Plan will also be expected to take account of, for example, the Partick/Byres Road Town Centre Action Plan, the Glasgow West Conservation Area Appraisal and existing uses.

6.199 In order to alleviate some of the parking difficulties at existing hospitals, a new 1,000 space multi-storey car park has been opened at the Royal Infirmary and a further multi-storey is proposed at Gartnavel. The parking facilities for the new Victoria Hospital development has been partly incorporated below the hospital building. Strathclyde Partnership for Transport are undertaking an Access to Healthcare Strategy as part of the work on the Regional Transport Strategy.

6.200 Where appropriate, the Council will require the preparation of transport assessments and travel plans in support of campus plans or masterplans (see Development Guides DG/TRANS 1: Transport Assessments and DG/TRANS 2: Travel Plans).

*The City Council will require proposals for the redevelopment of hospital facilities and sites to be assessed in the context of a campus plan or masterplan and supported, where appropriate, by a transport assessment and travel plan.*

## CULTURE AND SPORT

### DELIVERING THE VISION

The Development Strategy seeks to:

- advance social renewal by providing for improved local access to cultural and sporting facilities and by capitalising on the economic potential offered by Glasgow's developing cultural and sporting provision;
- promote sustainability by encouraging the development of new, locally accessible, cultural and sporting facilities within the City's regeneration areas and within schools; and
- help improve residents' health by providing for access to sporting and cultural facilities that can sustain and improve both physical health and mental well-being.

6.201 This will help make the City more attractive to existing and prospective residents and investors, contributing to the delivery of the Joint Structure Plan's (JSP) Sustained Growth Agenda.

### AIM

6.202 The strategic aim for CULTURE AND SPORT infrastructure provision is the improvement of the quality, range and accessibility of cultural and sporting facilities in the City.

6.203 Key delivery Policies, Programmes and Initiatives will include:

- i). providing and improving cultural and sporting facilities within the City's Key Regeneration Areas;
- ii). realising the potential for the further integration of sports facilities within schools to offer wider community access; and
- iii). delivering key cultural and sporting infrastructure, such as the National Indoor Sports Arena and new Museum of Transport.

### DELIVERING THE STRATEGY

#### CONTEXT

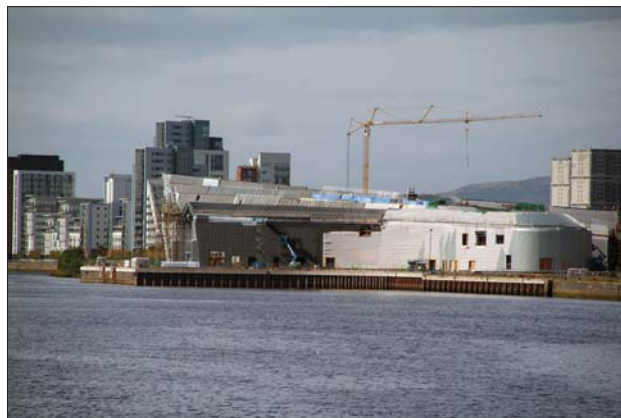
6.204 Glasgow has a large choice of world-class cultural and sporting facilities. The Council provides and maintains a network of services, which includes 18 pools and leisure centres, a high number of sports pitches, 5 golf courses, 13 museums and galleries, along with 34 community libraries and 44 council-managed community facilities.

6.205 Glasgow's parks and less formal open spaces form part of an invaluable "green network" that plays an important role in the regeneration of the City (see BIODIVERSITY AND GREENSPACE).

6.206 Cultural and sporting facilities also play a significant part in addressing the social, economic, environmental and health needs of the City, helping promote Glasgow as a location for major events and as a major tourist destination.

6.207 Glasgow's Cultural Strategy was published in 2006. It defines culture as including the various art forms, community recreation, museums, heritage (built and natural), libraries and information, sports, parks and open spaces, events and festivals and creative industries. Amongst other things, it aims to enhance Glasgow's cultural infrastructure in support of the City's economy and to encourage participation, learning, training and pathways to employment.

6.208 The planned refurbishment of existing infrastructure along with the proposed delivery of nationally significant developments (e.g. new Riverside Museum, National Indoor Sports Arena) will increase the offer and prestige of Glasgow as a cultural and sporting City.



*Riverside Museum Under Construction*

### COMMUNITY CULTURAL AND SPORTING FACILITIES

6.209 A vital element of the renewal of the Key Regeneration Areas and New Neighbourhoods is the provision of cultural and sporting facilities to be incorporated within the masterplans, local development strategies, etc., for these areas. This may take the form of new sports/cultural facilities; new or upgraded open spaces; or sports pitches, some of which may be achieved through developer contributions. Such provision is seen as an integral part of any successful community. Examples of major new provision delivered or proposed as part of the wider regeneration process include the Easterhouse Town Centre Cultural Campus (arts centre/library/pool), which opened in 2006, and recreational provision within Castlemilk.



6.210 The Council has approved a Sports Pitch Strategy to assist in identifying the long term facility requirements for pitch sports and to assess the role that school sites can play in meeting community demand. The Sports Pitch Strategy incorporates the implications of demographic and population changes across the city, but also provides a robust mechanism to assess future facility needs arising from population change within regeneration areas, New Neighbourhoods and Community Growth Areas.

*The City Council will encourage the provision of cultural, sports and leisure facilities within Glasgow's regeneration areas and will develop the Sports Pitch Strategy.*

6.211 The Council's review of secondary and primary education has resulted in a major programme of investment in new or upgraded schools, affording opportunities to improve indoor and outdoor leisure facilities for use by both school and community (as delivered in Haghill as part of the new Primary School complex - see EDUCATION, paragraph 6.187). The majority of the City's schools have also signed up to the Eco-school project with a view to promoting energy efficiency and healthy lifestyles.

*The City Council will continue to assess the requirement for further integration of culture and sports facilities within schools, and to encourage wider community access.*

## STRATEGIC CULTURAL AND SPORTING FACILITIES

6.212 In 2004, the Scottish Government selected Glasgow as the location for the new National Indoor Sports Arena and Velodrome, to be located within the Metropolitan Growth Corridor on London Road. It is expected to be complete in 2010 and will offer further scope for attracting world-class sporting events to Glasgow. The Council has also developed a new Regional Indoor Football Training Facility in Toryglen, comprising both state of the art indoor facilities and outdoor pitches.

*The City Council supports the delivery of the National Indoor Sports Arena.*



*Proposed National Indoor Sports Arena and Velodrome*

6.213 A key component of the City's waterfront regeneration, the new Museum of Transport, is under construction on the north bank of the Clyde, adjacent to the River Kelvin. This will add to Glasgow's reputation as a world class visitor destination. It will also present an opportunity to review the options for the existing Kelvin Hall International Sports Arena. Work is underway on a 12,500 seat arena as part of the redevelopment proposals for the SECC campus (see CLYDE WATERFRONT, paragraph 7.82). The Arena will be the largest entertainments venue in Scotland and will also be used for some sports events (such as gymnastics), during the Commonwealth Games in 2014 (see paragraph 6.215).

6.214 Other major improvements to the City's cultural attractions include the refurbishment of the Kelvingrove Art Gallery and Museum, and the City Halls and Fruitmarket together with the development of King Street and the Briggait as a visual arts quarter.

*The City Council will support the delivery of the new Museum of Transport (Riverside Museum), the new indoor arena at the SECC campus and the development of a visual arts quarter at King Street/Briggait.*

## 2014 COMMONWEALTH GAMES

6.215 The City's successful bid to host the 2014 Commonwealth Games will have significant regeneration benefits and will help deliver improved sports and leisure infrastructure for the City. The Games will play a central part in the City's social renewal and economic development.

*The City Council will encourage and facilitate the promotion of facilities associated with the 2014 Commonwealth Games.*



7.1 This section sets out in more detail the issues to be addressed and the regeneration opportunities within the 6 Key Regeneration Areas which form the City's Spatial Priorities (see Development Strategy Overview, paragraphs 2.12 to 2.13). These comprise:

- the Metropolitan Growth Corridor – City Centre, Clyde Waterfront, Clyde Gateway (see Development Strategy Overview, paragraphs 2.14 to 2.18); and
- the Strategic Growth Corridors – M8 East, M80 and Glasgow North (see Development Strategy Overview, paragraphs 2.19 to 2.22).

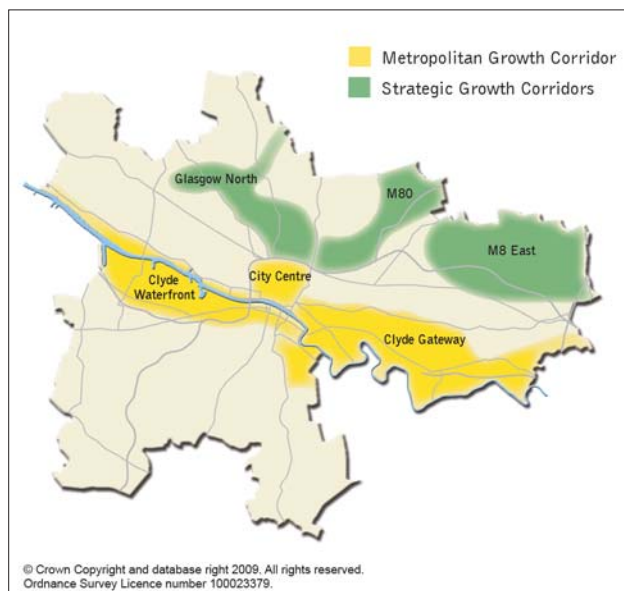


Figure 7.1: Key Regeneration Areas

## DELIVERING THE VISION

The Development Strategy seeks to:

- advance social renewal by regenerating communities to provide for their varied housing needs, deliver employment and other opportunities in locations which can be easily accessed by residents, and enrich their environment, to create attractive living and working environments;
- promote sustainability by maximising use of brownfield land and the potential of the public transport system, delivering sustainable urban neighbourhoods, designed and constructed to

make good use of resources and to enhance biodiversity, and by providing local facilities accessible by foot and bicycle; and

- improve residents' health by removing dereliction and contamination, promoting attractive living and working environments which provide for access to local facilities by foot or bike and by facilitating the delivery of new jobs and retention of existing ones, thereby helping to improve life circumstances, reduce poverty and foster self-esteem.

7.2 This will help make the City more attractive to existing and prospective residents and investors, contributing to the delivery of the Joint Structure Plan's (JSP) Sustained Growth Agenda.

## AIM

7.3 The strategic aim for the Key Regeneration Areas is to continue to support, guide and co-ordinate planning action and investment, to deliver successful and sustainable regeneration and to improve the quality of life for those living in, working in, investing in or visiting these areas.

7.4 Key delivery policies, programmes and initiatives for the Key Regeneration Areas are outlined within the main text for each of these areas.

### METROPOLITAN GROWTH CORRIDOR: CITY CENTRE

## BACKGROUND

7.5 The City Centre lies at the heart of a conurbation of approximately 1.94 million people, and is part of an international network of European cities that are both co-operating and competing for a share of inward investment and tourist expenditure.

7.6 With its range of modern residential, commercial, business, educational, entertainment, health and cultural facilities, along with its role as a transport hub, the City Centre continues to shape and define the character of metropolitan Glasgow and its hinterland. Major structural and environmental changes, progressively

introduced since the 1960s, have re-positioned the City Centre as a competitive investment location. The revival of the Merchant City, the expanding role of the Universities and the development of the International Financial Services District (IFSD) are more recent examples of how the City Centre has embraced change.

7.7 The City Centre continues to drive the City's, and the conurbation's, economies and it is essential that the City Centre, and the strategic functions and activities located within it, is supported through new infrastructure investment and, where possible, expanded, to retain a strong and competitive economy.

7.8 The Council, therefore, supports continued major investment and renewal in the City Centre to strengthen its global, regional and local roles as a prime location for business, leisure, culture, retail and education.

## DELIVERING THE STRATEGY

### CITY CENTRE BOUNDARY

7.9 For planning purposes, the City Centre's boundary has traditionally been formed by the M8 motorway, the River Clyde and the High Street. The metropolitan functions of the City Centre (particularly office and business uses) are having an increasing impact outwith this boundary. The immediate eastern fringe of the City Centre (east of the High Street axis) and parts of Tradeston and Laurieston adjacent to the River Clyde, are increasingly influenced by development within the City Centre in terms of built form and scale. The Central Conservation Area also extends into parts of the eastern fringe e.g. St Andrews Square. In view of these developments, the City Centre boundary has been extended to cover these areas and into Tradeston and Laurieston, south of the River.

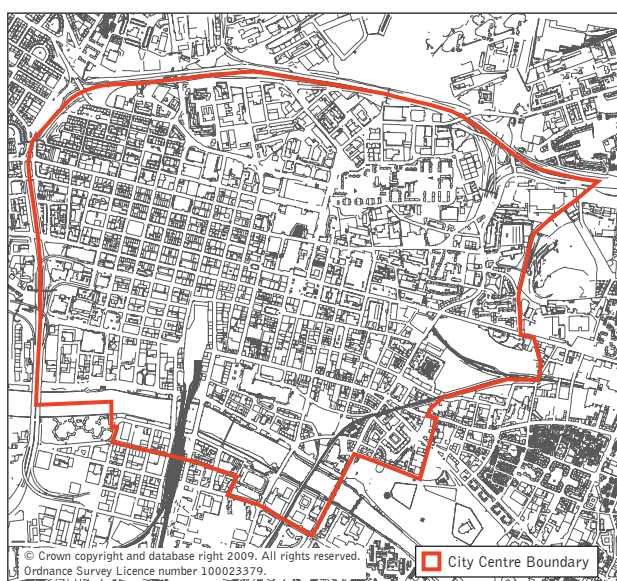


Figure 7.2: City Centre Boundary

## PEOPLE

### PROTECTING AMENITY AND ENCOURAGING NEW RESIDENTIAL DEVELOPMENT

7.10 The City Centre has a strong residential presence. There are long established residential communities at Anderston, West Cowcaddens, Garnethill, Glasgow Cross, Ladywell/High Street, St Andrews Square and Townhead. These Primary Residential Areas are settled communities and contain a high proportion of family households.



City Centre Housing

7.11 There is also an increasing desire to live in other parts of the City Centre, reflecting convenient access to employment, shopping, cultural and educational facilities. Residential conversions and new developments have resulted in the emergence of residential communities in mixed development areas such as the Merchant City.

7.12 The upper floors of former tenemental and commercial buildings, many of which are vacant, offer significant opportunities for conversion to housing. This would help safeguard the built heritage of the City Centre and add to its vitality. The Merchant City, and some of the older tenemental properties on Sauchiehall Street (west of Cambridge Street), Trongate and Argyle Street (west of Hope Street) and Bath Street (west of Douglas Street), have particular potential for conversion, subject to environmental, listed building and amenity considerations (see New Development in the City Centre, paragraphs 7.32-7.33 and policy RES 3: Residential Development in the City Centre).

The City Council will:

- safeguard the amenity of the Primary Residential Areas; and
- continue to support the development of new housing in appropriate locations and the conversion of upper floors to residential use (subject to land use policy, environmental and design standards, listed building and amenity considerations).



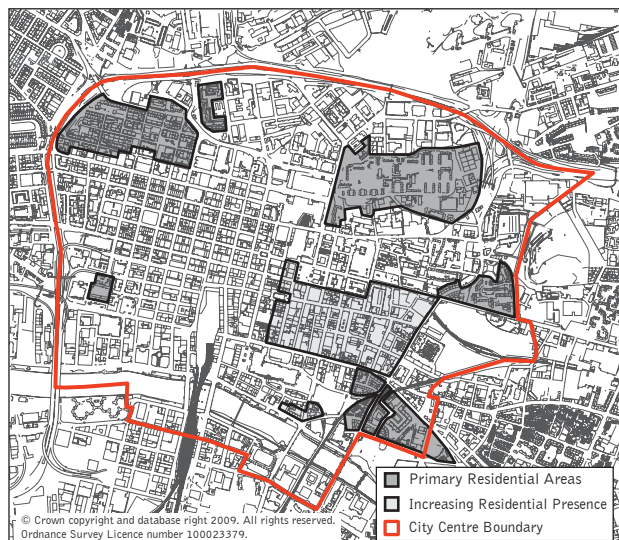


Figure 7.3: City Centre Housing Areas

## JOBS

### CITY CENTRE ACTION PLAN

7.13 The Council and its partners (including Glasgow Chamber of Commerce) have developed a City Centre Action Plan (CCAP). It sets out an action programme which seeks to improve accessibility and realise environmental, marketing and development opportunities to bring about positive change in the City Centre and deliver on the Action Plan's vision: that the City Centre will be one of the most dynamic, economically competitive and attractive city centres in Europe and the best in the UK, outside London. City Plan 2 can help deliver many of the priority actions proposed by the CCAP, including:

- delivering, in conjunction with others, key regenerator projects such as the International Financial Services District (IFSD) and City Science; and
- supporting the implementation of the campus development plans of the City Centre Universities, Colleges and Specialist learning Institutes.

7.14 The Council and Glasgow Chamber of Commerce are also progressing feasibility work for a proposed City Centre Business Improvement District (BID). A BID is an area where businesses have voted to invest collectively in local improvements, in addition to those delivered by statutory authorities, through a compulsory levy on their rateable value. Glasgow is one of six Scottish towns and cities to pilot the BID model with support from the Scottish Government and a range of public and private funders. A business case for Glasgow has been made and a detailed business consultation programmed is proposed. If supported by local business, the BID could bring significant financial benefits to the city centre and support its strategically critical role as a retail, tourist and leisure destination.

### THE CITY CENTRE'S COMPETITIVE ADVANTAGE

7.15 The City Centre owes much of its success to its comparative advantages as the hub of the regional transport and communications networks, a high quality environment and the clustering of a wide range of metropolitan services and functions. This clustering of functions in the City Centre confers significant economic benefits, including trading linkages, high and concentrated levels of employment, and a rationale for investment in public transport and other infrastructure.

7.16 It is important for the City Centre's continued success that these qualities are safeguarded and enhanced by new investment and that the strategic economic role of the City Centre is consolidated.

7.17 Sustaining the wide range of financial, business and retail services already on offer, maintaining easy access to a well educated, talented labour supply, and conserving a high quality physical environment will assist in the attraction of further inward investment in these services, thereby helping to reinforce the City Centre's success.

7.18 Glasgow's higher education and research institutions have a vital role to play in securing a step change in performance, not only of the City Centre, but of the wider Metropolitan Core/Growth Corridor. This area, which includes the City Centre/Clyde Waterfront and West End, contains Glasgow's highest value services and is a vital location for priority industries, including financial services, digital media and tourism.

[The City Council will encourage investment that supports and enhances the metropolitan function of the City Centre and will seek a step change in the performance of the Metropolitan Core/Corridor of Growth \(see Part 1, DEVELOPMENT STRATEGY OVERVIEW\).](#)

### CITY CENTRE'S OFFICE FUNCTION

7.19 Business and public services account for much of the demand for office floorspace in the City Centre, the pre-eminent office centre in Scotland and one of the major office centres in the U.K. They account for an estimated 60,000 City Centre jobs, including employment in business, finance, law and accountancy services not obtainable elsewhere in the conurbation.

7.20 The availability of a highly differentiated and sophisticated range of services can help attract further high value inward investment and also enhance opportunities for the growth of the indigenous business sector.

7.21 The provision of a high quality office and property infrastructure will be encouraged and supported by public transport and environmental improvements.

7.22 The Plan identifies a Principal Office Area (POA) within the City Centre (see City Centre Development Policy Principles Map). The POA lies substantially within the Central Conservation Area and contains much of Glasgow's fine architectural heritage. It is the preferred location for all new large office developments (see JOBS, paragraphs 4.37-4.42 and policies DEV 6: Principal Office Area (City Centre) and IB 4: Office and Business Class Development).



*Principal Office Area*

7.23 The promotion of business and financial services has been strengthened by the identification of the southern half of the POA (around Broomielaw) as the Glasgow IFSD. The Council's partners in the IFSD include Scottish Enterprise, the Scottish Government and private sector interests. The partnership group has made a commitment to invest over £600m to attract leading international financial firms to the City.

7.24 The IFSD initiative seeks to promote modern office floorspace with large floor plates incorporating high quality advanced telecommunications and information technology (IT) infrastructure. Most new buildings have dual routing with high-speed broadband cable infrastructure, tailored to the financial sector (see INFORMATION AND COMMUNICATIONS TECHNOLOGIES, paragraph 6.164).

7.25 To increase the attractiveness of the area for investment, a high quality physical environment and public realm is being provided. Accessibility to the area will be enhanced by the development of Clyde Fastlink, a high quality Bus Rapid Transit system that will link the City Centre to Glasgow Harbour via the Scottish Exhibition and Conference Centre (SECC) (see TRANSPORT, paragraph 6.26). This investment will be complemented by initiatives to develop and enhance the skills and knowledge base of the local workforce.

## INDUSTRY AND BUSINESS USES

7.26 Activities such as graphic and software design, printing, publishing, small scale and specialist manufacturing, warehousing or craft enterprises help support the business, retail and public service functions.

The northern edge of Townhead and Cowcaddens is the only extensive area within the City Centre that can accommodate such uses and provide opportunities for business expansion. The area is also ideally located adjacent to the M8 motorway. Consequently, if business and industry uses are to benefit from existing or future City Centre economic linkages, it is important that provision is made for the accommodation of such activities (see policy DEV 3: Industry and Business). Consideration should also be given to investigating linkages with the Canal Basin development at Port Dundas (see GLASGOW NORTH, paragraphs 7.209-7.210).

7.27 Other parts of the City Centre also offer opportunities to accommodate business uses particularly in the Broomielaw, St. Enoch and the Merchant City. Within these areas, there are opportunities to convert former warehouse and commercial buildings to multi business and serviced accommodation, aimed at offering small and medium sized companies the benefits of shared office service support and modern telecommunications. The Pentagon Centre in the Broomielaw is a good example of this type of activity.

## The City Council will:

- continue to promote the City Centre as the strategic focus for employment and economic development, including high quality office and property infrastructure, with a view to attracting inward investment, retaining indigenous businesses and facilitating new company formation and expansion;
- continue to promote the Principal Office Area as the preferred location for large office, business and administration services in the City Centre;
- with its partners, continue to promote and market the IFSD to inward investors;
- promote Glasgow as a call centre location;
- retain the Townhead/Cowcaddens Area as a location for industrial and business uses; and
- encourage the establishment of multi business uses providing supported accommodation aimed at the small and medium enterprise sector.

## ENVIRONMENT

7.28 The National Planning Framework for Scotland recognises that issues of place remain critical to maintaining confidence and influencing business location. The achievement of a high quality urban environment is a necessary condition in order to remain competitive.

## THE BUILT ENVIRONMENT AND ARCHITECTURAL AND ARCHAEOLOGICAL HERITAGE

7.29 The image of the City is important and nowhere is that image more powerfully portrayed than in the City Centre with its 550 listed buildings. Much of

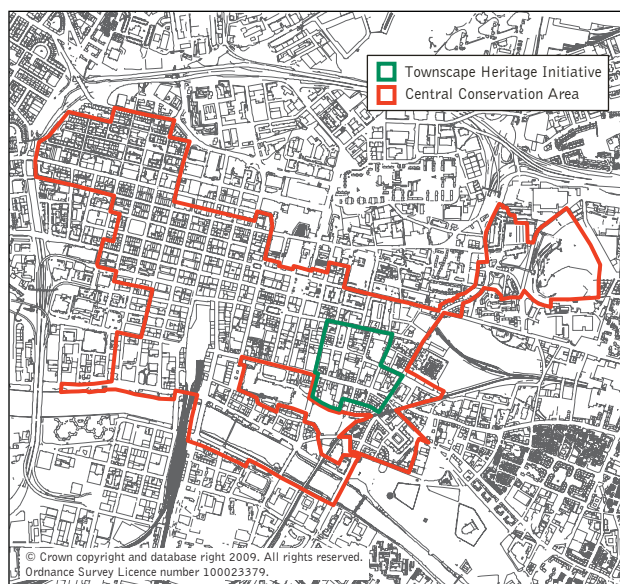
## KEY REGENERATION AREAS

the City Centre is also designated as an Conservation Area, reflected in approximately 140 Category A listed buildings. A large number of archaeological sites also exist within the central area.



*Central Conservation Area*

7.30 The Central Conservation Area contains architecture that reflects medieval, late Georgian, Victorian, Art Nouveau, Art Deco, Modern and Post Modern influences. It is the most significant conservation area in the City in terms of the number of listed buildings, and buildings of national importance. In addition, it is recognised as probably the best example of a large and coherent concentration of Victorian architecture in the UK and contributes to Glasgow's attraction as a major centre for tourism. A conservation area appraisal for this area is in preparation (see BUILT HERITAGE, paragraph 5.10) and revisions to the Conservation Area boundary may be promoted.



*Figure 7.4: Central Conservation Area*

7.31 The built heritage and wider urban fabric, encompassing building and landscape design, greenspaces and the connecting streets and spaces, is an asset to Glasgow in attracting and retaining inward investment and a creative workforce. As a result,

there is a presumption in favour of the retention, refurbishment and preservation of all listed buildings in the City Centre and all unlisted buildings within the Central Conservation Area, particularly where these are identified in the Conservation Area Appraisal as making a positive contribution to the character and appearance of the conservation area.

[The City Council will use the Conservation Area Appraisal to promote action aimed at restoring and enhancing the environment of the Central Conservation Area.](#)

### NEW DEVELOPMENT IN THE CITY CENTRE

7.32 Of equal importance is the promotion of new development that complements and respects the heritage of the City Centre. New development, in general, should respect urban morphology, especially within the Central Conservation Area, and be designed with respect to context, setting and townscape. The scale and massing of new development should respect neighbouring developments and townscape.

7.33 Contemporary forms of architecture and design are encouraged, provided the development also respects townscape, context and setting, scale, massing and detail. New development that ignores these factors is likely to detract from and weaken the process of regeneration and will be resisted (see policies DES 1: Development Design Principles and DES 2: Sustainable Design and Construction and development guide DG/DES 5: Development and Design Guidance for the City Centre).

### PUBLIC REALM/LINKAGES

7.34 Phase 1 of the Public Realm improvement scheme has been completed (including treatment of the City's main shopping streets). City Plan 1 indicated that consideration was being given to funding a second phase of the programme that would extend the benefits of Phase 1 to the surrounding areas. Whilst some of these areas have been subject to public realm works (e.g. Trongate), the main focus of the second phase of works has been within the Merchant City, on improving the links between Central and Queen Street Stations and within the IFSD. These works, in conjunction with the new pedestrian and cycle bridge between Tradeston and the IFSD, aim to stimulate economic growth and development in the area.

7.35 To improve the permeability of the Merchant City and the Broomielaw areas, opportunities provided by development to reopen and upgrade the lanes and wynds will be utilised (see policies DES 7: Developments Affecting City Centre Lanes, Wynds and Courtyards and TRANS 1: Transport Route Reservations).



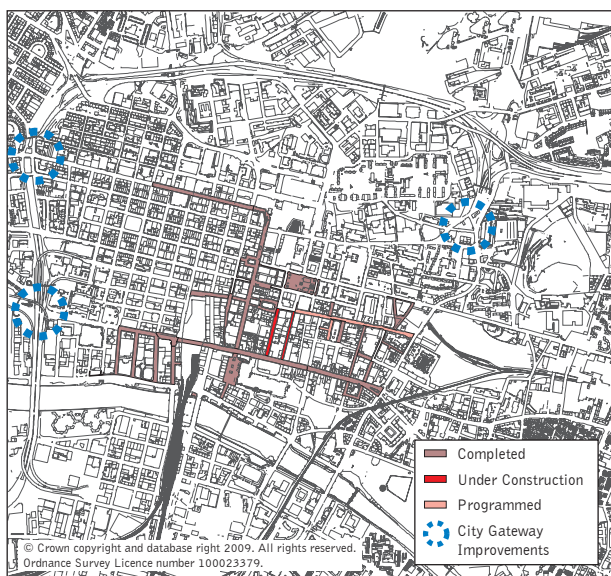


Figure 7.5: City Centre Public Realm

The City Council will:

- complete the Merchant City, station links and the IFSD public realm improvement programmes; and
- seek to ensure that development proposals provide for the reopening and upgrade of wynds in the Merchant City and Broomielaw.

7.36 Consideration also requires to be given to the extension of the public realm works to:

- improve the environment of other important pedestrian routes - e.g. Union Street;
- incorporate pedestrian routes which help reconnect the City Centre to surrounding localities and communities; and
- help break down the barriers created by the M8 motorway and Kingston Bridge (e.g. the need to improve connections between the City Centre and the Canal Basin development at Port Dundas - see GLASGOW NORTH, paragraph 7.210).

The City Council will consider opportunities for extending the public realm works to other important pedestrian routes in, and to, the City Centre and will investigate creating improved linkages to surrounding areas and to the river.

7.37 Lighting and public art should form an integral element of the design of public realm works, using Secured by Design principles and those devised as part of the Council's Lighting Strategy. Architectural lighting installations should protect architectural and townscape quality. Artworks should be visible, robust and must not impede pedestrian movements. The Council has prepared strategies for public art, lighting and dressing the City. The City Centre will be the focus of many of the measures proposed in these Strategies

(see HERITAGE AND THE BUILT ENVIRONMENT, paragraphs 5.26-5.28, and policy DES 6: Public Realm and Lighting).

The City Council will promote integrated lighting design for public realm proposals in conformity with the policies and standards set out in the Council's Lighting Strategy and using Secured by Design principles.



Lighting the Public Realm

## PUBLIC AND CIVIC SPACES

7.38 The public and civic spaces in the City Centre provide open areas for leisure, entertainment and sitting out. Since City Plan 1 was adopted, Rottenrow Gardens has been developed near Strathclyde University as an attractive public space.

7.39 Any consideration of George Square should include traffic management measures, provide for the renewal of the Queen Street Station façade and entrance and provide a suitable context for the City Chambers. It should also recognise and respect its historic function and connect well to adjacent areas, such as to the new public realm in the Principal Retail Area and the Merchant City.

7.40 Blythswood Square, in the heart of the Principal Office Area, is also in need of enhancement. There may also be opportunities to enhance the public realm around the square and extend these linkages northwards to Sauchiehall Street.

7.41 Opportunities also exist to deliver an upgraded public realm in St Enoch Square in conjunction with development proposals to extend the St Enoch Shopping Centre. These opportunities may, in time, provide scope to extend good quality public realm works south to the Riverside. These linkages should also extend to Custom House Quay to facilitate and encourage greater pedestrian activity in the area and help support the creation of a critical mass of development alongside the River Clyde to assist in the site's, and river's, regeneration.

7.42 Where appropriate, developer contributions will be sought for public realm works (see policy ENV 2: Open Space and Public Realm Provision).

## INFRASTRUCTURE

### TRANSPORT AND ACCESSIBILITY

7.43 The City Centre is the focus for intra and inter-urban transport links across the City Region, resulting in a high level of accessibility. Two main-line high level railway stations, Glasgow Central and Queen Street, provide rail links to major cities throughout the UK and, potentially, trans-European rail services. In addition, there are six other rail stations (including Queen Street and Central low levels) and three Subway stations.

7.44 The City Centre is at the heart of the local bus network with Buchanan Bus Station providing cross-country bus services. The M8 motorway, which runs adjacent to the north and west of the City Centre, provides easy access to Glasgow Airport and the wider motorway network. The City Centre also contains the largest concentration of public parking within the conurbation and a high intensity of private, non-residential parking spaces (see policies TRANS 4: Vehicle Parking Standards and TRANS 11: Permanent and Temporary Public Car Parks).

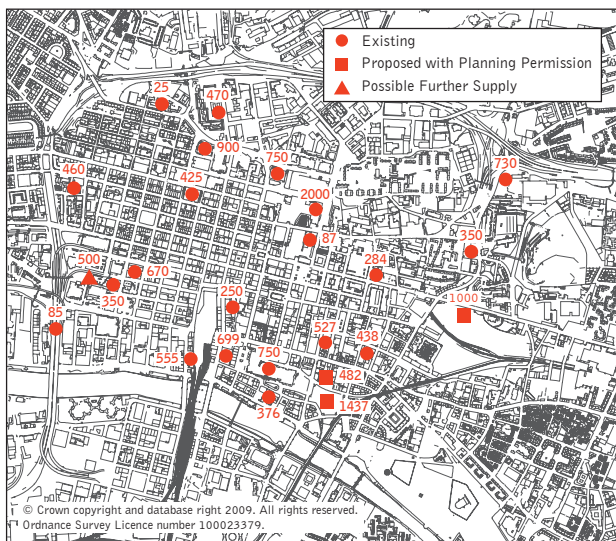


Figure 7.6: Public Parking Supply at 2007

7.45 Accessibility from the surrounding region and beyond, both in a quantitative and qualitative sense, is critical to the economic success of the City Centre. To attract inward investment, the City Centre must aspire to having an integrated transport network of a standard comparable to, or better than, its European and UK competitors. This will require further substantial investment, on an ongoing basis, in public transport, such as a possible South City Centre Bus Station. SPT are investigating the potential for a high speed link between Glasgow and Edinburgh.

### MILLENNIUM PLAN (1995)

7.46 The Millennium Plan (covering the City Centre) set out a vision for traffic management, public transport improvement and the expansion of the public realm (see TRANSPORT, paragraph 6.50).

7.47 Considerable progress has been made in relation to the development of the public realm street network (see paragraph 7.34) and complementary traffic management. SPT and the Council are also looking to progress the longer term proposals for Crossrail and LRT. SPT is promoting Clyde Fastlink (with the Council as agent), along a mainly segregated riverside route between the City Centre and Glasgow Harbour. This route could form the basis of a wider network that could fill gaps in the City's public transport coverage. This possibility is being examined through a Conurbation Public Transport Study being undertaken by SPT (see TRANSPORT, paragraph 6.27).

7.48 The opportunity exists to build on the legacy of the Millennium Plan to further the goals of promoting and improving public transport and improving conditions for pedestrians and cyclists, whilst accommodating essential vehicle needs. A further review of traffic management, building on the Millennium Plan, is to be undertaken by the Council's Land and Environmental Services (see TRANSPORT, paragraph 6.50). In association with this review, consideration requires to be given to the opportunities for improving public transport to, and circulation within, the City Centre, including:

- the upgrading and renewal of Anderston station on the Argyle Line to provide convenient, safe and attractive access to the surrounding areas, including the IFSD and the western side of the M8;
- the possibility of further extending the network of pedestrianised streets and public spaces;
- the extension of Subway operating hours; and
- the extension and review of the network of cycle routes.

In reviewing the Millennium Plan in conjunction with SPT, the City Council will develop a new Traffic Management Plan for the City Centre aimed at enhancing the role of public transport, reducing the volume of cross City Centre traffic and extending the pedestrian/public realm network.

### AIR QUALITY

7.49 As a result of NO<sub>2</sub> emissions exceeding recommended levels (the major cause being road traffic emissions), Glasgow City Centre was declared an Air Quality Management Area (AQMA) in 2002. The implications of new development in the City Centre in terms of traffic generation, and traffic management issues, generally, are key considerations in addressing levels of NO<sub>2</sub> (see TRANSPORT, paragraphs 6.62 - 6.63 and policy TRANS 9: Air Quality).

### CITY CENTRE RETAILING

7.50 The City Centre has, over a considerable period, maintained a consistently high quality, range, and choice of retailing. The City Centre retail function is also important to the wider Glasgow economy, supporting approximately 15,000 jobs, and to tourism.



7.51 Substantial retail investment over the last fifteen years (approximately 140,000 sqm) has played a large part in sustaining the City Centre as the UK's second largest retail centre. If this position is to be maintained, it is important that the City Centre's attractiveness, and the conditions which sustain this, are enhanced. Factors such as rising car ownership and use, congestion and changing patterns of retail investment are altering the geographical pattern of retail expenditure in the West of Scotland. Continued action is required, therefore, to maintain the City Centre's attractiveness for retail investment and its position as the UK's second largest retail centre (see paragraph 7.13 and RETAIL AND OTHER TOWN CENTRE USES, paragraphs 6.72-6.78).



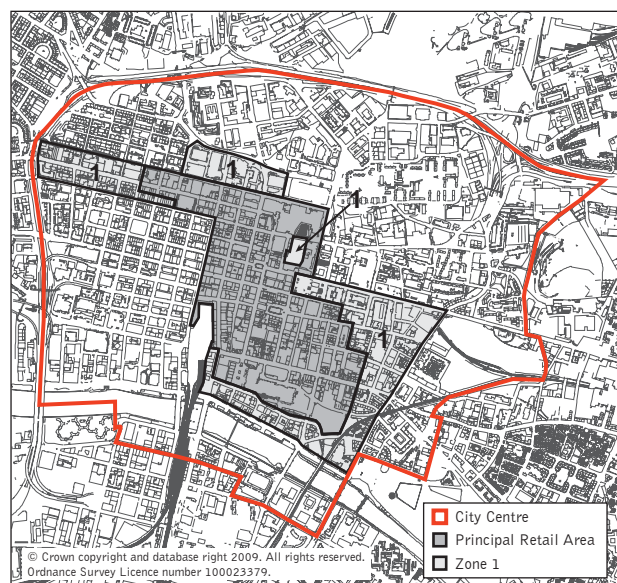
*City Centre Retailing*

7.52 The vitality and viability of City Centre retailing is enhanced by the concentration of large-scale retail investment into a defined area - the Principal Retail Area (PRA), centred on Buchanan Street. The PRA (see City Centre Development Policy Principles Map) has been determined in relation to public transport accessibility and parking supply, concentration of retail outlets and quality of shopping environment. This provides consumers with easy and convenient access to a wide range of retail outlets and generates high levels of foot-fall and volumes of retail trade.

7.53 A number of streets have been identified where the retail function is most concentrated in terms of prime rentals, Class 1 retail use, the incidence of department and multiple stores and the extent of window frontage display space. These are:

- Tier 1 Primary Retail Streets - Sauchiehall Street (east of Douglas Street), Buchanan Street, Gordon Street (east of Renfield Street), and Argyle Street (east of Renfield Street).
- Tier 2 Primary Retail Streets - Union and Queen Streets.

7.54 It is important that the prime retail function (Class 1 use) of these streets is not diluted, as they provide a key element of the City's ability to compete with other town centres and out-of-town locations (see policies DEV 5: Principal Retail Area (City Centre), SC 10: Non Retail Uses in Tier 1, 2 and 3 Town Centres and SC 11: Food, Drink and Entertainment Uses).



*Figure 7.7: City Centre Retailing*

7.55 The vitality of the City Centre is also enhanced by local shops, especially those associated with the residential areas adjacent, or linked, to the PRA - notably the Merchant City, Glasgow Cross, the High Street and Garnethill. As a result, streets such as Trongate, Saltmarket, the High Street and Cambridge Street all play a useful part in providing an extended retail street network (see policy SC 7: Protection and Promotion of Local Shopping Centres and Local Shops).

The City Council will:

- encourage and support retail and complementary investment (e.g. in environmental improvements or public transport) that continues to reinforce and sustain the City Centre as Scotland's primary retail centre and the UK's second largest retail destination;
- continue to promote the Principal Retail Area as the preferred location for retail investment in the City Centre;
- resist changes of use from retail (Class 1) within the designated Primary Retail Streets; and
- encourage the retention of local shops on Trongate, Saltmarket, High Street and Cambridge Street as part of an extended retail street network relating to residential areas in the City Centre.

## HIGHER AND FURTHER EDUCATION

7.56 Higher and further education plays a key role in the economic, social and physical development of the City Centre. Institutions such as Strathclyde and Glasgow Caledonian Universities, together with Glasgow Metropolitan College and the Central College of Commerce, are of a substantial scale in terms of the number of students (almost 50,000) and the number of academic and technical staff employed. Teaching and



## KEY REGENERATION AREAS

research and development are the key activities of these institutions, which cluster in the area between George Street and Townhead, conferring economic advantages for the City Centre generally. Supporting the research and development being undertaken by the higher and further education institutions will be of benefit to the City in assisting economic development and expansion of businesses.

7.57 The commitment to building on the opportunities offered by this sector is reflected in proposals, jointly sponsored by the Council, Scottish Enterprise and Strathclyde University, for a science and technology quarter on the eastern edge of the City Centre (City Science). This would provide over 5,000 sqm of business space that will cater for, for example, facilities to house research and development into software, optical electronics, e-commerce and the life sciences. The JSP expresses support for the educational network centred on Strathclyde and Caledonian Universities, further education colleges and their links to academic research locations, e.g. City Science. Recognising these institutions as an International Higher Education District would help to promote the City Centre.

7.58 Proposals to develop the Crossrail link and reform the rail link between Airdrie and Bathgate (see TRANSPORT, paragraphs 6.20 and 6.24 respectively) would facilitate a coast-to-coast link. This could increase the strategic significance of the City Science and Collegelands sites and their attractiveness for investment (see also City Centre Boundary, paragraph 7.9). A masterplan has been prepared for the Collegelands site, east of High Street.

7.59 Both Strathclyde and Caledonian Universities are progressing campus development programmes that address their immediate to long-term development aspirations and allow individual proposals to be considered in context. Campus Plans are expected for higher and further education colleges such as Glasgow School of Art and the Royal Scottish Academy of Music and Drama (see policy DEV 9: Civic, Hospital and Tertiary Education). Applications for purpose built student accommodation are encouraged, particularly on appropriate sites, in areas reasonably accessible to the city's colleges and universities, provided other relevant plan policies are met.

### The City Council will:

- encourage academic research and development programmes, to promote the long term economic, social and physical development of the City Centre;
- support opportunities to build on the potential offered by the Crossrail and Airdrie-Bathgate rail proposals;
- encourage all higher and further education institutions to prepare Campus Plans for submission to the Council; and
- encourage the promotion of an International Higher Education District.



*Glasgow Caledonian University*

## INFORMATION AND COMMUNICATIONS TECHNOLOGIES

7.60 Information and Communications Technologies (ICT) are an important and vital infrastructure that can improve the competitiveness of businesses and enhance the efficiency of the local economy. The City Centre already has an advanced telecommunications network that gives Glasgow an advantage in relation to other cities in Western Europe. This advantage could be strengthened through the promotion and take-up of existing services and facilities, especially by Small and Medium sized Enterprises (SMEs). Faced with an increasingly complex telecoms market, access to independent advice, information and training on telecommunications services is invaluable.

7.61 Increasing information flows demand ever-increasing capabilities from communication channels. Retaining competitive advantage requires a commitment to keep up-to-date with advances in telecommunications provision. Glasgow, generally, and the City Centre in particular, is well served by broadband facilities and benefits from several high capacity local optical fibre networks. This provision is being enhanced through the investment in ICT taking place in the IFSD (see paragraph 7.24 and ICT, paragraph 6.164).

### The City Council will:

- in conjunction with other public agencies, continue to encourage investment in ICT and encourage companies (especially Small and Medium Enterprises) to investigate and take-up ICT, to improve competitiveness and sustain the City Centre economy; and
- co-operate with other public and private agencies in supporting greater dissemination of information on ICT service applications to business, social and community users in order to encourage take-up of existing services.

## TOURISM

7.62 The development of tourism has been one of Glasgow's major success stories of the last two decades. Tourism helps to support businesses and employment and underpin infrastructure and environmental regeneration. Whilst it is important to the City's economy as a whole, it is centred principally on the City Centre. A strong tourism industry, therefore, can help enhance the image of the City Centre and generate a positive attitude within the wider population, prospective developers and investors. In November 2007, Glasgow was awarded the right to host the Commonwealth Games in 2014. The Games will be a key future event which should significantly boost tourist numbers in the City.

7.63 The strength of tourist appeal in the City Centre lies in shopping, arts, culture and heritage based tourism and a high quality built environment enhanced by investment in public realm. The City has used major cultural events and festivals to reinforce its appeal, and these have been highly beneficial in altering perceptions of the City. Sustaining long-term interest in Glasgow as a tourist destination, however, will be dependent on marketing that builds on the City's strengths. The Glasgow City Marketing Bureau has been formed, and a Tourism Strategy is being prepared, to help address these issues.

7.64 In 2005, tourist bedspaces in the City totalled approximately 19,000, compared to an equivalent figure of 13,769 in 1999, with the growth focusing mostly on the City Centre. This growth shows little sign of abating, and research indicates a continuing demand for accommodation.

The City Council will continue to promote tourism through marketing strategies that build on the strengths of the year round cultural life of the City and City Centre.

## ARTS, CULTURE AND MEDIA

7.65 The City Centre contains the greatest concentration and range of arts, culture, and media facilities and infrastructure within West Central Scotland. It encompasses music, theatre, ballet, galleries, traditional arts, leisure and variety entertainment, art house and mainstream cinema, and pubs and nightclubs. Arts and Culture in Glasgow also have a national and international dimension and, as such, provide a foundation for the tourist industry. The infrastructure and the range of arts and cultural activities within the City Centre remains one of the City's major assets. In this context, Glasgow's Cultural Strategy (see CULTURE AND SPORT, paragraph 6.207) has a vital role to play in the City's response to the challenges and opportunities that will emerge over the coming years.

7.66 Increasingly, Glasgow is being viewed as the UK's second centre for creative business, behind London. The City has strong clusters of film, media and education,

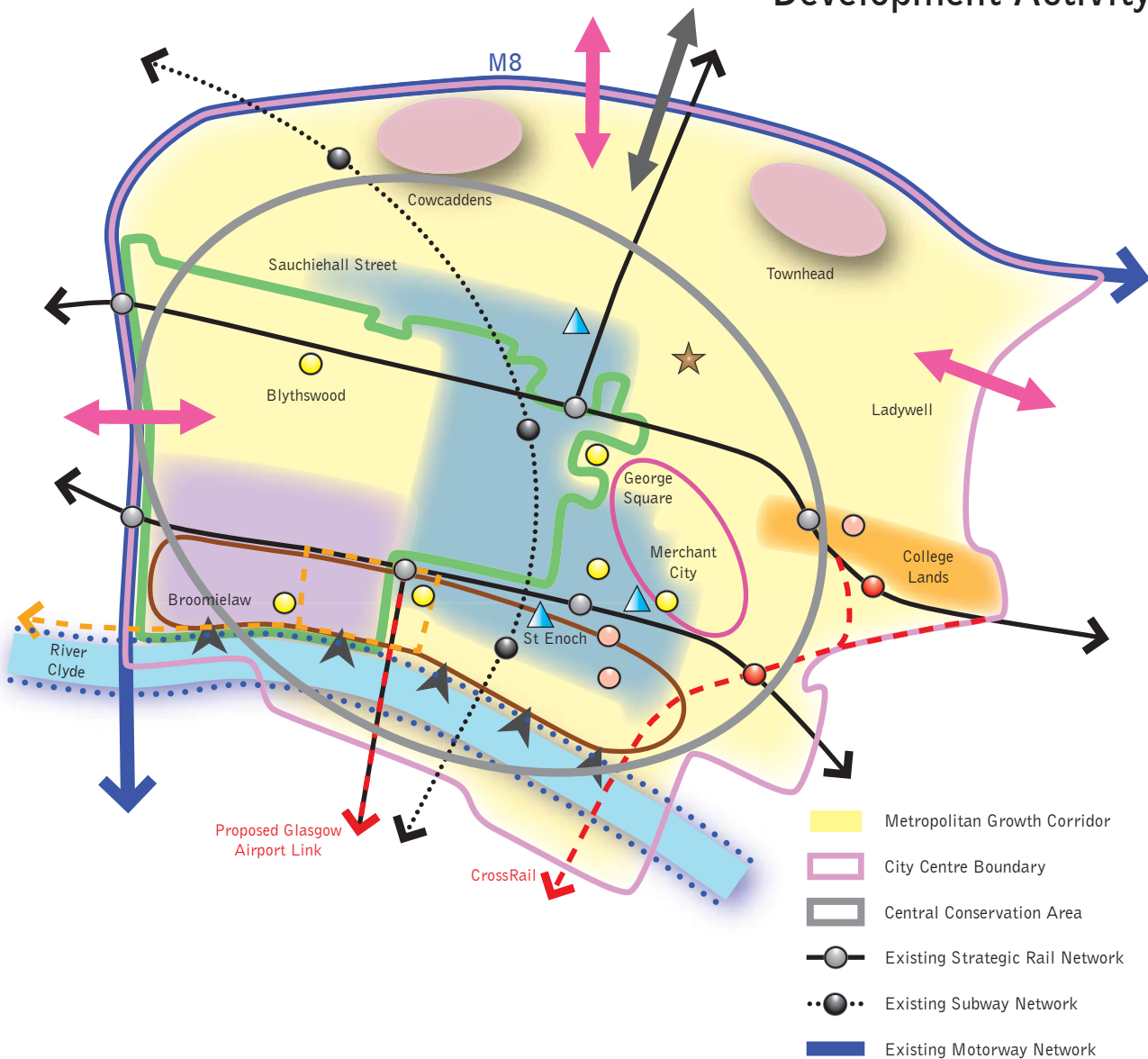
with nearly 27,000 people across the City employed in the sector in 2001. The Council, in conjunction with Scottish Enterprise, is developing a Creative and Cultural Industries Strategy with a view to reinforcing the importance of this sector to the City economy.

7.67 In order to sustain and build on the considerable momentum already established, appropriate new strategic arts, culture, media and leisure infrastructure should be directed to the City Centre.

The City Council will continue, in conjunction with other partners, to promote:

- the City Centre as the regional focus for Arts, Culture, Media and Creative Industries and their related functions; and
- the role of the City, nationally and internationally.

## City Centre Development Activity



### KEY STRATEGIC OBJECTIVES



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## METROPOLITAN GROWTH CORRIDOR: CLYDE WATERFRONT

### BACKGROUND

7.68 The Clyde Waterfront stretches west and south from the City Centre, encompassing both banks of the Clyde and its hinterland from Laurieston to Govan and Yoker. Much of it is former dockland, stretches of which are vacant and/or derelict, but well placed, in relation to infrastructure, population and successful parts of the City, to offer significant opportunities for sustainable regeneration.

7.69 The physical and economic regeneration of certain parts of the Waterfront, however, is already well underway, with major new commercial, residential and infrastructural developments having been completed in recent years, and many other developments being underway or planned. New offices, hotel, leisure and retail outlets are expected to bring additional jobs for Glasgow residents and new riverside homes are being built. The River has also become an integral part of the City's green network, improving public access and delivering an improved public realm. The Scottish Government's Regeneration Policy Statement: People and Place, identified the Clyde Corridor, encompassing the Clyde Waterfront and Clyde Gateway Initiatives, as Scotland's regeneration priority.

7.70 Development is not an end in itself, however, but has to provide 'added value' if it is to contribute to the success of the City as a whole. New development will be expected to deliver a mixed use environment and a sense of place, and/or build on that which already exists, in order to enhance Glasgow as a place in which to live, work and invest or visit.

7.71 The Clyde Waterfront includes, or is in close proximity to, a number of the City's deprived communities. It is important that both existing and future developments are well connected to these communities and contribute to the creation of a sustainable working and living environment, which provides a recreational and employment resource for existing communities, enhances biodiversity and acts as a catalyst for regeneration in surrounding areas.

### DELIVERING THE STRATEGY

#### PEOPLE

7.72 The residential population of the Clyde Waterfront is steadily increasing, helping to bring activity and life to many parts of the River corridor and making local community services, shops, cafés and bars viable propositions. Such facilities increase the vitality and attractiveness of residential neighbourhoods, resulting

in more activity on foot and by bicycle which can lead, in turn, to safer, healthier streets and more sustainable travel patterns. New sustainable residential environments in the Clyde Waterfront should include an appropriate mix of house types and tenures (to be informed by the Local Housing Strategy) and a mixture of uses.

7.73 Renewal will take place within existing communities through, for example, the restructuring of the social rented housing stock in East Govan/Ibrox and Laurieston (see PEOPLE, paragraph 3.44). Regeneration in East Govan/Ibrox will be complemented by the development of a new pre-12 campus providing nursery and primary education (see EDUCATION, paragraphs 6.186-6.188).

7.74 The Laurieston Local Development Strategy recognises the need to re-connect this part of central Glasgow with its neighbouring areas of Crown Street, Tradeston, residential areas to the south, and the City Centre, as well as strengthen the relationship with the River Clyde Corridor.

7.75 In addition, the Central Govan Action Plan (CGAP), approved in December 2005, sets out a development framework which aims to attract more people to live in Govan and to create a sustainable community. The key aims include improving the heart of Govan through investment in the streets and buildings, creating new business and commercial space, and developing new mixed tenure residential development, in keeping with the area's traditional tenemental form. The CGAP plan has been developed by a partnership of public agencies working closely with the community.

7.76 City Plan 1 identified the need for Local Development Strategies (LDSs) to provide a basis for regeneration along much of the River Corridor. The majority have been prepared, either as LDSs (including those for Tradeston, Laurieston, and Finnieston/Anderston/Springfield) or masterplans (e.g. Pacific Quay) (see Development Planning Framework Map). Some have yet to commence, however, and some existing ones may require revisiting as a result of changing circumstances.

7.77 The LDSs and masterplans will provide a basis for the creation of attractive, sustainable neighbourhoods, well connected to their surroundings and well served by local shopping and other facilities. They will look to exploit opportunities to break down the barriers to effective connections, such as the Clydeside Expressway, the Argyle Line and other elements of the urban form, and to provide good walking and cycling linkages, flanked by active street frontages.

7.78 The Council anticipates that the scale and nature of investment in the Clyde Waterfront will have significant benefits for existing communities, including enhanced access to jobs, facilities and services. Community projects, including those at Linthouse Urban Village, Whiteinch Community Hall, Scotstoun Community

## KEY REGENERATION AREAS

Facility and Yoker Community Campus, have been developed to promote community well-being, learning, health and the use of new technology.

In the Clyde Waterfront area the City Council will seek the following in new residential developments:

- an appropriate mix of house types and tenures as informed by the Local Housing Strategy;
- a mixture of uses; and
- attractive and effective linkages to facilitate integration with existing communities and the waterfront.

### JOBS

7.79 Many established businesses are keen to continue operating in the Clyde Waterfront in areas such as Yoker, Govan, Scotstoun and Whiteinch. The BAE shipyards at Govan and Scotstoun continue to attract new business and employ around 3,000 people. A series of major new development proposals, with significant employment potential, are also being pursued along the length of the Clyde Waterfront.

7.80 The Principal Office Area, whilst within the City Centre, is highly accessible by rail and bus from much of the Clyde Waterfront and the IFSD, in particular, incorporates the infrastructure required to accommodate modern financial services (see CITY CENTRE, paragraphs 7.23-7.24 and JOBS, paragraph 4.39). Other developments, such as residential, hotel and leisure, which can be shown to complement this primary function, will also be considered.

7.81 Planning permission has been granted for the transformation of the 28 hectare site at Pacific Quay for mixed use development, and the area is also home to new headquarters buildings for BBC Scotland and Scottish Television. In addition, there are proposals for a digital media quarter, a business park, a hotel and a residential component.



*BBC Scotland*

7.82 A new bridge between Finnieston and Pacific Quay (the Clyde Arc), catering for pedestrians, cyclists, public transport and general traffic, was opened in September 2006, to facilitate travel to work for employees at Pacific Quay. A masterplan has also been prepared for

the more efficient use of the area in and surrounding the Scottish Exhibition and Conference Centre (SECC) - Scotland's national venue for public events and the UK's largest integrated exhibition and conference centre. This envisages the development of multi-storey car parks to free up the existing surface level parking for development in the form of a 12,500 seat arena (under construction), hotels, leisure facilities and residential uses.

7.83 At Glasgow Harbour, there are plans for business, retail and leisure uses, in addition to the new Museum of Transport and further residential development.

7.84 New employment opportunities are also expected to emerge as a result of development at Tradeston, Finnieston, Springfield Quay, Central Govan and Govan Graving Docks and from the increasing use of water for sport, leisure, tourism and business use.

7.85 The Council is supportive of employment and development opportunities which contribute, positively, to waterfront regeneration and which complement the Plan's wider development strategy (e.g. in relation to the City Centre Principal Office Area (POA) or Principal Retail Area (PRA) (see JOBS, paragraphs 4.37-4.42 and CITY CENTRE, paragraphs 7.19 - 7.25 and 7.52 - 7.55 respectively)).

7.86 Many of the Clyde Waterfront proposals also have the potential to provide enhanced employment opportunities for City residents, particularly those in surrounding communities such as Govan, Whiteinch, Scotstoun and Yoker. The North Bank Study, funded by Scottish Enterprise Glasgow, identifies opportunities to capitalise on the potential offered by new developments through, e.g. employability support. Local Economic Development companies, such as Opportunities (formerly Drumchapel Opportunities) and Govan Initiative, promote community benefit construction partnering agreements with developers to maximise employment, apprenticeships and industry-centred training opportunities for local unemployed people.

7.87 These development proposals have the potential to add to the volume and intensity of traffic using the road network in and around the Clyde Waterfront, much of which is already congested at peak periods. Such an outcome could reduce the attractiveness of the area as a development and investment location. It is important, therefore, that adverse traffic impacts are minimised. Existing public transport services, and new proposals such as Clyde Fastlink, offer the potential to curtail such impacts. Transport Assessments and Travel Plans required in connection with the major development proposals will also have a major role to play in minimising car-borne trips.

7.88 The Clyde River Festival has attracted significant, and growing, numbers of visitors to the River. With this and other attractions, Glasgow is positioning itself to increase its maritime tourism visitor market.

The City Council will:

- continue to promote the Principal Office Area, including the IFSD, as the preferred location for major office development within the City;
- seek to maximise the potential of walking, cycling and public transport, including use of the River itself, in providing access to new employment and other opportunities; and
- seek to facilitate community benefit partnering agreements for both construction and operational jobs to ensure that existing communities benefit from new development in and around the Clyde Waterfront area.

## ENVIRONMENT

7.89 The physical and natural environment of the Clyde Waterfront varies widely. Investment in areas such as Glasgow Harbour is resulting in the take up of vacant and derelict land and the improvement of the public realm. In the natural environment, increasing regulation has resulted in significant improvements to the water quality of the River.

7.90 The environment of the Clyde Waterfront will be further enhanced by, for example:

- developing a high quality design approach to the regeneration of the Clyde Waterfront, including the public realm;
- utilising underused, vacant and derelict land and buildings;
- developing the Clyde Walkway to link the network of tourism and leisure destinations, civic spaces, green areas and landscaped corridors; and
- improving the quality of the water in the River.

## DESIGN

7.91 The Council recognises the role of good design in delivering new development in the Clyde Waterfront which reinforces and enhances the attractiveness of the area and provides for the development of sustainable, successful places. As with other proposals, developments within the Clyde Waterfront will require to accord with the design approach set out in policies DES 1: Development Design Principles and DES 2: Sustainable Design and Construction.

7.92 New development along the River Clyde frontage, itself, will be of particular prominence and will require to take account of the specific considerations set out in policy DES 5: Development and Design Guidance for the River Clyde and Forth and Clyde Canal Corridors and development guide DG/ENV 6: River Clyde Flood Management Strategy Development Guide. As is the case elsewhere in the City, good design should ensure

that new development proposals are well connected/integrated (both physically and perceptually) with existing communities.

7.93 Phase 2 of the City's Public Realm Strategy has concentrated on the area in, and surrounding, the IFSD, including Broomielaw (see CITY CENTRE, paragraph 7.34). Substantial public realm works and repairs to the quay walls have been undertaken on the north bank of the River at Broomielaw and on the south bank at Tradeston. These areas have been linked by a new pedestrian and cycle bridge between the IFSD and Tradeston.



*Broomielaw Public Realm*

7.94 The investment in the public realm of both the IFSD and walkway will help draw people down from the City Centre to the riverside. The Council has ambitions for a similarly high standard of public realm treatment in other areas of the Waterfront, including riverside walkways/cycleways which would enhance public access to the riverside for recreation. Such development will: require a good quality environment for riverside users, to protect the amenity of nearby residents and businesses and to have regard to appropriate maintenance and safety issues.

The City Council will seek, where appropriate, the development of walkways and cycleways along both banks of the River Clyde, together with high quality public realm works.

## GREEN NETWORK

7.95 The JSP recognises a need for 'greening' the Clyde Waterfront to enhance its contribution to the Structure Plan's Green Network. The City Plan also recognises the River as an integral part of the City's green network, providing amenity, and opportunities for recreation, leisure, events, sport and associated commercial uses. The River is also recognised as a Green Corridor, and it is important that new developments contribute to protecting and enhancing biodiversity and improving open space provision. Providing connectivity is critical for delivering the Green Network in the Clyde Waterfront Regeneration Area.



## KEY REGENERATION AREAS

7.96 The City Plan promotes the development of the Clyde Walkway, in the form of a series of spaces, linked by walkway/cycleways, and designed within a framework that promotes consistent design quality and landscape treatment. To complement this 'formal' public space, further action will be required to protect important wildlife habitats and to create new opportunities for enhanced biodiversity.

**The City Council will seek to enhance biodiversity within the Clyde Waterfront.**

7.97 There is a relative lack of sites available to create new amenity areas in the Clyde Waterfront. In order to balance the needs of both existing and emerging communities, consideration should be given to the role that new developments can play in delivering new amenity spaces and green links to surrounding communities or areas. Studies have been undertaken to facilitate the delivery of such spaces and links through new development, in support of the Green Network. Consideration should also be given to spaces that may, otherwise, serve little valuable purpose, for example, the areas beneath motorway flyovers.

**The City Council will expect developers to contribute towards the provision of new open spaces/linkages within the Clyde Waterfront and will give consideration to the potential role that can be played by spaces beneath motorways/expressways.**

7.98 The area in and around Govan Old Parish Church is thought to have been of significant political and religious importance in the Kingdom of Strathclyde, until its incorporation into the Kingdom of Scotland in the early part of the 12th Century. In the vicinity of the Church, in particular, but also elsewhere in the Clyde Waterfront, there is considerable potential for archaeological remains to survive beneath the ground surface. As a result, archaeological investigations are likely to be required prior to any development taking place (see policies DES 3: Protecting and Enhancing the City's Historic Environment, ENV 13: Ancient Monuments and Scheduled Ancient Monuments and ENV 14: Sites of Archaeological importance). The central part of Govan, including Elder Park, has recently been designated a Conservation Area (see ENVIRONMENT, CONSERVATION AREAS paragraph 5.12).

## INFRASTRUCTURE

7.99 The continued regeneration of the Clyde Waterfront poses a number of, often interrelated, infrastructural challenges. These include:

- the need to address water supply, flooding, drainage and sewerage issues;
- the need to repair, maintain and upgrade the quay walls;

- the provision of public access to the River itself;
- the need for new public transport, walking and cycling infrastructure throughout the Clyde Waterfront, and providing for connections to the City Centre and adjacent areas;
- the need to retain existing riverside infrastructure (moorings, fuel/water points, etc.) and encourage new facilities;
- the capacity of the current road network to support new development;
- breaking down barriers to movement between the waterfront and surrounding areas and across the River; and
- the use of the River as a transport route, including river taxis/buses.

## WATER, FLOODING AND DRAINAGE

7.100 In common with many other parts of the City (see INFRASTRUCTURE, WATER SUPPLY, paragraph 6.125), there are issues relating to water supply in the River Corridor. The River also fulfils a strategic role in flood control and land drainage management. The river and habitats associated with it are important for biodiversity, function as a wildlife corridor and are part of a network of habitats extending beyond the city that serve migratory species. Within the City, the River Clyde Flood Management Strategy recommends that flood risk be addressed by provision of direct defences (see DRAINAGE AND SEWERAGE, paragraphs 6.156 - 6.158 and DG/ENV 6: River Clyde Flood Management Strategy - Development Guide). New development will require to fully consider issues relating to the management of flood risk, sustainable development (including biodiversity), take account of any update of the supplementary guidance produced on the matter and, where appropriate, deliver comprehensive and continuous flood defences along the River (see policies ENV 4: Sustainable Drainage Systems (SUDS), ENV 5: Flood Prevention and Land Drainage, ENV 6: Biodiversity and ENV 7: National, Regional and Local Environmental Designations).

7.101 The Council, Scottish Water and SEPA consider that the Clyde Waterfront requires a masterplanning approach, similar to that implemented for the Clyde Gateway. However, rather than a single masterplan, the Clyde Waterfront is likely to involve a mixture of masterplans and action plans, delivering integrated local development strategies. Amongst other things these will be required to co-ordinate action that ensures that there is an adequate potable water supply, that surface water is removed from the existing public sewerage network and that appropriate SUDS are devised to deal with it, thereby contributing to foul water capacity available for future development.

## WATER QUALITY

7.102 Efforts are continuing to improve the quality of the water in the River and this will necessitate action to improve existing drainage and sewerage infrastructure to meet new development demands and standards for recreational use of the River. A Strategic Drainage Plan for Glasgow is being taken forward in partnership with other appropriate public agencies (see FLOODING AND SEWERAGE, paragraphs 6.148-6.152). The River Clyde is not a naturally self-cleaning river, and continuing action will be required to deliver improvements. In particular, minimising pollution from land uses adjoining the City's watercourses, and improving the biodiversity of the River and its embankments will help to improve water quality.

7.103 To assist with physical cleaning, the Council-owned boat St Mungo, is equipped to dredge small areas of the River and has the ability to travel upstream of the weir to clear debris that would be washed downstream during flood periods. To complement this operation, two smaller craft have been acquired to clean other watercourses such as the River Kelvin.

*The City Council will continue to support and take action to deliver improved water quality in the Clyde, including designing new development to deliver Sustainable Drainage Systems.*

## PROVIDING ACCESS TO THE CLYDE WATERFRONT

7.104 Much progress has been made, or is planned, to break down the barriers that restrict access to and from the River and the Clyde Waterfront, generally. The Council aspires to complete a continuous walkway and cycleway along both sides of the River that will link public spaces, river access points and visitor attractions with existing and proposed developments. The Council also aims to ensure that new development facilitates access to and from the water itself, where appropriate.

7.105 The Glasgow Harbour development has, to some extent, helped overcome the barrier created by the Clydeside Expressway by a lowering of the road at Partick. This provides for direct, ground level access from the rebuilt Partick Interchange (see INFRASTRUCTURE, paragraph 6.43) into the heart of the development's commercial area. It will be important to provide a direct route between this link and the riverside walkway.

7.106 Nevertheless, the Expressway and rail lines, together with other elements of the built form and ownership restrictions, still constitute significant physical, and perceptual, barriers to movement. Of particular concern is the corridor between the City Centre and the SECC. The design of new development should seek to address barriers created by existing or proposed infrastructure or urban form.

*The City Council will encourage development proposals that help break down barriers to movement into, and along, the Clyde Waterfront.*

## CROSSING THE RIVER

7.107 The River itself also acts as a barrier to movement, particularly along certain stretches. Parts of the City Centre are well-served by road and pedestrian bridges, and the pedestrian Bells and Millennium Bridges, together with the Clyde Arc, Clyde Tunnel and Subway provide capacity to cross the River further downstream.

7.108 Gaps remain, however, that can effectively separate new employment opportunities from those communities that most need access to them, and result in unnecessary car journeys between locations that, as the crow flies, are in relatively close proximity. The Council, and its development partners, recognise the need to tie both banks of the Clyde Waterfront together more effectively. As a result, a new pedestrian bridge has been built between Tradeston and the IFSD (Broomielaw/ Tradeston) and a further bridge is proposed at Anderston/ Springfield Quay. There is also an opportunity to create a new river crossing between Govan Cross and the proposed Riverside Museum - either by re-opening the Govan Ferry for passenger traffic or building a new pedestrian bridge.



*New Tradeston Bridge*

### The City Council:

- supports the development of the Anderston/ Springfield Bridge; and
- will give consideration to other proposals that help improve cross-river movement.

## NEW TRANSPORT INFRASTRUCTURE

7.109 Parts of the Clyde Waterfront are poorly served by public transport. Breaking down physical barriers to movement will provide for better accessibility to existing public transport services. Nevertheless, new services and infrastructure will be required if the jobs, services and other opportunities in the Clyde Waterfront are to be readily accessible to all communities.

## KEY REGENERATION AREAS

7.110 Clyde Fastlink, (see TRANSPORT, paragraph 6.26), is being developed to improve public transport coverage in the Clyde Waterfront and will be a vital prerequisite for some development proposals that may, otherwise, give rise to major traffic issues. The south bank route could play a significant role in improving public transport access to, for example, Kinning Park, Greater Govan and the Southern General Hospital, which is likely to take on a more strategic role in the delivery of Glasgow's healthcare needs (see HOSPITAL PROVISION, paragraph 6.193 and policy TRANS 8: Developer Contributions – Transport Infrastructure).

7.111 The Anderston and Exhibition Centre rail stations are in need of upgrading, as is the link between the Exhibition Centre Station and the SECC campus. The re-opening of the Airdrie to Bathgate line, scheduled for 2010, could facilitate direct train services between Helensburgh and North Berwick, via Edinburgh. This will substantially increase accessibility to the Waterfront by public transport. It will be important that all new developments are designed to maximise the benefits offered by such enhanced accessibility.

7.112 Parts of the current road network, in and around the Clyde Waterfront, are experiencing congestion. New road infrastructure is being developed south of the Expressway, to serve the major development areas on the north bank of the Clyde.

7.113 This proposal, the North Clydeside Development Route, incorporates the proposed Yoker Relief Road and the works undertaken at Glasgow Harbour and the SECC campus (see TRANSPORT, paragraph 6.11). Notwithstanding these proposals, it is likely that a significant proportion of journeys generated by new development will require to be undertaken by public transport, walking or cycling if the Waterfront is to fulfil its development potential and meet sustainability requirements.

7.114 The River itself offers an opportunity to provide new public transport routes and services. Currently, the River is only lightly used by commercial passenger craft, reflecting the scarcity of berthing points and the, relatively low, demand generated by riverside developments downstream of the City Centre. The Council has invested in the provision of 3 pontoons at Central Station underbridge, Broomielaw and the SECC and is currently investing in a fourth, at Pacific Quay.

7.115 The Council wish to promote the Clyde as a water destination and, to do so, are considering options for further enhancing access to the river, including a slip at the proposed Riverside Museum. Such investment would help facilitate the use of the River for sports and leisure purposes, as would the protection of existing riverside infrastructure and the encouragement of new facilities in association with future riverside development. These, and other, recreational uses functionally related to the River Clyde, will be encouraged (see policy DES 5:

Development and Design Guidance for the River Clyde and Forth and Clyde Canal Corridors).



*River Festival*

7.116 The possibility of extending the route of the Renfrew Ferry to provide for an additional stop at Braehead is also currently being considered by SPT, and further opportunities, such as an extension to Scotstoun, may exist (see TRANSPORT, paragraph 6.39).

7.117 It is likely that considerable resources will be required to deliver the infrastructural change necessary to secure the long-term attractiveness of the Clyde Waterfront as an area in which to live, work and spend leisure time. Where appropriate, the Council will expect developers of sites in the Clyde Waterfront to make a positive contribution to infrastructural works that may be required.

### The City Council will:

- seek to ensure that all new developments are designed to maximise the accessibility benefits offered by Clyde Fastlink and other public transport infrastructure, including water transport;
- seek the provision of an enhanced public transport, walking and cycling infrastructure in the Clyde Waterfront in support of new development;
- encourage proposals for the use of the River for transport services and for the provision of additional slips and pontoons;
- work with the Water and Ports Authorities to promote appropriate sports and leisure activities on the River; and
- where appropriate, seek contributions from developers in support of major infrastructure schemes in the Clyde Waterfront.

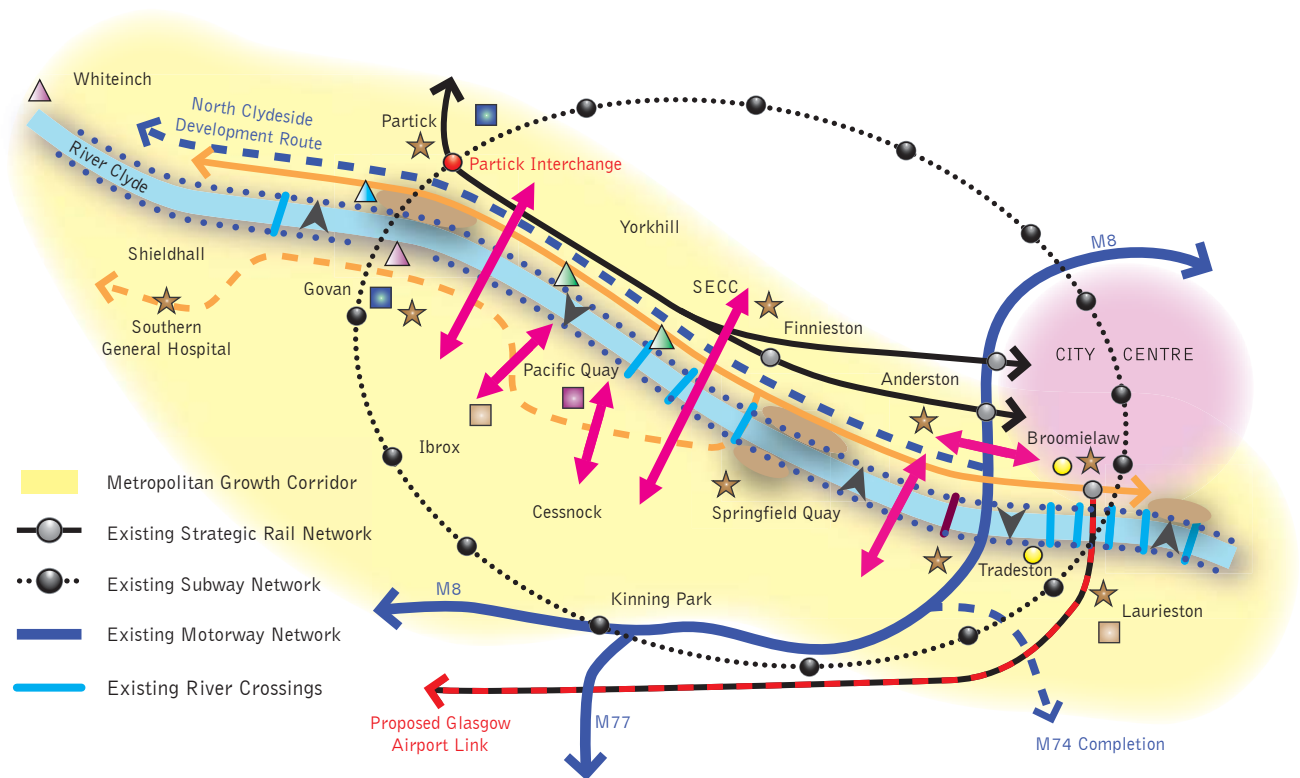
### SOUTHERN GENERAL HOSPITAL

7.118 NHS Greater Glasgow and Clyde plans to invest around £700 million on the site of the existing Southern General Hospital (see paragraph 6.193) to deliver modern, state of the art, adult and children's hospitals as part of a significant programme of service reconfiguration and centralisation. The intensification of



development on the hospital site will generate pressure for ancillary developments on nearby land, where they cannot be accommodated within the hospital campus (see paragraph 4.36). The hospital site and surrounding area will benefit from increased accessibility as a result of the development of the Clyde Fastlink (Phase 2 – south bank)(see paragraphs 6.26 and 7.110 and Proposals Map). Development within the area shall be guided by the Southern General Hospital campus plan and associated planning studies.

## Clyde Waterfront Development Activity



### KEY STRATEGIC OBJECTIVES

- |  |   |
|--|---|
| Developing Clyde Fastlink (Northbank Route)      | GHA Priority Areas                                      |
| Developing Clyde Fastlink (Southbank Route)      | Developing the new Media Quarter                        |
| Continuing to Develop the Road Network           | Potential Town Centre Renewal Programme                 |
| Encouraging River Crossings                      | Retail Proposals (Glasgow Harbour)                      |
| Maintaining and Improving Access along the River | Developing International Tourist/Conference Facilities  |
| Promoting Riverside Housing Developments         | Safeguarding and Integrating Existing Shipyards         |
| Exploring Flood Management Opportunities         | Realising the Potential Offered by a Riverside Location |
| Improving Accessibility                          | Implementing Local Development Strategies, etc.         |
| Continuing to Develop the Strategic Rail Network | Supporting further Public Realm Improvements            |

## METROPOLITAN GROWTH CORRIDOR: CLYDE GATEWAY

### BACKGROUND

7.119 The Clyde Gateway has the potential to contribute significantly to the delivery of City Plan 2's overall development strategy. The aim is to regenerate the Clyde Gateway area as a vibrant and sustainable residential and business location. For the purpose of this Plan, the Clyde Gateway encompasses the whole of the river corridor east of the City Centre, the Community Growth Area of Broomhouse/Baillieston/Carmyle, other parts of the East End, including Parkhead, and areas south of the river including Oatlands and Toryglen. This is significantly larger than the Clyde Gateway Project Area (see paragraph 7.121).

7.120 Historically, the area has suffered from under-investment, resulting in one of the most significant concentrations of urban dereliction in Scotland. The legacy of this dereliction is reflected in high levels of unemployment, poor health, low incomes and low business investment. Development constraints on many sites create significant additional costs that inhibit new investment.

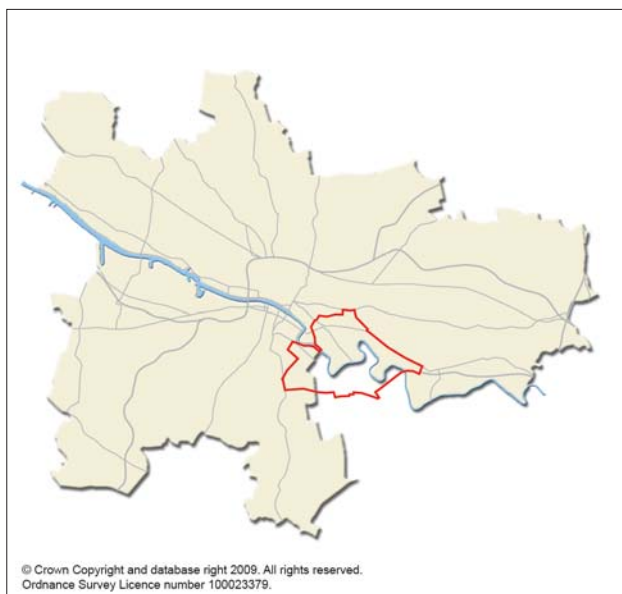


Figure 7.8: Clyde Gateway Project Area

7.121 In recognition of the scale of the issues facing this area, the Council, in partnership with Scottish Enterprise, South Lanarkshire Council and Communities Scotland, is taking forward a comprehensive regeneration initiative for the Clyde Gateway Project area. This focuses on a more defined area, including Dalmarnock, Bridgeton, Oatlands, Toryglen and parts of South Lanarkshire. The Project is seeking to tackle physical and economic decline by capturing the potential of the area's location, its assets and under-utilised land resources. The Project was officially launched on 19 June 2006. The Scottish

Government's Regeneration Policy Statement: People and Place, identified the Clyde Corridor, encompassing the Clyde Gateway and Clyde Waterfront Initiatives, as Scotland's regeneration priority.

7.122 The Council has approved a Local Development Strategy for the East End (EELDS) that focusses on Parkhead, Dalmarnock and Bridgeton. The EELDS provides a detailed development framework which encompasses urban design principles, and a strategy for access and greenspace. Planning studies undertaken at Mile End, the National Indoor Sports Arena and South Dalmarnock have informed the EELDS. A Health Impact Assessment (HIA) of the strategy has also been undertaken. The HIA process may be incorporated into the production of other strategies and masterplans.

7.123 In common with other Local Development Strategies, the EELDS constitutes a significant material consideration in the determination of planning applications and has the status of supplementary development guidance to the Plan.

### DELIVERING THE STRATEGY

#### PEOPLE

7.124 Currently, most of the housing stock in the Clyde Gateway is in the socially rented sector, much of which is in need of investment to bring it up to modern standards. Housing Associations in the area have a planned programme of works and the Glasgow Housing Association (GHA) is also bringing forward investment plans for its stock, including a new build programme.

7.125 The Clyde Gateway Project envisages up to 10,000 new homes being provided over the next 20 years. To help deliver the Plan's aims, these will require to be in the form of well-designed, constructed and energy efficient residential environments, providing easy, local access to a range of facilities. They will also require to be served by public transport services of an appropriate frequency. Already, around 2,000 units, mainly private sector, are under construction or have received planning permission.



New Homes in Clyde Gateway

7.126 In addition, the Council has identified the Broomhouse/Baillieston/Carmyle area as having the potential to help meet the shortfall in housing land supply identified through the JSP (see PEOPLE, paragraph 3.29). A masterplan will be prepared which will confirm the development capacity of the area. It will address, amongst other things, the relationship with adjacent housing areas and the surrounding countryside, biodiversity and other sustainability considerations, physical and community infrastructure requirements, phasing and design issues.

7.127 South of the River, work is underway to implement a masterplan for the redevelopment of the Oatlands area by a consortium which includes the Link Housing Association and GHA. Oatlands is one of the City's four New Neighbourhoods (see PEOPLE, paragraph 3.22) and development will result in a total of nearly 1,300 new homes (for both rent and sale), community facilities, shops, and improvements to the local school and to Richmond Park.

7.128 The GHA have identified North Toryglen and Gallowgate as areas for major restructuring. In Toryglen, a masterplan, prepared in consultation with the local community and Orchard Grove Housing Association, will provide the basis for a regeneration solution aimed at transforming the area and creating an attractive, sustainable neighbourhood of mixed tenure, well connected to its surroundings and well served by local shopping, greenspace and other facilities. The cumulative effect of the implementation of these improvements alongside significant development proposals in the immediate area to the south and west (around Hampden - see REST OF THE CITY, paragraph 8.22), will help regenerate this sector of the City.

The City Council will:

- seek an appropriate mix of house types and tenures as informed by the Local Housing Strategy;
- work closely with the GHA and Registered Social Landlords to ensure an overall strategic approach to housing renewal;
- together with landowners and developers, prepare a masterplan to promote the development of a Community Growth Area at Broomhouse/Baillieston/Carmyle; and
- promote the delivery of the Oatlands New Neighbourhood.

## JOBS

7.129 The JSP identifies Clyde Gateway as a strategic industrial and business location and continues to identify the East End as a Core Economic Development Area. It is anticipated that local employment opportunities will be created, or enhanced, by the improved accessibility provided by the M74 Completion and the East End Regeneration Route (EERR) (see TRANSPORT, paragraph 6.10).

7.130 The Council intends to re-establish the area as a major employment location. The challenge is to deal with issues of vacant land, ground contamination, fragmented ownerships, poor infrastructure and environment, and lack of access to the strategic road network. A co-ordinated approach will be required to deliver new jobs and ensure that local people benefit from them and community benefit construction partnering agreements with developers will have a role to play in this regard. The EELDS will help determine, through discussion with stakeholders, the appropriate areas for industry and business, and other uses which will provide for the sustainable regeneration of the area.

The City Council will:

- take advantage of enhanced accessibility provided by the development of new strategic roads infrastructure and other access infrastructure;
- identify specific locations for strategic industrial and business development;
- promote consolidation of land ownership;
- promote joint ventures with the public and private sectors in an effort to maximise the opportunities for business and job creation; and
- work with local organisations, such as the East End Partnership, to ensure that the physical regeneration is supported by measures to promote business development and training to maximise the benefit to the local community.

## ENVIRONMENT

7.131 The extent of vacant and derelict land in the Clyde Gateway is a major issue, with a large percentage of the area vacant, and a significant proportion potentially contaminated. Sub-soil investigations have led to an increased understanding of the extent of contaminants and water/sewerage deficiencies. Funding from the Scottish Government and from the Vacant and Derelict Land Fund will provide the basis for selective treatment and restoration of sites. The development plans for the area, including the redevelopment of the Belvidere Hospital site, Oatlands and the National Indoor Sport Arena will help reduce the amount of vacant and derelict land and future proposals are expected to accelerate this process.

7.132 Parts of the area are also blighted by the remnants of industrial infrastructure. Where appropriate, this could be removed or environmentally improved (subject to the considerations outlined in, e.g. policy TRANS 1: Transport Route Reservations). Elements will also be required in connection with the EERR.

7.133 Parkhead Cross was designated as a conservation area in 2004. The Council is receiving £1.4m from the Heritage Lottery Fund for the Parkhead Townscape



Heritage Initiative, forming part of an overall £4m spend on townscape improvements to 2010 (see HERITAGE AND THE BUILT ENVIRONMENT, paragraph 5.16).



*Parkhead Cross Conservation Area*

7.134 The EELDS incorporates guidelines to ensure a high standard of design for new development. It also identifies opportunities for improving the existing public realm and the creation of new urban and green spaces.

7.135 The key elements of the existing green network comprise Richmond Park, Glasgow Green, Cuningar Loop, Alexandra, Tollcross and Beardmore Parks and the River Clyde Corridor itself. New areas of greenspace, and links to the network, will be delivered as a result of new development. In addition, there is scope to enhance the quality of the existing network. Greenspace issues will be addressed through the preparation of an environment strategy as part of the wider Local Development Strategy. Amongst other things, this will seek to promote greater biodiversity within the area and a core paths network.

7.136 Through the Structure Plan, a Green Network Partnership has been established to promote the development of the green network across the conurbation. Work is underway on a Green Network Strategy for the Clyde Gateway area, which will build on a local path network and greenspace study for the EELDS, undertaken in 2006. The Green Network Strategy will seek to provide an overall strategic framework for the development of greenspace across the Clyde Gateway area, and will also consider more local needs and opportunities for a series of Action Areas within the Gateway.

#### The City Council will:

- promote action to reduce the extent of vacant and derelict land, including the remediation of contaminated land and develop and implement mitigation strategies to address geotechnical constraints;
- encourage the removal of derelict infrastructure;
- produce and implement design guidelines for the development of the area and identify opportunities for improving the existing public realm and the creation of new urban spaces; and
- seek to enhance the quality and biodiversity of the local green network.

## INFRASTRUCTURE

7.137 City Plan 2 will promote the provision of the necessary infrastructure to enable the regeneration of the Clyde Gateway to overcome development constraints such as insufficient drainage/sewerage capacity, transport capacity and poor access, overhead power lines and adverse ground conditions.

## FLOODING AND DRAINAGE

7.138 A major constraint to the development of the Clyde Gateway Project Area is the lack of adequate urban drainage infrastructure. Following the severe flooding which occurred in the East End of the City in July 2002, the Council, in consultation with Scottish Water, initiated the Glasgow Strategic Drainage Plan (GSDP) in recognition of the need for an integrated and sustainable approach to sewerage and drainage masterplanning for the City. As a consequence of the GSDP studies it became apparent that major investment would be required to address the capacity problems associated with the drainage system.

7.139 This key priority must be addressed and it is likely that significant investment will be required to accommodate the level of development earmarked for this area. The scale of regeneration in the area, however, provides an opportunity to address the drainage/sewerage capacity at a strategic level.

7.140 In conjunction with Scottish Water, regeneration within this area is being facilitated by the preparation of the Clyde Gateway Integrated Water Plan (IWP) (see DRAINAGE AND SEWERAGE, paragraph 6.152) which will consider the provision of water infrastructure (i.e. water and urban drainage) within the Project Area. An integral component of the IWP will be a Surface Water Management Plan (SWMP) which will deliver a blueprint for the drainage of surface water based on the implementation of sustainable drainage systems (SUDS). Developers will be expected to assist in the installation of appropriate SUDS schemes (taking cognisance of contamination, where present) for new development, any other measures deemed appropriate to reduce flooding risk and any other measures set out in future development guides on the matter.

#### The City Council will:

- work with Scottish Water to prepare, and help implement, the Clyde Gateway Integrated Water Plan; and
- require developers to contribute towards SUDS and other appropriate measures to reduce flooding risk.

## TRANSPORT AND ACCESSIBILITY

7.141 Delivery of the M74 Completion and the EERR is considered essential to the redevelopment of many of the long-term vacant and derelict sites in the area. A major diversion of Rutherglen Road, to take all through traffic south of Oatlands to a junction with the EERR, is being implemented. The M74 and EERR offer the opportunity to review the operation of local roads to create more sustainable neighbourhoods (see TRANSPORT, paragraph 6.15).

7.142 The growth in population and employment in the area will give rise to new travel demands. To ensure the area functions effectively, it will be important that many of the trips generated by new development are undertaken by public transport, walking or cycling. Transport Assessments and Travel Plans can help create the context within which this aim can be achieved.

7.143 Quality Bus Corridors (Streamline routes) will enhance public transport accessibility to and from the area, and SPT is committed to upgrading Dalmarnock Station and the creation of a new station at Parkhead Forge. With the proposed extension of the Drumgelloch Line to Bathgate providing for direct access to Edinburgh and the East (see TRANSPORT, paragraph 6.24), the station at Parkhead Forge could serve as an important interchange facility between bus and rail.

7.144 There are major gaps in the public transport coverage of the Clyde Gateway area (such as the London Road corridor) and new infrastructure and services are required to overcome this. SPT are undertaking a Conurbation Public Transport Study that will examine the potential for mass transit routes in the City, which could overcome such issues. In this respect, the disused rail tunnel that runs below London Road, from the Argyle Line at Bridgeton to Springfield Road, warrants further investigation, especially in relation to improving access to Celtic Park and the National Indoor Sports Arena (see CULTURE AND SPORT, paragraph 6.212).

7.145 The scale of regeneration anticipated also presents opportunities to significantly enhance pedestrian and cycle routes in the area, building on, and linking to, the National Cycle Network Route that runs along the north bank of the Clyde.

### The City Council will:

- support the development of road schemes that assist the redevelopment of the Clyde Gateway area;
- support SPT proposals to deliver a new station at Parkhead Forge and an upgrade of Dalmarnock Station;
- support better public transport provision in the London Road Corridor;
- require developers to prepare Transport Assessments and/or Travel Plans for significant new development proposals;

- promote the development of Quality Bus Corridors along key road routes; and
- ensure the incorporation of pedestrian and cycle paths into new development, and their linkage to other paths in the network, where appropriate.

## RETAILING

7.146 The traditional retail centres in the East End perform a vital function and are the focus for other important community services, such as banks and post offices. These centres, however, have suffered from decline through a lack of investment and changes in shopping habits. To this end, the Council is considering a Town Centre Action Plan (TCAP) for Parkhead and has commissioned a planning study for Bridgeton, part of which will consider the function of the retail core at Bridgeton Cross. The need for the preparation of TCAPs for the other key retail centres in the area is also being considered (see RETAIL AND OTHER TOWN CENTRE USES, paragraph 6.93).

7.147 The Parkhead TCAP would require to take cognisance of the Parkhead Townscape Heritage Initiative proposals, focus on 'strategic' town centre issues including land uses, urban design, transport accessibility and traffic congestion, and aim to meet recognised standards of accessibility, by:

- supporting and encouraging mixed use development with more town centre residential development;
- moving towards a 'street shopping' experience and away from a 'mall' type centre;
- promoting initiatives which will improve local leisure and evening economy activity;
- supporting the development of "Parkhead Street Markets" on Duke Street;
- promoting multi-storey car parks, a Town Centre wide pavements scheme and an improved public realm;
- considering the long term redevelopment (mixed use) of Parkhead town centre car parks to provide a wide range of town centre facilities, improved access and urban design;
- reviewing the land use and property needs of Parkhead Cross, to ensure a continued focus for improved community needs, including "one stop shop" services;
- promoting improved public transport, walking and cycling facilities, and introducing a town centre traffic and bus management scheme;
- developing a business and Parkhead town centre promotion campaign; and
- supporting sustainable development.

The City Council will consider a TCAP for Parkhead and the need for other TCAPs or planning frameworks for other East End Centres.

## KEY REGENERATION AREAS

### EDUCATION

7.148 John Wheatley College is developing a new further education campus at Haghill. The expected increase in the area's population will put pressure on the existing educational infrastructure and the implications will require to be considered by the Council. The pre-12 schools programme will deliver new pre-12 provision (see EDUCATION, paragraphs 6.186-6.188) at Dalmarnock.

*The City Council will give consideration to the need for new educational infrastructure that may be required to support the long-term regeneration of the area.*

### CULTURAL AND SPORTING FACILITIES

7.149 The Council is developing a National Indoor Sports Arena at Dalmarnock with funding committed from the Council, the Scottish Government and sportscotland. The Arena will provide an international standard indoor arena as well as a separate velodrome and hotel. The complex will also serve as a new headquarters for sportscotland.



*Proposed National Indoor Sports Arena*

7.150 Celtic Football Club is a major investor in the area, but there is a long-standing problem of congestion caused by visitor parking and general accessibility to the stadium. In the context of the new Arena and the development of the EERR, options for resolution of these issues could be examined through the potential Parkhead TCAP.

*The City Council, in conjunction with the Scottish Government, will develop the National Indoor Sports Arena and work with Celtic plc to improve the traffic management related to the two stadia.*

7.151 Glasgow will host the Commonwealth Games in 2014. A site in Dalmarnock has been earmarked for the development of an athlete's village which would see the development of over 1,500 new homes (the site is directly adjacent to the proposed National Indoor Sports Arena and National Velodrome, which would allow competitors to walk to two of the biggest competition venues). Once the Games are over, they would be made available for

private sale and social housing, helping to transform the area and bolster the local community (see CULTURE AND SPORT, paragraph 6.215).

### OVERHEAD POWER LINES

7.152 In order to increase the market attractiveness of former industrial areas for new housing and remove development constraints on vacant and derelict sites, the Council wishes to seek opportunities to remove overhead power lines, wherever feasible. To this end, the Council and Scottish Power have reached agreement to remove the overhead lines between Carntyne sub-station and a site at Kempock Street, south of London Road and east of Springfield Road. Scottish Power has also agreed to look at the feasibility of removing the other overhead lines and pylons from Kempock Street to the Dalmarnock 275kv sub-station south of the River.

*The City Council will continue to work with Scottish Power to investigate options for mitigating the impact of electricity pylons in the area, including removal and undergrounding where feasible*





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## STRATEGIC GROWTH CORRIDORS: M8 EAST

### BACKGROUND

7.153 The M8 East area was identified in City Plan 1 as an Area of Focus. It includes the main neighbourhoods which comprise Greater Easterhouse and is one of the City's primary gateways. In recent years, various successful regeneration initiatives have had a positive impact and are helping to create a more attractive area in which to live and work.

7.154 Whilst much has been achieved, significant opportunities remain. The M8 East Corridor requires continued long-term commitment in order to fully realise its full physical and social development potential. In this respect, the Plan aims to build on the opportunities offered by the Garthamlock New Neighbourhood, the Easterhouse/Gartloch Community Growth Area and the preparation of a Town Centre Action Plan for Easterhouse.

### DELIVERING THE STRATEGY

#### PEOPLE

7.155 The challenges for City Plan 2 will be focused on developing sites in the housing land supply, coordinating redevelopment of Glasgow Housing Association (GHA) housing areas and responding to the Joint Structure Plan's (JSP) requirement for community growth areas to meet future housing requirements.

7.156 The Plan period will see the completion of some of the larger development sites at Gartloch Hospital, Provanhall, South Blairtummock, Easthall, Cranhill and Ruchazie, and Garthamlock New Neighbourhood (approximately 2,500 houses in total).



*New Housing in M8 East Corridor*

7.157 There are also a number of smaller sites in the effective housing land supply and these may be supplemented, during the Plan period, by former primary school sites that will be surplus to educational requirements as the new-build schools programme evolves. Development briefs will aim to secure good quality, well designed, constructed and energy efficient housing on these sites.

7.158 The GHA's redevelopment programme is likely to result in a mixture of demolition and new-build reprovioning in, for example, Bishoploch, Kildermorie and Provanhall.

7.159 The Comprehensive Planning Study proposed in City Plan 1 concluded that large parts of the greenbelt in the Easterhouse/Gartloch area should be retained as countryside, as an important environmental resource for Greater Easterhouse. The Study, however, identified four areas which offer development potential (one of which has already been released to respond to a shortfall in the City Plan 1 greenfield release programme). These areas have now been designated as the Easterhouse/Gartloch Community Growth Area (CGA).

7.160 A masterplan will be prepared for the CGA which will confirm the development capacity of the area. It will address, amongst other things, the relationship with adjacent housing areas and the natural and built heritage of the area, biodiversity and other sustainability considerations, physical and community infrastructure requirements (including links to the public transport network), phasing and the overall detailed design approach to the development (see PEOPLE, paragraphs 3.31-3.32).

#### The City Council will:

- prepare development and marketing briefs to ensure appropriate, well-designed and good quality development takes place on sites in the Housing Land Supply in the M8 East Corridor area;
- work closely with the GHA to ensure that an overall strategic approach to housing renewal and new-build is progressed within the context of the Local Housing Strategy; and
- work with landowners and developers to prepare a masterplan(s) for the Easterhouse/Gartloch Community Growth Area.

#### JOBBS

7.161 City Plan 2 will continue to focus business and industrial uses at Queenslie and Glasgow Business Park, south of the M8. The upgrading of Gartloch Road (see TRANSPORT, paragraph 6.13) will facilitate access to the nearby strategic development site at Gartcosh. Maintaining and upgrading the environment within these areas will contribute to their continued success.



*Glasgow Business Park*

7.162 Easterhouse Town Centre will become an increasing focus of local employment. Implementation of the Town Centre Action Plan (see paragraph 7.169) has the potential to create new job opportunities for local people. The involvement of Greater Easterhouse Development Company and John Wheatley College has been instrumental in the high proportion of local people securing employment in the Town Centre to date.

The City Council will:

- continue to work with Scottish Enterprise and the private sector to develop Queenslie Industrial Estate and Glasgow Business Park as quality business locations; and
- promote local employment strategies linked with John Wheatley College and the Greater Easterhouse Development Company aimed at creating local employment opportunities.

## ENVIRONMENT

7.163 The countryside around the M8 East area contains many environmentally important sites, including the Bishop Loch SSSI and listed buildings such as Provanhall House and the former Gartloch Hospital. City Plan 2 seeks to protect these areas and their habitats, while encouraging development nearby and public access generally. Management plans will be prepared for the proposed Local Nature Reserves at Bishop Loch (extension), Frankfield Loch and the possible extension of Cardowan Moss LNR.

7.164 The Council has established the Bishop's Estate Project to promote the protection of natural and built heritage locations and to improve public access in the countryside surrounding M8 East. The area has a sensitive water environment and biodiversity and sustainable drainage systems (SUDS) will have an important role to play in protecting water quality and maintenance and enhancement of biodiversity. A management plan for the Bishop's Estate Project, commissioned as part of a wider study on the Gartloch/Gartcosh Corridor, has

been prepared through the Glasgow and the Clyde Valley Green Network Project and will be implemented by the Council.

7.165 The Council will expect high quality development and design to be employed in all development schemes, including the regenerated housing areas and Easterhouse Town Centre. High quality design in the surrounding environment will also be encouraged. The Environment Strategies prepared for communities such as Cranhill, Lochend, Ruchazie and Craigend/Garthamlock provide useful guidance for delivering this aspiration.

The City Council will:

- continue to promote the Bishop's Estate Project and support the implementation of the management plan;
- prepare management plans for the proposed Local Nature Reserves at Bishop Loch (extension), Frankfield Loch and the possible extension of Cardowan Moss LNR;
- ensure that the masterplan(s) for the Community Growth Area helps define and consolidate the greenbelt boundary around Easterhouse, and enhances biodiversity, the green network and other environmentally sensitive locations; and
- ensure that development briefs prepared for sites within the M8 East area take account of the Environment Strategies prepared for communities such as Cranhill, Lochend, Ruchazie and Craigend/Garthamlock.

## INFRASTRUCTURE

### TRANSPORT AND ACCESSIBILITY

7.166 There are a number of constraints that may require to be addressed in order to realise the area's full development potential. These include: motorway junction capacity on the M8, drainage and sewerage capacity and adverse ground conditions. The Development Strategy promotes the key infrastructure investment which will be necessary to address these issues.

7.167 Access into, and through, the area is also likely to become an important issue during the Plan period, particularly with the growing importance of Easterhouse Town Centre. To this end, it is proposed to upgrade Gartloch Road and an associated link road to Cardowan (including pedestrian/cycling provision) is proposed which would enhance access to Easterhouse from the north.

7.168 To complement these infrastructure improvements, there is a need to develop a comprehensive Access Strategy that promotes pedestrian and cycle routes to, and within, Easterhouse Town Centre and links to an expanded footpath network in the surrounding countryside. The Council will also work with Strathclyde Partnership for



## KEY REGENERATION AREAS

Transport (SPT) to promote strategic Park and Ride facilities and with the bus operators to increase service coverage (particularly for areas of new development), in order to improve accessibility, including integration between the area's transport networks.

### RETAILING

7.169 Easterhouse Town Centre extends from Glasgow Fort, Morrisons superstore and Provanhall House across Westerhouse Road to incorporate the Shandwick Square mall, the new Cultural Campus, John Wheatley College and Westwood Business Centre. There is pressure to further develop the Town Centre. Other issues, relating to building quality, public transport accessibility, landscape design, access and connectivity, are also of importance. These have been addressed through the Easterhouse Town Centre Action Plan (see RETAIL AND OTHER TOWN CENTRE USES, paragraph 6.93).



*Easterhouse Town Centre*

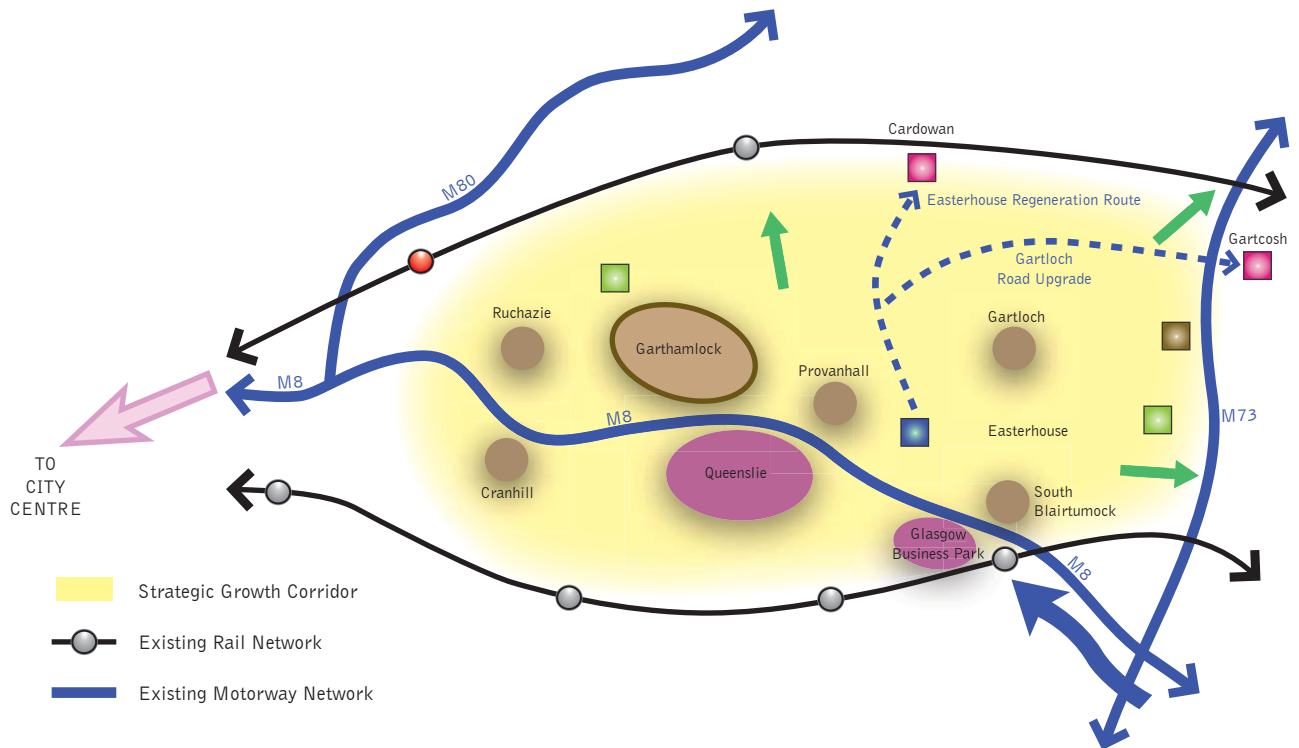
### SCHOOLS

7.170 The pre-12 programme will deliver new, and modernised, primary schools (see EDUCATION, paragraphs 6.186-6.188) in the M8 East corridor. The new schools will be important focal points for community use, including outdoor recreation, and will provide added stimulus to the wider regeneration process, including the recognition that children should have the opportunity to enjoy green space and gardening. Eight new schools are being delivered to serve communities throughout the M8 East area.

The City Council will:

- ensure that the masterplan(s) for the Community Growth Area addresses infrastructural issues in advance of site proposals being developed;
- implement, in conjunction with stakeholders, the Easterhouse Town Centre Action Plan to ensure that a strategic approach is taken to improve the Town Centre;
- look to introduce a new road link between Easterhouse and Cardowan (the Easterhouse Regeneration Route);
- upgrade Gartloch Road as an access to the M73 and the Strategic Development Site at Gartcosh;
- work with SPT and others to promote improvements in public transport services throughout the M8 East area; and
- prepare an access strategy for the M8 East area which promotes walking and cycling.

# M8 East Development Activity



## KEY STRATEGIC OBJECTIVES

- Continuing to Develop the Strategic Rail Network
- Promoting Housing Developments
- Continuing to Develop Garthamlock New Neighbourhood Area
- Promoting Major Business and Industrial Opportunities
- Potential Town Centre Renewal Programme
- Continuing to Develop the Road Network
- Improving Access to Employment Opportunities in the Wider Central Belt
- Enhancing the Areas Status as a Gateway to the City
- Delivering the Community Growth Areas
- Continuing to Enhance the Surrounding Countryside (Proposed Local Nature Reserves)
- Encouraging links to the wider Green Network

## STRATEGIC GROWTH CORRIDORS: M80

### BACKGROUND

7.171 The M80 Corridor runs from the area around the junction of the M8 and M80 in the south west, to the Robroyston area in the north-east.

7.172 Whilst the area contains a number of vacant and derelict sites with ground or contamination problems, it also contains significant regeneration opportunities, including the Robroyston/Millerston Community Growth Area, the renewal proposals for Red Road, Provan Gasworks and the High Amenity Industrial Sites at Robroyston. The provision of infrastructure in the form of new rail stations and other transport improvements, including better access to the motorway network, however, will be a key consideration in the sustainable regeneration of the Corridor.

### DELIVERING THE STRATEGY

#### PEOPLE

7.173 The Plan period will see the completion of the City Plan 1 greenfield release site at Robroyston, and sites at Blackhill and Standburn Road (some 750 houses).



*New Housing in M80 Corridor*

7.174 The Glasgow Housing Association (GHA) have identified the Red Road/Barmulloch area for major restructuring. A masterplan, prepared in consultation with the local community, will provide the basis for the creation of attractive, sustainable neighbourhoods, well connected to their surroundings and well served by local shopping and other facilities.

7.175 The Comprehensive Planning Study, proposed in City Plan 1, identified Robroyston/Millerston as an area that offers scope for contributing to the JSP requirement for Community Growth Areas, to help meet projected shortfalls in housing land. A masterplan will be prepared

which will confirm the development capacity of the area, and address, amongst other things, the relationship with adjacent housing areas and surrounding countryside, biodiversity and other sustainability considerations, physical and community infrastructure requirements, phasing and the overall detailed design approach to the development (see PEOPLE, paragraphs 3.31-3.32).

The City Council will:

- work with landowners and developers to prepare a masterplan for the Robroyston/Millerston Community Growth Area; and
- work closely with the GHA and Registered Social Landlords to ensure a strategic approach to housing renewal, particularly in the preparation of a masterplan for Red Road/Barmulloch.

### JOBS

7.176 Business pavilions are being developed at the Nova Technology Park (Robroyston North). City Plan 2 continues to promote the strategic industrial and business location at Robroyston North and the Nationally Safeguarded Single User Sites (NSSUSs) at Robroyston North and Robroyston South.

7.177 Robroyston South's green belt designation, together with the location of the single user site, will be considered within the context of the masterplan for the Robroyston/Millerston Community Growth Area (see JOBS, paragraph 4.32).

7.178 The Provan gasworks site is identified as a renewal site of metropolitan significance in the JSP. It benefits from being located near to the M8, M80 and the proposed East End Regeneration Route, but is also affected by contamination problems. There is a need to explore the development potential of this single ownership site and the role it can play in the regeneration of the M80 Corridor.

The City Council will:

- promote, with Scottish Enterprise, the development of the industrial/business sites at Robroyston North and South;
- consider the relationship between the Robroyston South NSSUS and the wider community growth proposals; and
- encourage the owners of Provan Gasworks to prepare a Development Brief which explores appropriate options for redevelopment.



## ENVIRONMENT

7.179 The area contains a number of environmentally important sites, including SINC's at Robroyston Park and at Millerston Wetlands. The Council has designated a local nature reserve at Robroyston Park.

7.180 The masterplan for the Community Growth Area will protect environmentally important areas, revise and consolidate the greenbelt edge, define contributions required for the establishment of the green network and will identify new leisure and recreational opportunities to serve the existing and new population.

The City Council will, through the masterplan for the Community Growth Area:

- ensure that environmentally important areas are protected; and
- revise and consolidate the green belt edge, identify new leisure and recreational opportunities and define contributions required for the establishment of the green network.

## INFRASTRUCTURE

### RETAILING

7.181 Robroyston is currently served by a superstore and a smaller supermarket. The non-food retail warehouses at Saughs Road will complement these, as could existing nearby leisure and commercial proposals, should they be developed. Over time, this service core may provide the potential basis for a new town centre that could include additional health and community facilities to serve the existing, and expanding, community. The local shopping facilities at Royston Road serve the south-western part of the corridor, but are in need of improvement.



*Saughs Road Retail Park*

### SCHOOLS

7.182 The new Wallacewell Primary School at Standburn Road, delivered as part of the Council's pre-12 Strategy, provides indoor and outdoor facilities for community use and will add stimulus to the regeneration of the area.

## TRANSPORT AND ACCESSIBILITY

7.183 The M80 Corridor is poorly served by public transport. Large parts of the corridor, including Robroyston and Blackhill, fall below base level accessibility (see development guide DG/TRANS 3: Public Transport Accessibility Zones). Transport Scotland has proposals to link the Northern Electric and Cumbernauld lines, using the Garngad Chord, and electrify the Cumbernauld line. There are, however, no stations to serve the communities within the Corridor. The establishment of new stations would support regeneration and community growth and may also provide the opportunity to develop associated park and ride facilities.

7.184 The Community Growth Area at Robroyston/Millerston will have an impact on the road network. The masterplan will investigate necessary improvements to public transport provision and to the road network, including the potential for a link between Robroyston and Millerston and the dualling of the Bishopbriggs Relief Road from the M80 to the City boundary.

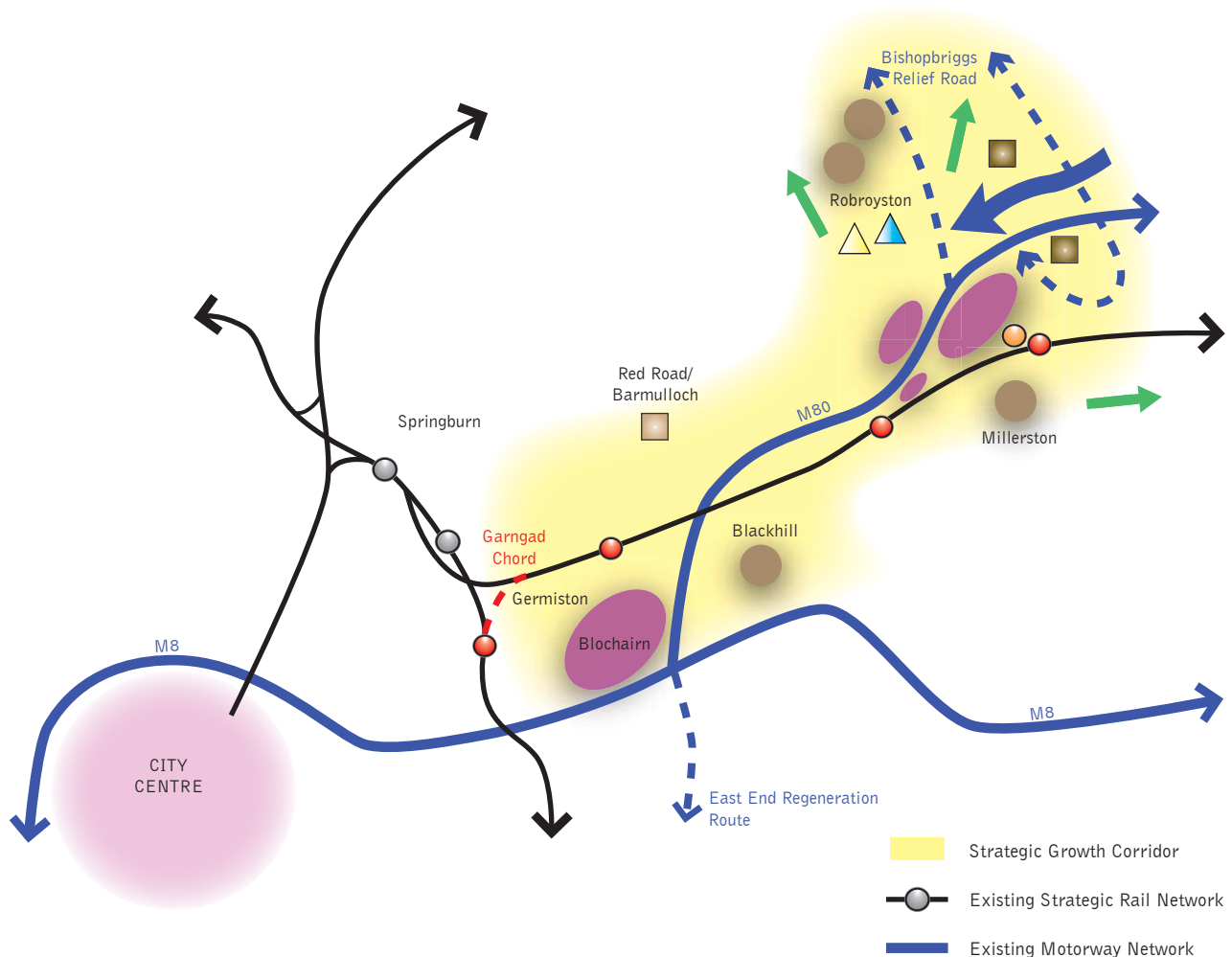
7.185 In addition, SPT's Glasgow Conurbation Public Transport Study considers options for linking areas poorly served by public transport to the City Centre by mass transit (see TRANSPORT, paragraph 6.27). This could, in the longer term, contribute to the delivery of an integrated transport solution for the M80 Corridor.

7.186 The introduction of a new quality bus corridor along Royston Road would improve accessibility, secure a more efficient use of the road network and create opportunities to improve conditions for pedestrians and cyclists.

The City Council will:

- through the masterplan for the Community Growth Area, investigate the potential for a new town centre at Robroyston and for improvements to the local road network. Should the potential for a new town centre at Robroyston be identified, its delivery would require to be promoted through the Development Plan process;
- support the implementation of the Garngad Chord rail link, the provision of new stations at Blochairn/Garngad, Germiston, Robroyston and Millerston, and associated park and ride facilities;
- with SPT, investigate the potential of a Quality Bus Corridor on Royston Road;
- seek to deliver an integrated transport solution in the M80 Corridor, including the possible provision of mass transit routes, in conjunction with SPT and others;
- encourage improvements to the local shopping facilities on Royston Road; and
- promote the upgrading of the Bishopbriggs Relief Road to dual carriageway.

## M80 Development Activity



### KEY STRATEGIC OBJECTIVES

- Continuing to Develop the Strategic Rail Network
- Continuing to Develop the Road Network
- Promoting Housing Developments
- GHA Priority Areas
- Delivering the Community Growth Areas
- Promoting Major Business and Industrial Opportunities
- ↩ Enhancing the Areas Status as a Gateway to the City
- ▲ Investigate Potential for a new Town Centre
- Introducing New Park & Ride Facilities
- ▲ Providing New Education Facilities
- Encouraging links to the wider Green Network

## STRATEGIC GROWTH CORRIDORS: GLASGOW NORTH

### BACKGROUND

7.187 Glasgow North has suffered from the decline in heavy industry and the consequent effect of high levels of dereliction.

7.188 Over the last few years, however, the pace of physical renewal has accelerated and considerable opportunities now exist on which to base the area's sustainable regeneration. These include proposals for over 2,000 social rented and private sector homes in the Ruchill/Keppoch New Neighbourhood, the Glasgow Housing Association (GHA) renewal proposals for Sighthill and Maryhill, the delivery of the Possilpark Town Centre Action Plan and plans for the regeneration of the Forth and Clyde Canal Corridor. Glasgow North's proximity to the City Centre and to the City's West End is a significant locational advantage that City Plan 2 seeks to exploit by breaking down the existing barriers to movement between the areas.

### DELIVERING THE STRATEGY

#### PEOPLE

7.189 City Plan 1 listed Summerston/Balmore as one of six areas for which Comprehensive Planning Studies were to be undertaken in order to assess longer-term development potential and environmental capacity. The sites in Summerston/Balmore, in comparison to those in three of the other study areas (Easterhouse/Gartloch, Robroyston/Millerston and Broomhouse/Baillieston), offered less scope for development when considered against the requirements set out in the Joint Structure Plan (JSP). Summerston/Balmore is not, therefore, identified as a Community Growth Area in City Plan 2. Any proposal for significant future release in this area would require to be considered within the context of the Strategic Development Plan Review process.

7.190 City Plan 2 continues to promote redevelopment through Local Development Strategies (LDSs) for the Ruchill/Keppoch New Neighbourhood and the Forth and Clyde Canal. The focus is on creating attractive and sustainable communities, offering:

- a range of housing and employment opportunities;
- good connections to adjacent areas;
- enhanced biodiversity; and
- good access to local shopping, greenspace and public transport services.

7.191 The Plan period will see major progress in the delivery of new housing on the Ruchill Hospital and the Cowlares sites. The Ruchill Hospital site contains

a large number of distinctive Listed Buildings. In addition, the Council has been working with its partners to realise the development potential of a key site adjacent to Possilpark Town Centre for mixed use. It will be important to ensure that these, and other, sites will deliver an appropriate range and quality of housing opportunities and associated facilities, to create sustainable neighbourhoods.

7.192 The LDS for the Forth and Clyde Canal sets out the context for improving the Canal as a resource and for ensuring that high standards of development are delivered. It aims to promote the Canal and adjacent areas as a vibrant quarter of the City. In key areas of change, the LDS requires the production of masterplans to provide more detail regarding the specific development needs of these areas. The Council works in partnership with ISIS Waterside Regeneration and others through the Glasgow Canal Regeneration Partnership (see policy DES 5: Development and Design Guidance for the River Clyde and Forth and Clyde Canal Corridors).



*Forth and Clyde Canal*

7.193 The GHA has identified Sighthill and a number of sites in Maryhill for major restructuring. This represents a significant opportunity to transform areas of predominantly social rented stock into new, mixed-tenure neighbourhoods, better integrated with other parts of the City (e.g. in the case of Sighthill, with the City Centre). Masterplans are being prepared for the redevelopment of these areas in consultation with the local communities. The Council, ISIS and the GHA are working together with a view to producing a joint masterplan for the Maryhill Locks/Valley areas. These masterplans should provide the basis for the creation of attractive, sustainable neighbourhoods, well connected to their surroundings and well served by local shopping and other facilities.

7.194 There are a number of other areas within Glasgow North, including Milton, where opportunities for both public and private sector investment exist. The nature of the Council's involvement in these areas should be tailored to their specific needs and is likely to involve a variety of planning measures including masterplans and development briefs.



## KEY REGENERATION AREAS

7.195 The rationalisation of pre-12 education facilities is likely to bring a number of sites into the housing land supply. These have the potential to add to the regeneration strategy for the area and contribute to further widening housing choice (see PEOPLE, paragraph 3.47).

The City Council will:

- support the GHA in the delivery and implementation of the studies into the future of Sighthill and parts of Maryhill;
- use the Ruchill/Keppoch LDS, and associated development briefs for key sites, to guide and promote the regeneration of the Ruchill/Keppoch New Neighbourhood;
- through the Canal LDS, and associated supplementary guidance, promote the regeneration of the Forth and Clyde Canal Corridor;
- deliver regeneration along the Forth and Clyde Canal Corridor through the Glasgow Canal Regeneration Partnership;
- influence development activity in other areas of Glasgow North, including former school sites, through a variety of planning measures including masterplans and development briefs; and
- work with stakeholders to bring forward masterplans and development briefs for other areas within Glasgow North, such as Milton and the surrounding area, which will add value to the regeneration process, building on, and improving, the area's infrastructure.

## JOBS

7.196 Creating local job opportunities, and enhancing access to employment elsewhere in the City, are key issues for the area. This will be addressed by promoting development projects, transport infrastructure improvements and by enhancing the skills base of local people to improve job prospects. Success in these initiatives will be dependent upon continued partnership working with amongst others, local agencies and the private sector.

7.197 The Ruchill/Keppoch LDS acknowledges the importance of the locally available employment opportunities provided by existing industrial sites in the Ruchill/Keppoch New Neighbourhood area. The site adjacent to Possilpark Town Centre, for example, has the potential to deliver a significant element of new office floorspace, public service provision and new retail floorspace, all of which should increase employment opportunities within the area.

7.198 The Canal LDS will seek to ensure that the regeneration of the Canal Corridor contributes to the economic health of the surrounding area and overall well

being of the City. The strategy, for instance, will examine the development potential of the Canal Corridor for appropriate mixed uses, to regenerate the southern end of the Canal and create local job opportunities. There is the potential for employment growth from developing the Canal as an international waterway.

The City Council will:

- seek to retain and create job opportunities locally and enhance access to employment throughout the City by working in partnership with local agencies and the private sector; and
- continue to work to deliver the economic development potential of the Canal Corridor.

## ENVIRONMENT

7.199 Whilst there have been many improvements in the environment of Glasgow North, in recent years, a number of environmental opportunities and challenges remain. There is a need to improve the quality of many of the area's open spaces, including the public realm and green network, in connection with the wider regeneration process.

7.200 The LDS for Ruchill/Keppoch sets environmental quality at the heart of its approach to regeneration. One of its principal aims is to provide an enhanced green network through new development and improved linkages between greenspaces.

7.201 In Glasgow North, there is an imbalance in the distribution of existing greenspace, with significant areas almost completely devoid of an appropriate provision e.g. Possilpark. In addition, the many large areas of open space that do exist are often relatively inaccessible and, therefore, underused, e.g. Ruchill Park and the Canal Corridor. Consideration, therefore, will require to be given to how best to distribute greenspace in the Glasgow North area, in order to increase accessibility from all parts of the area, and to improve the quality and maintenance of existing greenspace.



*Ruchill Park*

7.202 The regeneration of the Forth and Clyde Canal Corridor provides an opportunity to improve the quality of the greenspace in Glasgow North. A Landscape and Habitat Survey of the Canal Corridor was undertaken to inform the Canal LDS, and to promote greater biodiversity in the area, as a whole.

7.203 The scale of proposed regeneration in Glasgow North offers significant opportunities to deliver development of high design quality that will improve integration with the existing and proposed urban fabric and the green network. In particular, the Ruchill/Keppoch New Neighbourhood, the Canal Corridor and Sighthill developments should result in a greatly improved quality of environment, including an improved public realm.

7.204 A Design Framework is being produced for the section of the Canal Corridor between Port Dundas and Firhill Basin. This will ensure that the form of any new development integrates with existing areas/the waterway and enhances the existing environmental quality. The key implications of the Design Framework have been addressed through the Canal LDS and will inform any future masterplanning work that is undertaken.

The City Council will:

- ensure that masterplans/development briefs take account of the need to improve the distribution, maintenance and quality of greenspace/open space/public realm in Glasgow North, as well as promoting greater biodiversity; and
- encourage the improvement of the environment along the Forth and Clyde Canal corridor.

## GROUND CONDITIONS

7.205 Parts of Glasgow North suffer from a variety of ground condition and contamination problems. Investigation into the nature and scale of these constraints is underway and the resulting information will assist the regeneration process by simplifying the development process and reducing perceptions of risk.

The City Council will:

- promote action to reduce the extent of vacant and derelict land, including the remediation of contaminated land.

## INFRASTRUCTURE

7.206 Infrastructure investment will be required to overcome development constraints in the area such as insufficient drainage/sewerage capacity, transport capacity, poor access and adverse ground conditions.

## DRAINAGE

7.207 A Strategic Drainage Plan is being prepared for the City (see DRAINAGE AND SEWERAGE, paragraphs 6.148-6.152). The scale of regeneration in Glasgow North, and the proximity of the Forth and Clyde Canal, provides an opportunity to address the drainage/sewerage capacity of the area at a strategic level.

7.208 Regeneration in Ruchill, for example, is being facilitated, by the use of the Canal as part of an integrated surface water management project in Ruchill Park. This project is being funded through the EU INTERREG IIIB programme, intended to demonstrate and promote best practice in surface water management.

## TRANSPORT AND ACCESSIBILITY

7.209 Glasgow North is in close geographical proximity to the City Centre and to the major road and rail networks. The area's complex urban form, including the Forth and Clyde Canal, railway infrastructure and the M8, however, present barriers to movement that cut off the area physically and perceptually. There are also deficiencies in the public transport, walking and cycling networks at a local level, internal to the area.

7.210 The North Glasgow Transport Study (November 2005) identified opportunities to address these issues and the projected impact of new development on the transport networks in the area. The Study identified the need for a range of measures, including potential enhancements to public transport, road, pedestrian and cycle infrastructure. Major regeneration projects, such as the Ruchill/Keppoch New Neighbourhood, Sighthill and Port Dundas, may offer opportunities to deliver some of these enhancements.

7.211 In addition, SPT's Glasgow Conurbation Public Transport Study considers options for linking areas poorly served by public transport to the City Centre by mass transit (see TRANSPORT, paragraph 6.27). This could contribute to the delivery of an integrated transport solution for Glasgow North in the longer term.

7.212 The Council wishes to encourage the use of the Canal as a transport corridor. British Waterways has undertaken the Lowland Canals Nodal and Mooring Study (covering the entire length of the canal in Glasgow), and this has identified opportunities for various types of moorings. Canal-side regeneration projects in Glasgow North will be required to contribute to the development of the essential infrastructure necessary to facilitate increased use of the Canal for transport purposes (see policy DES 5: Development and Design Guidance for the River Clyde and Forth and Clyde Canal Corridors).

### RETAILING

7.213 Possilpark Town Centre (Saracen Street) fulfils a valuable local function in providing a range of services. In common with other traditional centres in the City, however, it would benefit from further investment to improve the retail offer and general environment. A Development Options Study for Saracen Street/Stonyhurst Street sets out the options for development which illustrate the key urban design principles which need to be considered by developers. New retail floorspace is envisaged as part of a proposed mixed use development at Saracen Street.

7.214 As with Possilpark Town Centre, Maryhill Town Centre faces similar issues relating to its retail function, as well as its links with the Forth and Clyde Canal. Planning permission has been granted for a major redevelopment of Maryhill Shopping Centre which, together with other developments, should enhance the attractiveness of the centre as a shopping destination and act as a catalyst for further regeneration. Consideration is being given to the need for the preparation of a Town Centre Action Plan to examine other opportunities for improving the Centre's retail role and environment.

### SCHOOLS, CULTURAL AND SPORTING FACILITIES

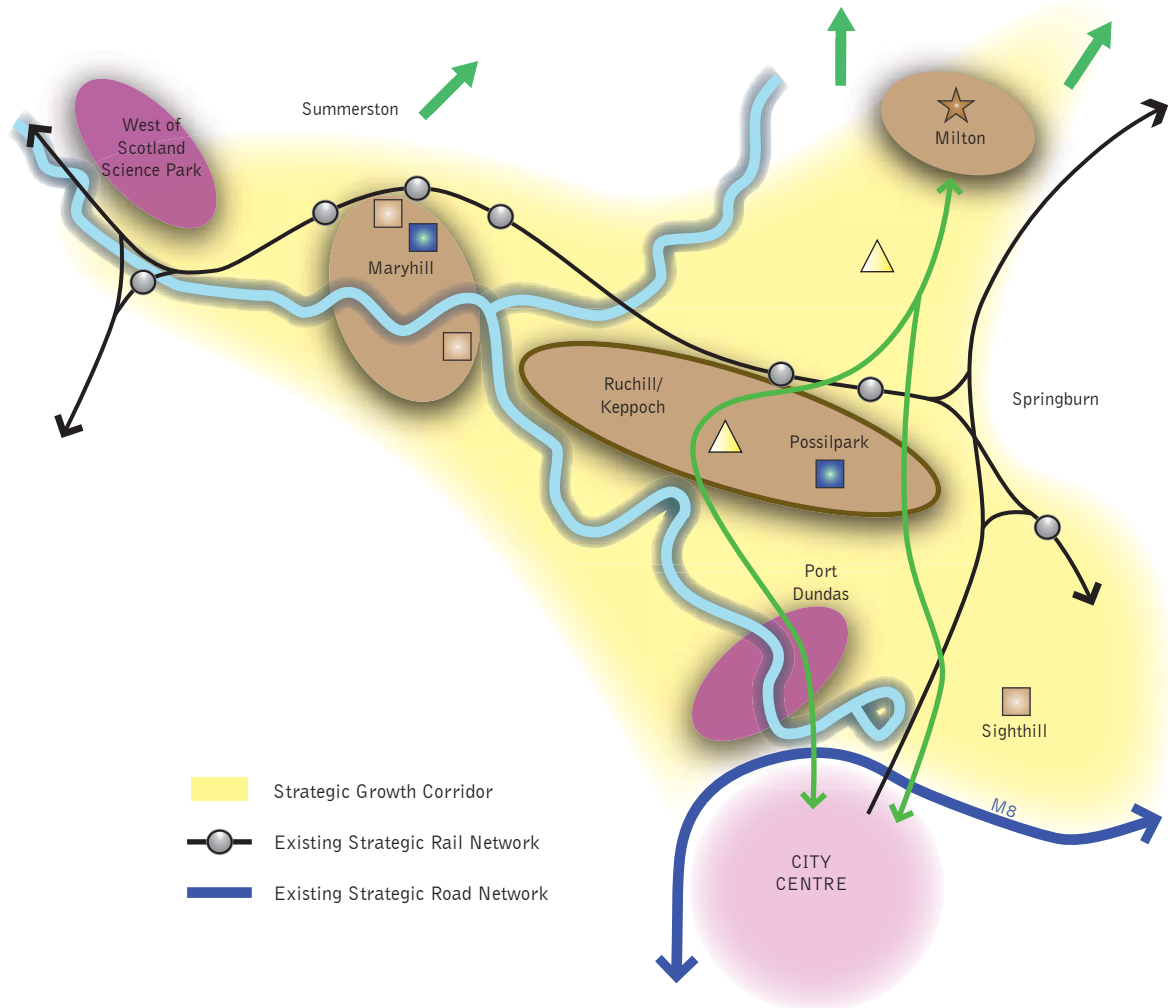
7.215 The pre-12 programme will deliver new, and modernised, primary schools (see EDUCATION, paragraphs 6.186-6.188). The new schools will be important focal points for community use, including outdoor recreation, and will provide added stimulus to the wider regeneration process. They are particularly important in the strategy to develop Glasgow North as an attractive area for families. Phase 4 of the programme will deliver new schools in Ruchill including a pre-12 campus at Milton. The Secondary Schools serving the area are located on its periphery, or outwith the area. With the anticipated expansion of the area's population, consideration will require to be given to enhancing access to these schools.

7.216 The Council has an aspiration to provide a higher standard of cultural and sporting provision in Glasgow North. In compensation for the development of housing on the Cowlands pitches, the Council will develop a new sports pitch facility to serve the Glasgow North area. In addition to their educational role, new schools will offer in- and out-door recreational facilities which will allow them to develop as focal points for the communities they serve.

#### The City Council will:

- implement the integrated surface water management scheme at Firhill;
- seek to deliver an integrated transport solution in Glasgow North, including the possible provision of mass transit routes, in conjunction with SPT and others;
- with its partners, consider the need for a Town Centre Action Plan for Maryhill and prepare a development options study for Saracen Street/Stonyhurst Street, Possilpark;
- develop new sports pitch facilities to serve Glasgow North; and
- seek the development of a green network which provides, amongst other things, gardening opportunities.

# Glasgow North Development Activity



## KEY STRATEGIC OBJECTIVES

- Promoting Housing Developments
- Continuing to Develop Ruchill/Keppoch New Neighbourhood Area
- GHA Priority Areas
- Promoting Major Business and Industrial Opportunities
- Potential Town Centre Renewal Programme
- Promoting the Restoration of the Forth and Clyde Canal Corridor
- Providing New Educational Facilities
- Preparation/Implementation of Masterplans etc (Milton)
- Improving Public Transport Accessibility
- Encouraging links to the wider Green Network





8.1 This part of the Plan outlines the Council's development planning framework covering those parts of the City outwith the Key Regeneration Areas, including:

- some of the areas previously identified as Areas of Focus in City Plan 1;
- other areas requiring targeted planning action (see Development Planning Framework Map); and
- areas considered, generally, stable in land use terms.

8.2 Many of the actions and proposals set out in the People, Jobs, Environment and Infrastructure sections relate to the Rest of the City or are of relevance city-wide. Reference should also be made to these sections for a comprehensive account of the Council's strategy in the Rest of the City.

### FORMER AREAS OF FOCUS

8.3 Eight 'Areas of Focus' were identified in City Plan 1 as parts of the City requiring significant planning intervention. Whilst some continue to be accorded priority as Key Regeneration Areas in City Plan 2, e.g. Easterhouse, considerable progress has been made, and will continue to be made, in delivering physical regeneration in Castlemilk, Drumchapel, Greater Pollok and the Springburn/Balornock area of the Glasgow North Area of Focus. That is not to say that regeneration activity in these areas is complete, only that a less comprehensive planning approach to physical regeneration is now required.

8.4 Castlemilk - Housing improvement and tenure diversification have helped transform Castlemilk physically and perceptually. The major part of Castlemilk's physical regeneration (some 85%) has already been undertaken. There are some significant developments still to take place in the short to medium term that will result in the completion of the physical regeneration, by 2012. It will be important that this process is complemented by sustainable social and economic regeneration.

8.5 The Local Development Strategy prepared for the area in 2003 is being updated to reflect changing circumstances, including the development sites arising from school closures and programmed house demolitions, and the potential for providing further sites for industry and business, childcare facilities, other community facilities and outdoor recreational use.

8.6 Drumchapel - Drumchapel now offers a range of attractive housing choices, employment opportunities and an improved environment. This progress has been complemented by social regeneration initiatives involving the Council and the former Drumchapel Social Inclusion Partnership. The West Local Community Planning Partnership (West LCPP) will continue to undertake this role. Over the lifetime of the Plan, the Drumchapel New Neighbourhood Initiative aims to provide around 1,200 owner occupied homes on 46 hectares of brownfield derelict land, supported by associated greenspace, local shopping and community facilities. This will be guided by a development brief for the eight New Neighbourhood development sites. This should provide the basis for the stabilisation and growth of Drumchapel's population. Planning permissions in principle have been granted for the eight sites.

8.7 The Council approved a masterplan for the regeneration of Drumchapel town centre in 2005. The masterplan envisages, amongst other things, the redevelopment of the centre, the creation of a new Drumchapel Cross, safety and public realm works and the creation of a new civic building including a police station, library and offices for Glasgow Housing Association, West LCPP, Social Work and other local organisations such as Opportunities (formerly Drumchapel Opportunities). The redevelopment of the Town Centre remains a high priority. Revisions to the masterplan were approved by the Council in 2006, with a view to delivering the regeneration of the Town Centre in parallel with the implementation of the New Neighbourhood Initiative.

8.8 Greater Pollok - Substantial public and private sector investment in Greater Pollok has resulted in new and refurbished housing, enhanced community health care, sports facilities and an improved environment. The redevelopment of Pollok Town Centre is bringing local employment opportunities, new shopping (Silverburn) and civic facilities, an expanded bus interchange and a new park and ride.

8.9 The Comprehensive Planning Study for the Parkhouse/Deaconsbank area, proposed in City Plan 1, will explore the environmental capacity and consequent potential of the area to absorb further housing development. This study, the last of six across the City, will complete the evaluation of Glasgow's Green Belt (see PEOPLE, paragraph 3.30).

8.10 The vacant site of the former Cowglen Hospital, combined with adjacent development land to the north and south, represents a significant development

opportunity east of the M77. A Planning Study will explore the development potential of these sites and the nature and integration of appropriate future uses. The Cowglen Planning Study will assess the sites in the context of the redeveloped Pollok Town Centre, which includes the new Silverburn shopping centre, on the west side of the motorway and investigate ways to enhance their connectivity. Given the predominantly retail led regeneration of Pollok Town Centre, to date, the Study will focus on opportunities to introduce a more diverse mix of activities and land uses in support of the longer term viability and vitality of Pollok as a Tier 2 centre (see policy SC2: Policy Objectives for Tier 1 and 2 Town Centres, Part 5: Pollok Town Centre). This will include consideration of modern business accommodation to replace National Savings and Investments' existing on-site premises and other complementary uses. The Study will seek to address the sustainability of this prominent location which is likely to be the subject of significant land use change.



*Redeveloped Pollok Town Centre - Silverburn*

8.11 Development frameworks for Nitshill and Arden are proposed to investigate options for the regeneration of these areas to form sustainable communities. In Arden, housing regeneration is the focus, which will include selective demolition, refurbishment and new build housing. To this end, the opportunity to utilise functionally redundant vacant sites will be explored, including the development of land to the north of Thornliebank Industrial Estate designated as policy DEV 2: Residential and Supporting Uses on the Development Policy Principles Map (South), with access being taken from Kilmuir Drive, Arden.

8.12 Springburn/Balornock - Springburn was the focus of significant regeneration activity in the later decades of the last century. As a result, the physical regeneration process is largely complete, with only a limited number of brownfield sites remaining. Changed market perceptions of the area mean that the development of these sites, and any windfall sites which may emerge, is unlikely to require significant planning intervention.

8.13 Plans for the redevelopment of Petershill Juniors Football Stadium and its relocation onto the adjoining Petershill Park, together with the development of

the new North Glasgow College and the development opportunities offered by the former college building, mean that this part of Springburn is likely to undergo a significant transformation over the coming years.

## AREAS REQUIRING TARGETED PLANNING ACTION

8.14 Due to, for example, NHS Greater Glasgow and Clyde's review of acute, maternity and mental healthcare provision (see HOSPITAL PROVISION, paragraph 6.193) or the opportunities which emerge from time to time to rationalise land uses and promote new developments, planning action may be required to ensure that new development opportunities are planned and designed appropriately.

8.15 This planning action will often result in the production of supplementary development guidance (SDGs) (see DEVELOPMENT STRATEGY, paragraph 2.29). These provide the basis for more detailed guidance on how the Plan's policies should be implemented in specific areas and sites in support of the development strategy. These SDGs can take the form of Local Development Strategies, Masterplans or other planning frameworks. The Development Planning Framework Map illustrates where such planning action is proposed or has been undertaken (although this is not a definitive programme). Detail on much of this action can be found in other sections of the Plan. Others include:

8.16 Glasgow West Educational and Cultural Quarter - The West End is host to a number of high profile educational, cultural, recreational, architectural and commercial assets, including the University, the newly refurbished Kelvingrove Art Gallery and Museum, the Hunterian Museum and Art Gallery, Kelvingrove Park and the Botanic Gardens. Cumulatively, they are of considerable importance as a cultural cluster and tourist magnet, a fact recognised by the designation of this part of the City as the Glasgow West Educational and Cultural Quarter in the Joint Structure Plan (JSP).



*New Development at Glasgow University*

8.17 The JSP also recognises the economic role of Glasgow University (along with the City's other further educational establishments) as a key driver of

the knowledge economy. Proposals which consolidate or enhance these particular strengths will, generally, be supported, e.g. the potential to link to the Clyde Waterfront, including the relocated Transport Museum (see INFRASTRUCTURE, paragraph 6.213).

8.18 A number of key developments should help to maintain and enhance this status. The refurbishment of Kelvingrove Museum and Art Galleries, and its environs, has resulted in record visitor numbers, and the “A” listed Kibble Palace Glasshouse, in the Glasgow Botanic Gardens, has been fully refurbished. The upgrading of Partick Interchange provides for improved accessibility to and from the rail and underground stations (see TRANSPORT, paragraph 6.43). A Town Centre Action Plan (TCAP) is also being produced for Partick/Byres Road. Implementation of the TCAP will help to sustain the attractiveness of the Centre and enhance the area’s wider role as tourist gateway for the Glasgow West Conservation Area and Glasgow University.



*Kibble Palace Glasshouse*

8.19 Glasgow University Estate Campus Plan - Glasgow University has produced a draft Campus Plan (2005 – 2015) which sets out the development programme for the University’s core campus areas at Gilmorehill (including the possible extension into the Western Infirmary Site (see EDUCATION, paragraph 6.183)) and Garscube. The Campus Plan addresses the issues for that part of the Garscube estate situated within the City. The University recognises that there are cross-boundary issues at Garscube, and that these will require to be addressed in association with East Dunbartonshire Council.

8.20 During the ten-year period of the Campus Plan, the University aims to attract an increasingly international staff and student body, while pursuing its mission as Scotland’s leading provider of undergraduate education. This could lead to an increase in the numbers of overseas and mature students, some of whom will come to Glasgow with their families. In finalising the Campus Plan, cognisance will require to be taken of the need to provide sites for high quality teaching, research and living environments.

8.21 Jordanhill Campus - The University of Strathclyde has taken the decision to focus its activities on the John Anderson Campus in the City Centre. This decision will result in the disposal of the Jordanhill Campus, and the construction of a purpose-built building to house the Faculty of Education within or adjacent to the John Anderson Campus. Revised Campus Plan proposals have been noted by the Council, and are reflected on the West Development Policy Principles Map.

8.22 Hampden/Toryglen Planning Study - This area is the focus of significant development activity, including the new Victoria Hospital (see HOSPITAL PROVISION, paragraph 6.195), the proposed restructuring of the North Toryglen area (see CLYDE GATEWAY, paragraph 7.128), and the development of the Regional Indoor Training Complex at South Toryglen (see CULTURE AND SPORT, paragraph 6.212). The cumulative scale of these, and other smaller projects, will be significant, particularly in terms of potential transport implications. The Study aims to ensure that these, and other issues, are considered in the context of the cumulative scale of the proposals.

8.23 East Pollokshields/Port Eglinton Planning Study - The area is the subject of intensive development activity and pressure, including major residential proposals stimulated by relative proximity to the City Centre and key transport corridors. The Glasgow Housing Association (GHA) is preparing a masterplan for the re-provisioning/refurbishment of 420 homes in St Andrew’s Drive. In addition, a new headquarters for Scottish Ballet has been constructed at the Tramway. The Council approved development guidance for the St Andrew’s Cross/Eglinton Toll area in 2002. A Planning Study is being undertaken for the East Pollokshields/Port Eglinton Area to address the cross-cutting issues arising from this development pressure, including the provision of sport and recreational facilities, local shopping and enhancing environmental quality.

8.24 Shawbridge – This is one of eight priority areas identified, by the GHA, for major restructuring of the social rented housing stock (see PEOPLE, paragraph 3.44). Seven of these areas lie within the Plan’s Key Regeneration Areas. The eighth, Shawbridge, is located in Pollokshaws. In common with the others, and in consultation with the local community, a masterplan will be brought forward by the GHA for the redevelopment of the area with a view to creating an attractive, sustainable neighbourhood of mixed tenure. In parallel, a Local Development Strategy (LDS) for Pollokshaws is being prepared by the Council based on a Pollokshaws Scoping Study, undertaken in 2005. Amongst other things, the LDS will set out a strategy for the future use of key buildings, social and recreational facilities, the Shawbridge Arcade and other local shopping provision and surrounding industrial and commercial uses.



## STABLE AREAS

8.25 Many areas are characterised by good local amenities and facilities, and high quality architecture and greenspace. As a result, these areas are popular parts of the City in which to live, work and spend leisure time, and include large parts of the West End and South Side.



*The West End*

8.26 The popularity of these areas, however, can give rise to problems relating to, for example, traffic volumes, parking shortages, the quality of recreation and play facilities, residential amenity and development pressure.

8.27 Development proposals will continue to come forward in these areas, including the development of sites for private housing, changes of use of shops, building conversions, the sub-division of houses, multiple occupation and schemes to improve private properties through, for example, extensions and alterations. These may also include restructuring/improvement schemes brought forward by registered social landlords.

8.28 The Plan's Development and Design Policies and Development Guides aim to address these issues, where appropriate, with a view to maintaining, protecting and enhancing amenity in these areas in support of City Plan 2's Development Strategy.

## POLICY FRAMEWORK

8.29 The majority of the policy framework, set out in Part 3 of the Plan, and the associated development guides set out in Part 4, is also applicable city-wide. Some policies, however, have a more specific geographical focus, e.g. Conservation Areas, whilst others address issues of particular concern in certain areas, e.g. Multiple Occupation. As noted previously, this framework will be augmented by additional supplementary development guidance, where necessary.