

LOCAL DEVELOPMENT PLAN FOR GLASGOW EARLY ENGAGEMENT WITH NON STATUTORY STAKEHOLDERS

Summary of Main Points:

NAME OF STAKEHOLDERS	<p>Glasgow Housing Association (GHA) Glasgow Chamber of Commerce Glasgow Council for Voluntary Services (GCVS) Glasgow Centre for Population and Health (GCPH) ISIS/British Waterways (BW) Homes for Scotland Glasgow University Clyde Gateway Architecture and Design Scotland (Meeting Declined at this Stage) CBI (Meeting Declined at this Stage) Network Rail</p>
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DATES OF MEETINGS	Nov, Dec 2009 and Jan 2010
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GENERAL THOUGHTS ON CITY PLAN 2 (FORM & CONTENT)
<ul style="list-style-type: none"> • Health is a theme that features throughout City Plan 2 and which has a higher profile than in City Plan 1 • The current City Plan 2 Policy DES 5, which covers both the River Clyde and the Forth and Clyde Canal, is too generic. There is a need for specific guidance about the Canal Corridor and its regeneration and specific guidance about the River Clyde and its regeneration. • City Plan 2 is very strategy focused • There is confusion between City Plan 2 and the Clyde Gateway about what Clyde Gateway is intended to do

GENERAL THOUGHTS ON CITY PLAN 3 (FORM & CONTENT)
<ul style="list-style-type: none"> • All the partners concerned with regeneration and development need to co-ordinate efforts to support where Glasgow wants to be • The new City Plan should focus on improving the lives of all City residents • The new City Plan needs to focus on making Glasgow a better place to live in the next 20 to 30 years • There is scope to improve the quality of consultation and engagement with GCVS members during the City Plan 3 process • A Health Impact Assessment for City Plan 2 should inform the content/priorities of City Plan 3

- City Plan 3 provides the opportunity to take the main spatial, physical, urban design and regeneration elements in Local Development Strategies (LDS's) and map them in an Inner City Urban Design Framework map. Such a map could also highlight 'cross-boundary' issues such as connectivity and be used to direct development generally.
- There is a need for sustainable models for particular parts of the City (in the form of plans) which illustrate public transport accessibility, town centre redevelopment proposals, links to successful nodes, etc with a view to prioritising what needs to be done in the Inner City
- Important areas of the City should be prioritised by revisiting, or undertaking new, LDS's
- The main messages and proposals in LDS's should be 'filtered up' to sit within City Plan 3
- The City Plan 3 Strategy needs to be more visionary, reflecting investment planned by the private sector, as well as that planned by the Council
- City Plan 3 should be more delivery focused
- City Plan 3 should be able to feed in market led intelligence
- Scottish Water investment will be a key determinant of development opportunities
- The East End Local Development Scheme is Clyde Gateway's route to influence the City Plan, Development and Master plans
- City Plan documents should be smaller and more worthwhile
- The City Plan should position Glasgow in relation to other cities (its competitors), nationally and internationally.
- Clyde Gateway is supportive of development and is flexible. It will support the City in a positive way i.e. "open for business" nationally and internationally.

STAKEHOLDER PROJECTS IDENTIFIED

- A revolving programme of reviewing GHA housing stock
- Glasgow University's aspirations for future development at Gilmorehill in the West End
- Glasgow University's aspirations for future development at the West of Scotland Science Park, near Maryhill.
- There is the possibility of further bridging points on the Forth and Clyde Canal (BW/ISIS will consider this and get back to us with possible options to be tested in the MIR)
- Edinburgh to Glasgow Improvement Programme (EGIP) was launched on 9 Dec 2009. Network Rail will be looking to all local authorities to assist with land reservations, planning consents etc
- Dalmarnock Station upgrading (a study should be completed by Spring/Summer 2010 and it may propose minor improvements or a complete new station)
- Hyndland Station is affected by the proposal for capacity enhancement of the line between Finnieston and Hyndland, as well as proposals for access improvements
- Easterhouse Station, there are proposals for access improvements

- Glasgow Airport Rail Link (GARL)
- High Speed 2 - whilst there are no details yet on the specific route requirements for Glasgow, land reservations could be required through City Plan 3
- Queen Street Station façade and entrances - upgrading is needed for 2014 and possibly increasing capacity at the station for both trains (by lengthening platforms) and passengers
- Garngad Chord is part of the proposals for the Cumbernauld Line
- Buchanan Galleries/Queen Street Bridge - proposals for the expansion of the Galleries cannot be progressed until the outcome of capacity improvement requirements at Queen St are known
- Network Rail has commercial aspirations in relation to utilising the railway arches, a major source of premises for small businesses (certain arches need Council land to access)
- Anderston Station upgrading, including pedestrian links
- Robroyston Station - Glasgow's top priority for a new station in order to serve the Robroyston/Millerston CGA.
- Parkhead Forge Station
- Jordanhill (West) - could be affected by proposals for capacity enhancement at Hyndland, which may require the closure of the existing Jordanhill Station and its replacement - Campus plan for Jordanhill College redevelopment included a proposal for a £1,200 contribution per house (up to 364 proposed)
- Exhibition Station upgrade and link to SECC
- Drumchapel (West)
- Baillieston/Broomhouse Community Growth Area - discussions ongoing over the installation of a new bridge over the railway east of the station
- Carmyle Station Park and Ride - a local rather than strategic facility linked to the Community Growth Area
- Germiston and Garngad/Blochairn Stations - additional stations on the Cumbernauld Line are dependant on whether converted to Metro/LRT operation
- Ibrox/Bogleshole Station - could be reconsidered if major development proposals come forward
- Crossrail - not been completely ruled out
- Lambhill Park and Ride - potential for expanding the park and ride at Possilpark station
- Industrial Area project on London Road
- Clyde Gateway - 300,000 sq ft business space
- Mile End 60,000 sq ft office space
- Region Olympia Building
- The Western Infirmary complex, with NHS withdrawal from the hospital phased over a number of years

PRIORITY AREAS OF THE CITY IDENTIFIED

- **Easterhouse**, in terms of re-establishing levels of regeneration and new development
- **Clyde Waterfront**, plans to develop this area need to be part of a strategic water management solution
- **Canal Corridor**
- **North Glasgow**
- **Inner Urban Area**
- **Dalmarnock**, is being focused on as the big issue in redeveloping the East End Regeneration Route
- The Importance of Clyde Gateway's role in recognising and sorting out the huge challenges in **the East End of Glasgow**
- **South Dalmarnock**
- **Glasgow University Campus Plans** have been prepared but these require to be updated

POLICIES/POLICY MATTERS IDENTIFIED

PEOPLE

- Need to encourage higher density social housing closer to existing and planned public transport and infrastructure - only 25% of people in Glasgow have access to a car
- 90% of asylum seekers who come to Scotland, come to Glasgow, this is a policy matter that needs to be addressed
- The quantity and suitability of GHA housing stock
- The growing housing market for single people households
- The focus should also be on peoples' wants and needs, it's not just about new housing, people also have to be close to jobs and services
- Health Impact Assessment
- A better consultation and engagement strategy
- Clyde Gateway's role as providing an area of geographical focus for Clyde Gateway's ventures
- Glasgow University is considering its withdrawal from some of the former residential buildings in Hillhead lying to the north of the main campus - these would probably be released back into the mainstream housing market.

ENVIRONMENT

- Need to continue to promote a greener Glasgow with green grids/cycle tracks as integral components of local communities

- How best to deal with the Forth and Clyde Canal in City Plan 3 - Need to consider the option to revisit Policy DES 5

INFRASTRUCTURE

- Infrastructure is likely to be a main concern of the business sector
- Station Improvements Developer Contributions (the ability of Network Rail to improve access to stations is dependant on developer contributions)
- Glasgow Airport Rail Link
- Carmyle to Newton Chord is being considered as a diversionary route for the Edinburgh to Glasgow Rail Improvement Programme

JOBS