



COMMENTATOR	QUESTION (WHERE APPROPRIATE)	COMMENT (VERBATIM)	THEME(S)	RECOMMENDATION	RESPONSE	CHANGE
Guide Dogs Scotland	Are there any other aspects which need further consideration within the document? Please explain.	Please ensure you link in with the disability representative group which is currently working with the Avenues projects to ensure any new designs are accessible for people with a range of disabilities.	A CONNECTED RIVER	Comments noted. The Equality Act 2010 places a duty on the Council to assess and review all new or revised policies and services. To do this the Council has adopted a process for conducting an Equality Impact Assessment (EqIA). Individual projects and proposals brought forward by the Council in the River Corridor SDF area will require to be screened for an Equality Impact Assessment to ensure all protected characteristics are considered.	No modification required.	NO
Sustrans Volunteer	Do you agree or disagree with the overall strategic direction outlined within the River Clyde SDF document? Please explain.	Agree. With the decline of shipbuilding and the removal of the docks, the river has become an underused and underdeveloped asset for the city. For several centuries, access to much of the river was denied to most citizens because of industry along the banks. There have been some important developments such as those at the former Prince's and Queen's Dock and around the Riverside Museum, but much of the river bank is simply mouldering. There has always been substantial access at the Green and further upstream, but there could be more and, is the fencing along the riverbank necessary? On the south side opposite the Green things are pretty sparse and unattractive although the desultory opening of a walkway/cycle way there is a start. We need to reconnect the north and south banks much more determinedly, particularly between Partick and Govan and places further west. We need to address the lack of access to the river at Mavisbank Quay and around Princes Dock, where, in effect, gated communities have been established, which flaunt access laws. In many cities similarly maritime to Glasgow, the river has become an asset, so, it is right that GCC is at last beginning to address this.	A CONNECTED RIVER	Comments on constraints to accessing the river and the need to reconnect the north and south banks are noted. The River Corridor SDF seeks to achieve a well-connected River Corridor which links people, places and natural habitats. With regard to reconnecting Partick and Govan, proposals for a new foot and cycle bridge are set out in the Govan-Partick SDF.	No modification required.	NO
Sustrans Volunteer	Do you agree or disagree with the key priorities identified in the River Clyde SDF document? Please explain.	I agree strongly. One of the major stumbling blocks has been the lack of coordination, due to the fragmentation of the various groups who have an interest in the river and the unwillingness of some to cooperate. Much is due to the condition of the land register and the difficulty in ascertaining who are the owners of sections of land along the river and, consequently, the difficulty of compelling them to undertake essential, basic maintenance of the sections of the river for which they are responsible. It appears now that there is a political will to tackle the major problems and to begin to conceive a vision of what the river area could become. I particularly welcome the intention of repopulating the riverside area (as someone who was born and raised in Anderston, its demise has been a source of sorrow). By returning people and modern business to the heart of the city - which is not just the City Centre, but includes the districts along the river banks (including Kelvin, White Cart and Forth and Clyde Canal). This 'densifying' of the population, should significantly reduce the need for private cars and, will be a boost for active travel and the many social, health and economic benefits this brings.	A SUSTAINABLE RIVER	Comments and support for the approach taken in the River Corridor SDF noted.	No modification required.	NO
Sustrans Volunteer	Are there any other aspects which need further consideration within the document? Please explain.	This is a complex document - it has to be - but it does have a welcome strategic vision and, it is attempting to engage the citizens in the process. I think the issue of Land Reform has to be confronted and the register of ownership brought up to date, with a requirement that beneficial ownership is clearly identified, particularly in named persons, with addresses in Scotland, the UK or Europe. I think, too, we must consider the issue of taxation of land, with a progressive increase in taxation the longer a site is undeveloped. We have to create a legal 'public interest' instrument, whereby key areas of land for these projects can be brought into common ownership.	LAND OWNERSHIP	Comments and recommendations on land reform noted. However it would be ultra vires for the River Corridor SDF to promote changes to the register of ownership, the taxation of land and the creation of a legal 'public interest' instrument to bring land into common ownership.	No modification required.	NO
Sustrans Volunteer	The SDF includes an initial action plan - what other	I think that there needs to be a greater emphasis on publicising these schemes by the City Council and, consideration should be given to the creation of a strong publicity	PUBLICITY	Comments on how best to publicise the River Corridor SDF are noted. To date, the SDF has been promoted through the Council's	Continue to work with the Council's media office with	YES

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	actions should be added to support implementation of the planning strategies? Please explain.	section which can use a range of media to deliver the ideas in attractive ways to the citizens. I think that approaches have to be made to BBC Scotland, STV, and the Herald group of newspapers, Daily Record, and Sun to seek a relationship whereby they will present the proposals and debate in a fairer and more nuanced way. This might also entail having a 'rapid rebuttal unit' to counter quickly reports which have provided a distorted picture. There has been a significant growth of individual bloggers who have built substantial followings amongst people who feel that the main media are very narrowly focussed in the interests of a narrow group and, hostile to 'community/public' ventures.		media office with the draft document posted on the Council's Consultation Hub. Media coverage is handled by the Council at a corporate level and it is recognised that a strategic approach to publicising the final River Corridor SDF and resulting projects would be beneficial. There is scope to promote a River Corridor Communications Strategy as we move forward.	regard to future publicity for the finalised River Corridor SDF and resulting projects. Amend Action Programme to include development of a River Corridor SDF Communications Strategy.	
Resident 1	Do you agree or disagree with the overall strategic direction outlined within the River Clyde SDF document? Please explain.	"Repopulate" I live in a densely populated area which is already suffering from "repopulation" without supported increase in infrastructure. My water quality has got worse. My electricity and Wi-Fi cut out at times when the population of new student flats wake up or return home. We do need more social housing, but the current redevelopment as only student flats has blocked the view of the Southside/river from Partickhill and provides no benefit to the community (no council tax payment by students, & they don't shop in small local businesses). Also Govan Old/Govan Stones is a major Tourist Destination with a high TripAdvisor rating, but isn't listed as such on your plans? Its heritage space needs protected, not drowned by high rise buildings as part of a "repopulation" plan.	A SUSTAINABLE RIVER	Comments on need for appropriate infrastructure to support development noted. The need to ensure appropriate infrastructure for new development is recognised in the River Corridor SDF. It promotes a masterplanning approach and sets out the requirement to consider front-loading physical and environmental infrastructure for sites. With regard to the provision of social housing and recent student accommodation development, Policy CDP 10 Meeting Housing Needs of the <a href="#">Glasgow City Development Plan</a> supports the delivery of land for housing. Affordable housing targets are set out in the Glasgow Housing Strategy and the Council supports partner organisations in the provision of homes in the affordable sector. Supplementary Guidance to the <a href="#">Glasgow City Development Plan</a> SG 10 Meeting Housing Needs seeks to ensure the provision of high quality student accommodation in appropriate locations whilst also protecting the character and amenity of existing areas. It would not be appropriate for the River Corridor SDF to repeat guidance that is available elsewhere and as such, the SDF does not set out targets for the provision of affordable housing or detailed guidance on student accommodation. However it recognises the need for neighbourhoods along the River Corridor to achieve diversity with a range of housing options. With regard to Govan Old/Govan Stones, the draft River Clyde SDF recognised the historic character and features of Govan, however it is considered that there is scope to make specific reference to Govan Old/Govan Stones in the final document. With regard to service provision (water, Wi-Fi, electricity) this is not something that can be addressed in detail through the SDF although the need for an understanding any capacity issues is noted.	Amend SDF to reword and strengthen section on the need for appropriate infrastructure and for new development to be brought forward as part of a wider masterplanning approach. Amend SDF to include specific reference to Govan Old/Govan Stones as tourist attraction/heritage asset.  Include Action on Integrated Infrastructure (digital, power, water, etc.) and support for ongoing work to understand capacity issues and how to future proof.	YES
Resident 1	Do you agree or disagree with the key priorities identified in the River Clyde SDF document? Please explain.	How are you going to protect green space and biodiversity if you are going to "repopulate" vacant areas with retail and housing? Nothing in the plan to state exactly what the new areas will contain. Regularly Partick has been promised new retail and cinema or leisure facilities and social housing but then all that gets built are student flats. Going by previous "consultations" all that will happen is that the local community will be ignored but middle class white people will be provided with cycle lanes that will sit empty apart from the occasional good weather days at weekends. Where do the needs of disabled people and existing marginalised communities fit with your plans? Where are the Traveller community at Govan going to live? Where are poorer families	A GREEN RIVER A SUSTAINABLE RIVER	Comments noted.  With regard to green space, the River Corridor SDF acknowledges the need to protect and enhance green space, biodiversity and the environmental quality of the River Corridor.  The Govan-Partick SDF seeks to ensure that development projects demonstrate how they are contributing to the construction of a cohesive townscape and landscape plan for the wider area. Policy	No modification required.	NO

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		going to live? (Most proposed housing is owner occupier or Mid-Market Rent). Who is this for? The middle class or the existing communities? Are you creating a new build "ghost town" like the river front developments in Leeds or at Glasgow Harbour, where there are little or no recreation or shopping facilities, and flats get used as air BnB and office spaces lie empty, because no-one asked for them to be built?		<p>CDP 6 Green Belt and Green Network of the <a href="#">Glasgow City Development Plan</a> supports development that delivers an enhanced/extended Green Network as an integral, functioning part of the neighbourhood. This, together with associated Supplementary Guidance to the <a href="#">Glasgow City Development Plan</a> (see SG7 Natural Environment which sets out how biodiversity, landscape and geodiversity will be taken into account when considering development proposals), will ensure that proposals balance the need to provide additional housing with the protection and enhancement of green space and biodiversity.</p> <p>With regard to the traveller community at Govan and any future relocation, this is a wider issue that cannot be addressed through the River Corridor SDF. The Govan Town Centre Placemaking Guidance sets out urban design principles for new development and proposals will be considered against the policies in the CDP.</p> <p>With regard to housing provision, as noted above Policy CDP 10 Meeting Housing Needs of the <a href="#">Glasgow City Development Plan</a> supports the delivery of land for housing. Affordable housing targets are set out in the Glasgow Housing Strategy and the Council supports partner organisations in the provision of homes in the affordable sector. SG 10 Meeting Housing Needs of the <a href="#">Glasgow City Development Plan</a> also sets out the Council's policy on proposals requiring planning permission for short stay accommodation (such as Air BnB).</p> <p>With regard to comments on the needs of disabled people, the Equality Act 2010 places a duty on the Council to assess and review all new or revised policies and services. To do this the Council has adopted a process for conducting an Equality Impact Assessment (EqIA).</p> <p>Your comment also highlights a concern about who this is for - and whether it meets the needs of existing and marginalised communities. The SDF seeks to repair the urban fabric along the river to help unlock the full economic, environmental and social potential of riverside neighbourhoods. Further the SDF supports the delivery of the key aims of the City Council's Strategic Plan 2017 to 2022 - "to have a world class city with a thriving, inclusive, economy where everyone can flourish and benefit from the city's success."</p>		
Resident 1	Are there any other aspects which need further consideration within the document? Please explain.	Govan Old and Fairfields as heritage spaces. Neither are protected in the plan. Govan Old has a high TripAdvisor rating and needs protected, not blocked from view by student flats. Who are you building for? Existing communities or future investors? And as for a footbridge from Riverside Museum to Water Row? That's going to be fun every time there is a Home Game at Ibrox! (Most supporters drink in Rangers pubs in Partick/get dropped off or picked up in Partick then travel to Ibrox via Subway. They will walk using	A SUSTAINABLE RIVER	With regard to Govan Old/Govan Stones, the River Corridor SDF recognises the historic character and features of Govan. However it is considered that there is scope to make specific reference to Govan Old/Govan Stones in the River Room Placemaking Guidance and to strengthen reference to heritage. With regard to existing protections, Govan Shipbuilders' Store, Former Engine Works Of	Amend SDF to include specific reference to Govan Old/Govan Stones as tourist attraction/heritage asset within the River Room Placemaking Guidance.	YES

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		the footbridge instead! Through existing residential areas!) I give it 6 months before someone dies falling over the side or in a match day crush		<p>Fairfield Shipbuilding And Engineering Co and the General Offices at Fairfield are Category A Listed buildings. Govan Old Parish Church is also Category A Listed and within the Govan Conservation Area. The interiors and exteriors of Category A, B and C listed buildings are statutorily protected and are covered by Listed Building controls. They may not be demolished or altered without prior Listed Building Consent. Planning Permission may also be required for external alterations to Listed Buildings. These designations together with the policies in the <a href="#">Glasgow City Development Plan</a> and the guidance set out in SG 9 Historic Environment are considered sufficient to ensure heritage assets are protected and enhanced.</p> <p>With regard to the proposed Govan Partick bridge, the SDF considers improving access and creating strong movement connections across the river to be a key output. Further information on the bridge is provided in the Govan Partick SDF. I note your concerns regarding public safety, particularly during football matches when there is potentially a greater number of people using the proposed bridge. I would advise that this is outside the locus of the SDF and antisocial behaviour would be a police matter.</p>	Amend the SDF to strengthen the section on protecting and enhancing built heritage as an asset that contributes to a vibrant and distinctive place and provides a sense of identity and continuity.	
Resident 1	The SDF includes an initial action plan - what other actions should be added to support implementation of the planning strategies? Please explain.	Listen to local people. More social housing, not mid-market rent, proper social housing for the people on low wages or benefits who make up the existing communities. Govan desperately needs more leisure facilities, like a swimming pool. Govan has no cafés (only one at the Cross and a Subway and a Greggs). This impacts on tourist’s spending money in the area. They currently come to the Stones and Fairfields and leave without spending. More small shops and restaurants would benefit the area and keep money in Govan.	A SUSTAINABLE RIVER	<p>Comments noted.</p> <p>With regard to engagement with local people, the SDF's for Glasgow support the aspiration of the City Development Plan to put people at the heart of spatial planning, allowing residents and communities an opportunity to get involved in the planning issues affecting their areas. The River Corridor SDF has been promoted through the Council's media office with the draft document posted on the Council's Consultation Hub. Prior to this, extensive consultation with local people took place as part of the Govan-Partick Charrette.</p> <p>With regard to the provision of social housing, Policy CDP 10 Meeting Housing Needs of the <a href="#">Glasgow City Development Plan</a> supports the delivery of land for housing. Affordable housing targets are set out in the Glasgow Housing Strategy and the Council will support partner organisations in the provision of homes in the affordable sector. It would not be appropriate for the River Corridor SDF to repeat guidance that is available elsewhere and as such, the SDF does not set out targets for the provision of affordable housing. However it recognises the need for neighbourhoods along the River Corridor to achieve diversity with a range of housing options and encourages well-designed, mixed use residential development.</p> <p>With regard to the provision of shops, cafes and restaurants within Govan, the SDF promotes increased vibrancy along the River Corridor and seeks to create a network of creative, leisure and recreation uses to provide facilities for local people, workers and city visitors.</p>	No modification required.	NO

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Resident 2	Do you agree or disagree with the overall strategic direction outlined within the River Clyde SDF document? Please explain.	Agree as long as it is done appropriately.	GENERAL	Comments and support for the strategic direction of the River Corridor SDF noted.	No modification required.	NO
Resident 2	Do you agree or disagree with the key priorities identified in the River Clyde SDF document? Please explain.	Agree.	GENERAL	Comments and support for the key priorities of the River Corridor SDF noted. These have been amended in the final draft which sets out 3 overarching priorities with the draft 'emerging priorities' encapsulated in the outcomes to create a clear direction and promote delivery.	No modification required.	NO
Resident 2	Are there any other aspects which need further consideration within the document? Please explain.	Transport linkage from Scotstoun to City Centre. Many people travel to Scotstoun to get an express bus into the city centre, resulting in heavy bus traffic and lots of people parking in surrounding streets. Perhaps a park / ride facility from Scotstoun to city centre	A CONNECTED RIVER	<p>Comment noted. The potential of the River Corridor to be an important movement spine is set out in the River Corridor SDF together with the need to maximise opportunities for active travel along the river and to local centres, business and leisure locations. The SDF aims to reduce non-essential car journeys, enhance connectivity along the river and to promote public transport, walking and cycling.</p> <p>The Council has a duty to act in a way considered to be most sustainable and best calculated to deliver reductions in greenhouse gas emissions. Reducing the need to travel, particularly by car is one of the key ways in which the City can help reduce emissions of greenhouse gasses. Cutting the amount of vehicular traffic on the cities roads can also help reduce congestion, air and water pollution and noise, helping create a better environment for people and business.</p> <p>Therefore the introduction of park and ride facilities at Scotstoun would need to be considered in terms of its impact on the Council's aim of reducing car journeys and the wider Policy context. CDP 11 Sustainable Transport of the <a href="#">Glasgow City Development Plan</a> states that outwith the City Centre the Council will not support proposals for permanent or temporary public parking intended to serve commuting demand except where consistent with an approved transport strategy for park and ride.</p>	No modification required.	NO
Sustrans Scotland	The SDF includes an initial action plan - what other actions should be added to support implementation of the planning strategies? Please explain.	The NCN 7 and 75 run along the River Clyde and are key parts of Glasgow's cycling network. As such, it would be great if Sustrans Scotland could be part of the multi-agency governance group identified in the action plan.	GOVERNANCE A CONNECTED RIVER	Comments on the cycling network within the River Corridor SDF area and Sustrans Scotland's interest in contributing to a multi-agency governance group are noted.	No modifications required.	NO
Resident 3	Do you agree or disagree with the overall strategic direction outlined within the River Clyde SDF document? Please explain.	Broadly speaking I agree - particularly with the goal to increase mixed-use residential density along the entire river front. I believe this is essential to connect the disparately developed stretches of river and knit wide open spaces (such as the SEC and BBC) into the normal urban fabric of the city.	A SUSTAINABLE RIVER	Comments and support for mixed-use residential development, an increased density and repair of the urban fabric along the River Corridor are noted.	No modification required.	NO



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Resident 3	Do you agree or disagree with the key priorities identified in the River Clyde SDF document? Please explain.	Agree - especially 'repairing the urban and landscape fabric'.	A SUSTAINABLE RIVER	Comment and support noted.	No modification required	NO
Resident 3	Are there any other aspects which need further consideration within the document? Please explain.	I would like to see encouragement of use of the river itself - perhaps high speed boats as passenger transport along the Firth of Clyde (including between the City Centre and Glasgow Airport).	A VIBRANT RIVER A CONNECTED RIVER	Creating and growing the activation of the water is considered as a key outcome in the River Corridor SDF. The barriers to this, e.g. safe access points and tidal reach are recognised and short-to-medium term opportunities such as creating an active water space at appropriate locations are identified. With regard to promoting the river as a transport corridor, its potential as a linear connector is referenced in the SDF and it is considered that a multi-agency, cross authority approach is required to address issues such as navigation and the need for dredging.	No modification required.	YES
Resident 3	The SDF includes an initial action plan - what other actions should be added to support implementation of the planning strategies? Please explain.	Encourage use of the river itself.	A VIBRANT RIVER	As above, creating and growing the activation of the water is considered as a priority in the River Corridor SDF. The barriers to this, e.g. safe access points and tidal reach are recognised and short-to-medium term opportunities such as creating an active water space at Canting Basin to test demand are identified.	No modification required.	NO
Resident 4	Do you agree or disagree with the overall strategic direction outlined within the River Clyde SDF document? Please explain.	Disagree very strongly. Partick should not have to put up with even more population than it's already been forced to recently with the added student population. Govan is an area known for crime and I would prefer to not connect that so closely with Partick. It should not be. Partick would get nothing from Govan from this transaction. The idea is frightening more than anything and not necessary and I can only imagine the fears of those who live at Glasgow Harbour.	A SUSTAINABLE RIVER	<p>Comments noted. With regard to increasing density across the wider River Corridor SDF area, it should be noted that the SDF aims to densify and repopulate sparsely populated and single use areas through a holistic and considered approach. Proposals for new development within Partick would be assessed against SG 1 Placemaking of the <a href="#">Glasgow City Development Plan</a> which states that the appropriate density of residential development will vary according to: location; context and setting; the scale and massing of adjacent buildings; and public transport accessibility and active travel opportunities. SG 10 Meeting Housing Needs of the <a href="#">Glasgow City Development Plan</a> seeks to ensure the provision of high quality student accommodation in appropriate locations whilst also protecting the character and amenity of existing areas.</p> <p>Further, the SDF recognises the need for neighbourhoods along the River Corridor to achieve diversity with a range of housing options. As such, it is considered that there is sufficient provision for assessing the appropriate density of new developments in relation to the context.</p> <p>With regard to the proposed Govan-Partick bridge, the SDF considers improving access and creating strong movement connections across the river to be a priority. Further information on the bridge is provided in the Govan-Partick SDF. I note your concerns regarding crime but would advise that this is outside the locus of the SDF and would be a police matter.</p>	No modification required.	NO
Resident 4	Do you agree or disagree with the key priorities	Disagree with everything. Unsure why Govan would be used by Partick for anything and our population is already bursting at the seams and the council aren't doing enough to	STREET CLEANING	Comments noted. Street cleaning is not within the locus of the River Corridor SDF as a strategic spatial planning document. Concerns	No modification required.	NO

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	identified in the River Clyde SDF document? Please explain.	keep our streets clean as it is without adding to it.		about street cleaning and littering should be directed to Council's Environmental Task Force.( <a href="https://www.glasgow.gov.uk/index.aspx?articleid=17179">https://www.glasgow.gov.uk/index.aspx?articleid=17179</a> )		
Resident 4	The SDF includes an initial action plan - what other actions should be added to support implementation of the planning strategies? Please explain.	How it will actually impact on people from Partick who gain very little from this.	GOVAN-PARTICK SDF	Comments noted. The River Corridor SDF sets out River Room Placemaking Guidance for specific locations. Whilst Partick is referenced in relation to connectivity to Glasgow Harbour and the river, more detailed information is included in the Govan-Partick SDF.	No modification required.	NO
Glasgow Kayak Club/ Scottish Canoe Association	Do you agree or disagree with the overall strategic direction outlined within the River Clyde SDF document? Please explain.	Generally yes. My concern would be that once developed parking and access to the river and the river banks may be difficult for the public.	A CONNECTED RIVER	<p>Comments noted. The River Corridor SDF emphasises the need for a connected river that is accessible for pedestrians and cyclists. In addition, the SDF supports the use of innovative river edge treatments that provide improved access to the water and connectivity along the riverside. There is scope to highlight this further in the SDF.</p> <p>With regard to parking, the River Corridor SDF aims to reduce non-essential car journeys and to promote public transport options and active travel. The Council has a duty to act in a way considered to be most sustainable and best calculated to deliver reductions in greenhouse gas emissions. Reducing the need to travel, particularly by car is one of the key ways in which the City can help reduce emissions of greenhouse gasses. Cutting the amount of vehicular traffic on the cities roads can also help reduce congestion, air and water pollution and noise, helping create a better environment for people and business. Therefore the introduction of parking would need to be considered in terms of its impact on the SDF's aim of reducing car journeys and of the wider Policy context. SG 11 Sustainable Transport of the <a href="#">Glasgow City Development Plan</a> sets out restraint based maximum parking standards to encourage the uses of non-car transport modes. Guidance is also provided on the provision of public parking in the City Centre. The provision of public parking outwith the city centre would not be supported except where consistent with an approved transport strategy for park and ride. It would not be appropriate for the River Corridor SDF to repeat specific guidance contained within the CDP, however the requirement for dedicated parking for water users is noted in the final draft.</p>	<p>The SDF is to be amended to highlight that development within the SDF area should include new walking and cycling routes along the River and provide direct connections to the wider walking and cycling network.</p> <p>Include reference to dedicated parking for vehicles of water users as part of the infrastructure required to support increased water activation.</p>	YES
Glasgow Kayak Club/ Scottish Canoe Association	Do you agree or disagree with the key priorities identified in the River Clyde SDF document? Please explain.	Generally yes. In this instance I'm representing the sporting (kayaking and canoeing) interests and agree with the Water Space Activation section of the document.	A VIBRANT RIVER	Comments and support for the inclusion of a section on water space activation within the River Corridor SDF noted.	No modification required.	NO
Glasgow Kayak Club/ Scottish	Are there any other aspects which need further	Restricted storage and parking space could be a significant restraint for recreational use of the water. 10? years ago I was responsible for tendering the Canting Basin as a	A VIBRANT RIVER A SUSTAINABLE RIVER	Water use and activation is promoted in the River Corridor SDF, and the need for associated facilities such as access infrastructure,	The SDF Action Programme is to be amended to include the	YES



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Canoe Association	consideration within the document? Please explain.	Marina. Two offers were received (one from Glasgow Life!). Lack of parking was given by other developers as a reason for not tendering. The weir at Glasgow Green is only passable for about an hour a day. This is a significant constraint on the leisure use of the River in Glasgow. The weir is old and needs replacing. A new weir should include slipways for smaller craft and a proper lock system to enable larger craft to travel upriver. This could significantly increase the volume of craft using the River	A GREEN AND RESILIENT RIVER	<p>changing rooms, dedicated parking related to boat transportation etc. is noted.</p> <p>It is agreed that there is an opportunity to undertake a mapping exercise of existing sport and recreational activity on the water and associated facilities and to identify constraints and opportunities for enhancement.</p> <p>With regard to the condition of the weir and its impact on the leisure use of the River, the Council recognises that the weir is an important part of Glasgow's infrastructure network and is essential to maintaining the water level of the River Clyde. Ongoing maintenance of the weir is the responsibility of the Council's Neighbourhoods and Sustainability and a programme of repairs has recently been approved by Committee (Environment, Sustainability &amp; Carbon Reduction City Policy Committee 19 Mar 2019 <a href="http://www.glasgow.gov.uk/CouncillorsandCommittees/submissiondocuments.asp?submissionid=92164">http://www.glasgow.gov.uk/CouncillorsandCommittees/submissiondocuments.asp?submissionid=92164</a>).</p> <p>The River Corridor SDF considers that the future of the weir and the requirement for a new or relocated weir are key considerations in terms of water activation and climate resilience and sets out the following as an Action: Within the context of preparing an adaptation and management of the River Corridor, undertake an initial scoping exercise and scenario testing to evaluate a new tidal weir/barrage location and its potential impact..</p> <p>.</p>	<p>following: Undertake a mapping exercise/survey of existing sport and recreational activity on the water and facilities for river users, identify opportunities for enhancements and for new facilities.</p> <p>Action: Within the context of preparing an adaptation and management of the River Corridor, undertake an initial scoping exercise and scenario testing to evaluate a new tidal weir/barrage location and its potential impact.</p>	
Glasgow Kayak Club/ Scottish Canoe Association	The SDF includes an initial action plan - what other actions should be added to support implementation of the planning strategies? Please explain.	For the river to be used by smaller craft it is vital that space for boat storage, river access (and parking?) is allocated now. The problem of course is that there's little or no financial incentive for land owners to agree to this.	A VIBRANT RIVER	<p>(As above) Water use and activation is promoted in the River Corridor SDF, and the need for associated facilities such as access infrastructure, changing rooms and dedicated parking related to boat transportation etc.is noted. It is agreed that there is an opportunity to undertake a mapping exercise of existing sport and recreational activity on the water and associated facilities and to identify opportunities for enhancement.</p> <p>The SDF recommends that future developments should include measures that enable increased activation of the water safely. This may include access infrastructure, for example slipways, pontoons, stairs and related facilities such as changing rooms and showers. There is scope to make specific reference to boat storage in this section</p> <p>With regard to parking, the River Corridor SDF aims to reduce nonessential car journeys and to promote public transport options and active travel. The Council has a duty to act in a way considered to be most sustainable and best calculated to deliver reductions in greenhouse gas emissions. Reducing the need to travel, particularly by car is one of the key ways in which the City can help reduce emissions of greenhouse gasses. Cutting the amount of vehicular</p>	<p>The SDF Action Programme is to be amended to include the following: Undertake a mapping exercise/survey of existing sport and recreational activity on the water and facilities for river users, identify opportunities for enhancements and for new facilities.</p> <p>Amend the SDF to make specific reference to boat storage.</p> <p>Include reference to dedicated parking for vehicles of water users as part of the infrastructure required to support increased water activation.</p>	YES

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				traffic on the cities roads can also help reduce congestion, air and water pollution and noise, helping create a better environment for people and business. Therefore the introduction of parking would need to be considered in terms of its impact on the SDF's aim of reducing car journeys and of the wider Policy context. SG 11 Sustainable Transport of the <a href="#">Glasgow City Development Plan</a> sets out restraint based maximum parking standards to encourage the uses of non-car transport modes. Guidance is also provided on the provision of public parking in the City Centre. The provision of public parking outwith the city centre would not be supported except where consistent with an approved transport strategy for park and ride. It would not be appropriate for the River Corridor SDF to repeat specific guidance contained within the CDP, however the requirement for dedicated parking for water users is noted in the final draft.		
Pidgin Perfect	Do you agree or disagree with the overall strategic direction outlined within the River Clyde SDF document? Please explain.	Yes, however it does not seem to accommodate emerging plans for fairly significant development parcels at Tradeston (Barclays) and High St (Get Living) both of which have connection to the river.	A SUSTAINABLE RIVER	Comments and support noted. The River Corridor SDF, once adopted, will act as Supplementary Guidance to the City Development Plan. As such, emerging plans within the River Corridor SDF area will be required to give cognisance to the priorities and guidance in the SDF and to relevant policies in the CDP.	No modification required.	NO
Pidgin Perfect	Do you agree or disagree with the key priorities identified in the River Clyde SDF document? Please explain.	Yes, the River Room strategies are really interesting but will there be other buy-in / support to activate these areas through non-traditional approaches, i.e. how do we use this strategy to bolster and support creative-commercial-cultural enterprises across the city.	A VIBRANT RIVER	Comments and support for River Room Placemaking Guidance is noted. With regard to supporting non-traditional approaches to activation of these areas, the River Corridor SDF sets out 'a new approach to growing the place' and encourages the introduction of finer grain/micro developments and the effective deployment of temporary urbanism in order to create a vibrant, active riverfront. It further notes that temporary and micro urbanism can include activities taking place outside the ordinary functioning of the market and take advantage of local opportunities and demand. They are typically flexible, collaborative, incremental, participatory and experimental, and can help to reanimate underused spaces. Micro and temporary interventions have the potential to make the most of some of Glasgow's strengths, such as local agency, creativity, social enterprise and entrepreneurship.	No modification required.	NO
Pidgin Perfect	The SDF includes an initial action plan - what other actions should be added to support implementation of the planning strategies? Please explain.	Wide ranging and truly diverse community consultation	ENGAGEMENT	Comment noted. With regard to engagement with local people, the SDF's for Glasgow support the aspiration of the City Development Plan to put people at the heart of spatial planning, allowing residents and communities an opportunity to get involved in the planning issues affecting their areas. The River Corridor SDF has been promoted through the Council's media office with the draft document posted on the Council's Consultation Hub. Prior to this, extensive consultation with local people took place as part of the Govan-Partick Charrette. Individual projects and proposals emerging from the SDF will be required to undertake appropriate consultation and the City Development Plan is seeking to promote the use of the National Place Standard at various stages of development in the city. Moving forward, there is scope to include the development of a	Continue to work with the Council's media office with regard to future publicity for the finalised River Corridor SDF and resulting projects.  Amend SDF Action Programme to include development of a River Corridor SDF Communications Strategy.	YES

COMMENTATOR	QUESTION (WHERE APPROPRIATE)	COMMENT (VERBATIM)	THEME(S)	RECOMMENDATION	RESPONSE	CHANGE
				Communications Strategy for the SDF in the Action Programme.		
Resident 5	Do you agree or disagree with the overall strategic direction outlined within the River Clyde SDF document? Please explain.	Agree. For several centuries the Clyde was the economic dynamo of Glasgow, but, the cost to the citizens was that they had very little access to the riverside west of Glasgow Green. For several decades, much of the riverside has been allowed to moulder and the opportunity taken by many similar communities across the world to regenerate their waterfront areas and create economic development and foster community cohesion. For example, the historic communities of Partick and Govan have for 200 years had little direct interaction other than via the Subway, the ferries (most of which are long discontinued), the tunnels one of which was closed and the absence of bridges (until the 1980s the bridge at Oswald St was the furthest downstream). These proposals should reconnect these historic areas and, together, they will be greater than the sum of the parts.	A CONNECTED RIVER A SUSTAINABLE RIVER	Comments and support noted. The industrial legacy of the river, its subsequent decline and the complexity of post-industrial issues affecting the wider area such as vacant land derelict land, lack of connectivity and limited access, are recognised in the River Corridor SDF and a number of outcomes seek to address these issues. With regard to reconnecting Partick and Govan, proposals for a new foot and cycle bridge are set out in the Govan-Partick SDF.	No modification required.	NO
Resident 5	Do you agree or disagree with the key priorities identified in the River Clyde SDF document? Please explain.	Agree. In my previous answer I have included reasons which could have been entered in this section.		Comments noted.	No modification required.	NO
Resident 5	Are there any other aspects which need further consideration within the document? Please explain.	We need to develop communication media which present a positive and critically constructive image of Glasgow and explains properly what the strategic vision is. I think there has to be a rapid rebuttal policy to counter the mainly negative and cavilling approach of BBC Scotland, STV and The Herald. With regard to The Herald, other titles in the group are quite positive. There should be approaches to the two broadcasters to encourage them to adopt a more balanced approach and to broadcast items produced by the communities involved.	ACTION PROGRAMME COMMUNICATION	Comments on the need to present a positive and constructive image noted. Media coverage is handled by the Council at a corporate level however it is recognised that a strategic approach to publicising the final River Corridor SDF and resulting projects would be beneficial. There is scope to include a River Corridor SDF Communications Strategy as an Action in the Action Program.	Continue to work with the Council's media office with regard to future publicity for the finalised River Corridor SDF and resulting projects. Amend SDF Action Programme to include development of a River Corridor SDF Communications Strategy.	YES
Resident 5	The SDF includes an initial action plan - what other actions should be added to support implementation of the planning strategies? Please explain.	The actions being taken should be advertised locally. For example if some construction work is taking place then there should be information displayed at the site.	ACTION PROGRAMME COMMUNICATION	Comments noted. The statutory notification process will apply to development along the River Corridor, however there may be actions coming from the Action Programme which do not require planning permission. In this case, the potential role of a communications strategy is noted.	Continue to work with the Council's media office with regard to future publicity for the finalised River Corridor SDF and resulting projects. Amend SDF Action Programme to include development of a River Corridor SDF Communications Strategy.	YES
Woodland Trust Scotland	Do you agree or disagree with the overall strategic direction outlined within the River Clyde SDF document? Please explain.	Yes, we agree with the strategic direction taken within this SDF document. In the context of this urban area, we believe that the systematic approach presented is very sound, giving equal weight to economic, social and environmental factors. We feel that such an approach recognises how valuable 'green' elements are in the urban landscape. It should also be recognised that improving green infrastructure and the urban environment helps promote inward investment by creating a more attractive environment for businesses and their staff, as well as for people to live.	A GREEN RIVER	Comments noted. It is considered that the strategic direction of the River Corridor SDF fully recognises the wider role of green infrastructure and placemaking on promoting inward investment by enhancing liveability and creating an attractive environment for businesses and people. The SDF sets out a number of outcomes where the successful regeneration of the river supports a critical mass of people and activity and has wider economic, environmental and social benefits.	No modifications required.	NO
Woodland Trust Scotland	Do you agree or disagree with the key priorities identified in the River Clyde SDF document? Please	We agree with the key priorities identified and they reflect a holistic and sustainable approach to the development of the identified River Clyde area. In particular we welcome priority 'e. Enhancing, growing, and safeguarding the biodiversity value and environmental quality of River Corridor including the water environment.'	A GREEN RIVER	Support for the priorities set out in the draft SDF noted. The final River Corridor SDF has identified 3 overarching priorities and sets out a number of the emerging priorities in the draft document as outcomes. It seeks to provide integrated, high quality green, blue	No modifications required.	NO

COMMENTATOR	QUESTION (WHERE APPROPRIATE)	COMMENT (VERBATIM)	THEME(S)	RECOMMENDATION	RESPONSE	CHANGE
	explain.			and grey infrastructure that helps deliver climate change adaptation and promotes health and wellbeing. Enhancing and growing biodiversity is included as part of this.		
Woodland Trust Scotland	Are there any other aspects which need further consideration within the document? Please explain.	We would suggest that perhaps the current drivers of biodiversity fragmentation are more specifically identified, as well as the drivers contributing to the creation of issues for the area, considered as barriers towards what this SDF wants to achieve. Identifying them would be helpful in order to help address them. We appreciate that pressures such as industrialisation, urbanisation, and climate change have been identified, but these can be applied to other areas as well. Perhaps as this plan is referring to a very specific area, the specific barriers need to be named first, in order to be addressed.	ACTION PROGRAMME A GREEN RIVER	The comment on the need to identify the drivers of biodiversity fragmentation and the associated barriers and challenges to achieving the aims in the SDF is noted. The preparation of a Biodiversity Study is identified as an Action in the Action Programme and it is envisaged that this will provide further information on current pressures and causes of biodiversity fragmentation. Due to the constraints in the size of the SDF document, it is likely that this Report will sit as a background document and inform specific Actions as we move forward.	Include the preparation of a Biodiversity Study as an action in the Action Programme	YES
Woodland Trust Scotland	The SDF includes an initial action plan - what other actions should be added to support implementation of the planning strategies? Please explain.	This initial action plan reflects this draft strategic development framework. Action no. 7 identified in relation to biodiversity is a very good first step in determining the baseline for the biodiversity and the landscape of the area, as well as areas of opportunity for enhancement. It must be noted that this monitoring needs to be reviewed regularly, perhaps every five to 10 years, to measure progress and/or decline, and assess the impact of actions undertaken for the purpose of protecting and enhancing the biodiversity in the area. The full action plan should include action regular monitoring and reporting of the progress on the key priority areas.	ACTION PROGRAMME A GREEN RIVER	Agree with the need for monitoring to measure progress and/or decline and assess the impact of actions undertaken for the purpose of protecting and enhancing the biodiversity in the area. Monitoring of the SDF Actions and emerging projects will be undertaken as part of the City Development Plan monitoring programme.	No modification required.	NO
Woodland Trust Scotland	What is your comment? (please provide as much detail as possible, including what you would like to see changed and why)	Biodiversity, Nature & Landscape, page 22 - Our comment below is in support of provisions in the Biodiversity, Nature & Landscape section. It is fantastic to see that an ecosystem approach is recommended. As the goal is to achieve the creation of new semi natural habitats, we are pleased to see that native tree planting is specifically mentioned. Native tree planting in this area, making a contribution to Glasgow's urban forest generally (which includes trees in parks, streets, gardens etc.), can help urban settlements adapt to climate change. They help reduce the urban heat island effect, improve air quality and reduce building energy budgets, as well as provide habitat for biodiversity.	A GREEN RIVER	Support for the biodiversity, nature and landscape section and the ecosystem approach set out in the River Corridor SDF is noted.	No modification required	NO
Resident 6	Do you agree or disagree with the overall strategic direction outlined within the River Clyde SDF document? Please explain.	Over all I do agree	GENERAL	Support for the overall strategic direction set out in the River Corridor SDF is noted.	No modification required.	NO
Resident 6	Are there any other aspects which need further consideration within the document? Please explain.	I think there needs to be more emphasis on making the city centre area/river corridor a more liveable area. My husband recently commented - he went for a walk but nowhere to go - The access along the south side of the river is poor. There also needs to be focus on attracting/creating amenities i.e. GP surgery/dentist/nurseries for example - I recently moved into Laurieston but there is limited options for dentists in this area.	A VIBRANT RIVER	<p>The River Corridor SDF seeks to create a liveable place that sustains a mix of uses through a placemaking approach and by promoting increased density along the River Corridor.</p> <p>With regard to access, delivering a well-connected River Corridor is identified as a key outcome in the SDF. The existing barriers to this, on both sides of the river, are recognised and the SDF supports efforts to replace and enhance walking and cycling routes that have been lost. It is considered that there is scope to highlight this further in the document. With regard to the provision of services such as GP surgeries and dentists, particularly within Laurieston, the SDF promotes increased vibrancy along the River Corridor and seeks to</p>	The SDF is to be amended to highlight that development within the SDF area should include new walking and cycling routes along the river and to provide direct connections to the wider walking and cycling network.	YES

COMMENTATOR	QUESTION (WHERE APPROPRIATE)	COMMENT (VERBATIM)	THEME(S)	RECOMMENDATION	RESPONSE	CHANGE
				create a network of creative, leisure and recreation uses to provide facilities for local people, workers and city visitors.		
Resident 6	The SDF includes an initial action plan - what other actions should be added to support implementation of the planning strategies? Please explain.	More green space is also needed & encouragement to support local bird & bee populations	A GREEN RIVER	<p>The SDF considers enhancing, growing and safeguarding the biodiversity value and environmental quality of the River Corridor as a key issue and seeks to deliver connected open spaces by promoting the concept of 'habitat stepping stones'. As a strategic framework, the SDF does not provide detailed guidance on specific species such as local bird and bee populations. However, the preparation of a Biodiversity Study is identified as an Action in the Action Programme and it is envisaged that this will provide further information on current pressures and causes of biodiversity fragmentation and opportunities for enhancement.</p> <p>Policy CDP6 of the <a href="#">Glasgow City Development Plan</a> aims to protect and extend the Green Network, link habitat networks and provide for the delivery of multifunctional open space to support new development. Specific guidance is provided in SG 7: Natural Environment and IPG 6 (SG 6): Green Belt and Green Network of the <a href="#">Glasgow City Development Plan</a>.</p>	Include the preparation of a Biodiversity Study as an action in the Action Programme.	YES
Resident 7	Do you agree or disagree with the overall strategic direction outlined within the River Clyde SDF document? Please explain.	Yes	GENERAL	Support for the overall strategic direction set out in the River Corridor SDF is noted.	No modification required.	NO
Resident 7	Do you agree or disagree with the key priorities identified in the River Clyde SDF document? Please explain.	Yes, but active travel needs to be clearly highlighted.	A CONNECTED RIVER	<p>Comments on the need for the River Corridor SDF to highlight Active Travel are noted. The SDF recognises that the River Corridor has the potential to be the most important movement spine in the city and that there are opportunities to enhance active travel links. It is agreed that there is scope to further support active travel in the SDF by highlighting the need for new development to include walking and cycling routes and connections to the wider network.</p> <p>Further, the Council has a duty to act in a way considered to be most sustainable and best calculated to deliver reductions in greenhouse gas emissions. Reducing the need to travel, particularly by car is one of the key ways in which the City can help reduce emissions of greenhouse gasses. Cutting the amount of vehicular traffic on the cities roads can also help reduce congestion, air and water pollution and noise, helping create a better environment for people and business.</p>	The SDF is to be amended to highlight that development within the SDF area should include new walking and cycling routes along the River and to provide direct connections to the wider walking and cycling network.	YES
Resident 7	Are there any other aspects which need further consideration within the	Walking and cycling must be facilitated, with people being able to walk or cycle from point to point by the shortest route. There should be no railings to impede progress, dropped kerbs are needed to facilitate the passage of prams, wheelchairs, mobility	A CONNECTED RIVER	Comments noted. 'Repairing and creating movement connections and access to, along and on the River' was identified as a priority in the draft SDF and has been brought forward under the outcome - A	The SDF is to be amended to highlight that development within the SDF area should	YES



COMMENTATOR	QUESTION (WHERE APPROPRIATE)	COMMENT (VERBATIM)	THEME(S)	RECOMMENDATION	RESPONSE	CHANGE
	document? Please explain.	scooters, cycles etc. Active travel must be considered before motor traffic.		<p>Connected River. The existing barriers to this, on both sides of the River, are recognised and the SDF supports efforts to replace and enhance walking and cycling routes that have been lost. It is agreed that there is scope to further support active travel in the SDF by highlighting the need for new development to include walking and cycling routes and connections to the wider network. Details such as removing barriers and providing dropped kerbs etc. are important and should be addressed as part of individual projects.</p> <p>Further, the Council has a duty to act in a way considered to be most sustainable and best calculated to deliver reductions in greenhouse gas emissions. Reducing the need to travel, particularly by car is one of the key ways in which the City can help reduce emissions of greenhouse gasses. Cutting the amount of vehicular traffic on the cities roads can also help reduce congestion, air and water pollution and noise, helping create a better environment for people and business.</p>	include new walking and cycling routes along the River and to provide direct connections to the wider walking and cycling network.	
Tracy Hughes Consulting	Do you agree or disagree with the overall strategic direction outlined within the River Clyde SDF document? Please explain.	Hermes Investment Management (HIM) are owners of the Skypark office campus located at Elliot Street in Finnieston. This strategic site is the link between the City Centre and the West End. HIM are supportive of the overall strategic direction outlined and welcome the aspiration for a liveable, multifunctional, connected and attractive network of places. HIM anticipate that the Skypark office campus and wider development sites will play a role in the River Clyde SDF given its location and the role it provides within the Finnieston area of the SDF.	RIVER ROOMS	Comments and support for the overall strategic direction set out in the River Corridor SDF is noted. It is agreed that the Skypark office campus is in a strategic location between the city centre and the west end and, as such, will play a significant role in the future development of this area. The SDF identifies the 'SEC and Wider Area' and 'Lancefield and Anderston Quay' as 'river rooms' and sets out key aspirations and urban design principles for future development in the River Room Placemaking Guidance. The relationship of Finnieston to the SEC is recognised and the guidance for this area states that future development of the area should seek to integrate with the neighbouring townscape and provide new pedestrian and cycle routes on a north south axis, linking across the river to Cessnock Subway and north to Finnieston, Kelvingrove and the University of Glasgow.	No modification required.	NO
Tracy Hughes Consulting	Do you agree or disagree with the key priorities identified in the River Clyde SDF document? Please explain.	HIM are in favour of the key priorities of the River Clyde SDF document. These aspirations mirror those for the Skypark office campus and wider development sites for well designed, mixed use development. They also welcome the need for improved permeability along the River Clyde corridor giving improved access within the corridor and to and from the areas of interest.	A SUSTAINABLE RIVER A CONNECTED RIVER	Comments and support for key priorities noted. The final SDF identifies 3 overarching priorities and four key outcomes delivered through strategic approaches. Sustainable development with a mix of uses and connectivity are key outcomes.	No modification required.	NO
Tracy Hughes Consulting	Are there any other aspects which need further consideration within the document? Please explain.	HIM purchased the Skypark office campus and wider development sites in early 2018. Since then, they have been preparing a scheme of re-development that looks to improve and expand the office campus to improve connectivity with the City Centre and encourage more community use of the existing facilities. Any such expansion would seek to improve the permeability of the site, encourage interaction with the surrounding streets via a new road network, introduce leisure and food and beverage uses along Finnieston Street and introduce flatted residential development and community facilities within the Campus to ensure that the Campus site cannot be considered to be isolated within its context. The abovementioned principles of placemaking are recognised by HIM as being critical to the success of the Riverside SDF area. HIM are in the unique position of being able to draw from similar development sites and opportunities from their developments in London, Manchester, Birmingham, Leeds and	A CONNECTED RIVER RIVER ROOMS	The intention to improve connectivity with the city centre, encourage a mix of uses and increase permeability of the site as part of the Skypark's campus expansion plans is noted and welcomed. This is considered to align with the priorities and outcomes in the River Corridor SDF and would help knit the campus into the surrounding urban form. It is considered that there is scope to amend maps in the SDF to include specific reference to the Skypark Campus in light of its ambitions to expand to accommodate demand. However it is not a matter for the SDF to identify the Skypark Campus as an Opportunity of Strategic Importance. The comment on modernising the roads infrastructure around Skypark is noted. The Clydeside Expressway is considered as a significant	Skypark to be identified on maps and within River Room Placemaking Guidance as appropriate.	YES



COMMENTATOR	QUESTION (WHERE APPROPRIATE)	COMMENT (VERBATIM)	THEME(S)	RECOMMENDATION	RESPONSE	CHANGE
		Bristol and are keen to replicated these experiences at Skypark. Several existing tenants are moving to bigger space within the site and HIM are hoping to attract further companies to locate within the office campus. It is clear that in the longer term, Skypark will require to expand to accommodate the increased office demand and modernising the roads infrastructure will be paramount to this. Skypark is a key strategic site within this area and should be specifically referenced as such within the River Clyde SDF document. Principally as the redevelopment and modernisation of the office campus to a mixed-use economic area, mirror those of the SDF.		barrier in terms of achieving pedestrian and cycle connectivity to and along the River. The placemaking guidance for the 'SEC and Wider Area' states that future development should promote integration and provide pedestrian and cycle links on a north south axis.		
Tracy Hughes Consulting	What is your comment? (please provide as much detail as possible, including what you would like to see changed and why)	HIM are pleased to see the Finnieston area categorised as an immediate priority (page 14), Skypark is a major employer in the area and provides c.500,000 sq./ft. of business space as well as retail, car parking and ancillary uses such as childcare and gym. HIM would like to see Skypark office campus and wider redevelopment sites recognised as an area of importance in the short-term transformation of this area of Finnieston. Page 25 – Vibrant River – HIM support the aim for an active riverfront at different times of the day. Skypark managers Resonance Capital have been encouraging micro development/temporary urbanism, reclaiming under used areas to provide pop-up facilities that activate these areas and transform the character of the Campus. HIM/SUT request linkages with the Skypark Campus to encourage linkages where possible. The flexible masterplan should also take cognisance of Skypark Campus and surrounding development sites. We see Skypark Campus as an important linkage between the City Centre and the West End and the River Clyde area. Page 37 – Skypark office campus should be identified as a Future Opportunity of Strategic Importance. Skypark was purchased by HIM in early 2018 and there is ambition to significantly improve the campus and the wider sites to establish a mixed-use development that provides for the existing business community it serves but also the wider residential community by improved permeability and re-engaging with Finnieston Street and improving links with the City Centre. Uses which are compatible with the Campus are residential, leisure, tourist related uses, food and drink, and retail. There will also be improved cycle parking as well as car parking to service the increase office space. There are also a number of development sites that benefit from falling within the River Clyde SDF area. The other comments on permeability are exactly what Hermes seek to achieve with the proposed works to the central roadway and the improvement to the leisure offer on Finnieston Street. This would feed into the need to relocate parking to permit the works, with an application for that coming forward in the short term.	A VIBRANT RIVER RIVER ROOMS	As noted above, it is considered that there is scope to amend to SDF to include specific reference to the Skypark Campus. Comments and support for the SDF's aim of increasing vibrancy along the River Corridor is noted as is the encouragement of micro development/temporary urbanism to transform the character of the Skypark Campus. This aligns with the promotion of temporary/micro uses in the SDF. With regard to recognising Skypark as a Future Opportunity of Strategic Importance this map in the draft SDF sought primarily to reflect current and emerging public sector investments and planning proposals. The final SDF has been amended to re-title this map 'Realising Potential and Unlocking Development'.  The City Development Plan sets out economic development opportunities and priorities in CDP 3 Economic Development and associated supplementary guidance. The Council is proceeding toward the MIR/Evidence Report for the next iteration of the City Development Plan ( <a href="#">GLASGOW DEVELOPMENT PLAN SCHEME 2019-2020</a> ) and it is advised that representations with regard to your request to recognising Skypark's wider economic, strategic importance should be made through this process. City Development Plan - <a href="#">Glasgow City Development Plan</a>	Skypark to be identified on maps and within River Room Placemaking Guidance as appropriate. Rename map 'Realising Potential and Unlocking Development' and clarify in text/legend that this map seeks primarily to reflect current and emerging public sector investments and planning proposals.	YES
Go Bike Strathclyde Cycle Campaign		GoBike strongly supports the ambition of the SDF to create a vibrant, green, connected and sustainable river corridor. GoBike particularly welcomes the explicit reference to the City Development Plan's key aim of reducing non-essential car journeys (p 18) and the recognition that at present legible, easy and pleasant active travel to, along and across the river corridor is prevented by barriers and by the severance of potential routes, with the river itself being both a linear connector and a physical barrier (p 19).	A CONNECTED RIVER	Support for the overall strategic direction and ambition set out in the River Corridor SDF is noted.	No modification required.	NO
Go Bike Strathclyde Cycle Campaign		The consultation document's support for the creation of conditions which will entice people to choose walking and cycling for transport is well represented in this sentence: 'Opportunities to improve movement along the quayside and across the river itself to nearby local centres and business locations by means of active travel and public transport should be maximised.' (p 18) This aim has GoBike's unqualified support. But no concrete actions are identified in the document even to start making it a reality. There is no drive for the change needed in the assumptions of road and traffic engineers if people are to choose to cycle or walk on a scale that will be transformative for air	A CONNECTED RIVER	Comments and support noted. The River Corridor SDF sets out strategic spatial guidance for the River Corridor supported by River Room Placemaking Guidance. The SDF forms part of the statutory City Development Plan against which all planning applications will be assessed and determined. SG 11 Sustainable Travel of the <a href="#">Glasgow City Development Plan</a> sets out a number of policies to ensure new developments are designed to facilitate and promote walking and	No modification required at this stage due to the strategic nature of the SDF.	NO

COMMENTATOR	QUESTION (WHERE APPROPRIATE)	COMMENT (VERBATIM)	THEME(S)	RECOMMENDATION	RESPONSE	CHANGE
		quality, population health or climate change.		cycling. With regard to concrete actions, these are likely to emerge through the SDF Action Programme and from projects delivered by other programmes administered by of the Council such as City Deal, and the Core Paths Plan which identifies an access route network. In addition, the Council is preparing a Transport Strategy for the city and the projects emerging from the SDF will be considered in this wider context. The SDF further recognises the need for a multi-agency governance group to facilitate and direct delivery of key actions.		
Go Bike Strathclyde Cycle Campaign		Universal use of the terms ‘active travel’ or ‘walking and cycling’ creates the risk that the different needs of the two are overlooked. They both need protection from and prioritisation over motor traffic, but cycle traffic moves at about four times the speed of foot traffic (according to the council’s fingerposts), and needs much more room for turns. Pedestrians may find it easy to shimmy round obstructive street furniture, but it is cumbersome and difficult for people on bikes, perhaps impossible for people with unconventional longer or wider bikes (e.g. tandems, cargo bikes, those with trailers, adult tricycles, bicycle rickshaws).	A CONNECTED RIVER	Comments noted. The River Corridor SDF has been amended to refer specifically to walking and cycling and whilst the difference between the two modes is recognised, both are promoted in order to achieve a connected river. Due to the strategic nature of the SDF there is limited scope to set out proposals for different modes of active travel and address specific user needs. This would be more appropriately addressed at the level of individual projects as they are brought forward.	Amend SDF to refer specifically to walking and cycling.	YES
Go Bike Strathclyde Cycle Campaign		Someone choosing to cycle for transport will not complete their journey on a single ‘strategic’ cycle route any more often than someone choosing to drive will make their journey entirely on a single motorway. Strategic guidance is needed to direct planning and road design decisions so that cycle journeys are safe and attractive all the way from their start to their destination.	A CONNECTED RIVER	Comments noted. As strategic spatial guidance, the River Clyde SDF supports interventions that facilitate walking and cycling and enhance connectivity. The SDF forms part of the statutory City Development Plan against which all planning applications will be assessed and determined. SG 11 Sustainable Travel of the <a href="#">Glasgow City Development Plan</a> sets out a number of policies to ensure new developments are designed to facilitate and promote walking. Cycling paths and cycle routes should be designed and built to accord with standards and design guidance outlined in the Government’s Cycling By Design, the Council’s Strategic Plan for Cycling (and any associated guidance) and the Council’s Design Guide for New Residential Areas. Further, the Council has a duty to act in a way considered to be most sustainable and best calculated to deliver reductions in greenhouse gas emissions. Reducing the need to travel, particularly by car is one of the key ways in which the City can help reduce emissions of greenhouse gasses. Cutting the amount of vehicular traffic on the cities roads can also help reduce congestion, air and water pollution and noise, helping create a better environment for people and business.	No modification required.	YES
Go Bike Strathclyde Cycle Campaign		The river corridor is a gateway and connector for motor traffic as much as it is for active travel. The aim for ‘coordinated placemaking’ (p 6) means creating places where people want to be, rather than places for expediting the movement of motor traffic, and that means difficult political decisions must be faced. There has to be a political requirement for road design that gives priority to people on foot and bikes, with, for example, junction design that slows turning traffic, delay-free crossings, eliminating carriageway pinch points, lane widths which do not give drivers the impression that it is possible to squeeze past someone on a bike. The right policies implemented in the Clyde corridor at river and motor/expressway crossings and their associated junctions where space is	A CONNECTED RIVER	Comments noted. Whilst the SDF sets out priorities and the key elements required to improve connectivity and to create places for people, the specifics of design will be considered at the appropriate level and assessed according to relevant CDP policies as detailed above. The Council has a duty to act in a way considered to be most sustainable and best calculated to deliver reductions in greenhouse gas emissions. Reducing the need to travel, particularly by car is one of the key ways in which the City can help reduce emissions of greenhouse gasses. Cutting the amount of vehicular traffic on the	No modification required.	NO

COMMENTATOR	QUESTION (WHERE APPROPRIATE)	COMMENT (VERBATIM)	THEME(S)	RECOMMENDATION	RESPONSE	CHANGE
		limited would have a transformative effect not just in the river corridor but in the adjoining areas, including the city centre.		cities roads can also help reduce congestion, air and water pollution and noise, helping create a better environment for people and business. (CDP, P108)City Development Plan - <a href="https://www.glasgow.gov.uk/CHttpHandler.ashx?id=35882&amp;p=0">https://www.glasgow.gov.uk/CHttpHandler.ashx?id=35882&amp;p=0</a>		
Go Bike Strathclyde Cycle Campaign		GoBike accepts that the language used in a strategy document is necessarily general and may need to be abstract. At the same time, without strong and clear guidance the planning and design decisions will not be made that are needed to create the conditions which will entice large numbers of people to choose cycling for their journeys.	A CONNECTED RIVER	Comments on the need for clear guidance are noted. It is considered that there is scope to highlight the need for new development to provide walking and cycling routes that connect to the existing active travel network.	The SDF is to be amended to highlight that development within the SDF area should include new walking and cycling routes along the River and to provide direct connections to the wider walking and cycling network.	YES
Go Bike Strathclyde Cycle Campaign		An action is added to the Strategic Action Planning list (p 36) to prepare and implement a traffic infrastructure plan for the area, in which the needs of foot, cycle and motor traffic are all considered together. The plan must lead to planning and design guidance which recognises the different needs of foot and cycle traffic, and which requires road, junction and crossing design to prioritise human-powered traffic over motor vehicles.	A CONNECTED RIVER	Comments noted. The Council is preparing a Local Transport Strategy for the city and the projects emerging from the SDF will be considered in this wider context. An Action has been included to work with partners to undertake a network analysis and street assessment of the wider network considering travel demand, walking and cycling routes and parking management.	An Action has been included to work with partners to undertake a network analysis and street assessment of the wider network considering travel demand, walking and cycling routes and parking management.	YES
Go Bike Strathclyde Cycle Campaign		The Strategic Opportunities summary map (p 37) is changed to include all the references to improving walking and cycling links mentioned in the document.	A CONNECTED RIVER	Comments noted. The Strategic Opportunities map identifies existing and potential development sites and areas where public sector investment is proposed and will be re- titled in the final document to 'Realising Potential and Unlocking Development'. The River Corridor SDF sets out opportunities for improvements to walking and cycling routes under A Connected River. In addition, the Council is preparing a Local Transport Strategy for the city and the projects emerging from the SDF will be brought forward in this wider context.	No modification required	NO
Go Bike Strathclyde Cycle Campaign		An explicit commitment to prioritising the needs of foot and cycle traffic over motor traffic, especially at river and motor/expressway crossings and their associated junctions, is included in the section on Movement.	A CONNECTED RIVER	Noted. However as strategic spatial guidance, the River Corridor SDF aims to set out priorities and ambitions for the River Corridor rather than detailed guidance for specific locations. . Development proposals will be assessed against the City Development Plan. SG 11 Sustainable Travel of the <a href="#">Glasgow City Development Plan</a> sets out a number of policies to ensure new developments are designed to facilitate and promote walking. Cycling paths and cycle routes should be designed and built to accord with standards and design guidance outlined in the Government's Cycling By Design, the Council's Strategic Plan for Cycling (and any associated guidance) and the Council's Design Guide for New Residential Areas.	No modification required.	NO
Go Bike Strathclyde Cycle Campaign		This statement: 'The overriding principle of designing for human centred movement and experience of place implies a dialogue-led design process which encourages quality of outcomes' which appears at the end of the section 'A connected river' (p19) is moved to an unmissable place near the start of the document.	A CONNECTED RIVER	Comments and support noted. It is considered that there is scope to amend the outcomes in the final River Corridor SDF to give early visibility to the principles of human/people centred movement and experience of place.	Amend SDF to include reference to human/people centred movement	YES
Go Bike		In Fig 3.1 'Connectivity and Access' (p 20) all uses of 'pedestrian' are changed to 'active	A CONNECTED RIVER	Comments noted.	Modify the final River Corridor	YES

COMMENTATOR	QUESTION (WHERE APPROPRIATE)	COMMENT (VERBATIM)	THEME(S)	RECOMMENDATION	RESPONSE	CHANGE
Strathclyde Cycle Campaign		travel'. The many ideas in the document for improvements to walking and cycling conditions are summarised in the list attached to this letter, together with other needs identified by GoBike.			SDF to ensure consistent use of terminology.	
Go Bike Strathclyde Cycle Campaign		<p>Summary of ideas for specific improvements to infrastructure for active travel: The following appear as 'strategic improvements in the Quality Active Travel Network' (p 20Fig 3.1).Riverside route on north bank east of Clyde tunnel. Between Riverside museum and Partick interchange (implying new bridge over Kelvin).The new Govan-Partick bridge. Route along the Kelvin crossing the expressway and railway. Riverside route between Riverside museum and distillery. Routes north and broadly north-east from distillery. North-south routes across Clydeside Expressway and railway line between SEC station and Anderston station. Route west of M8 between Anderston station and river. New bridge between Springfield Quay and the north bank. Route east of M8 between Anderston station and the river. Route between Science Centre and graving docks implying new bridge across mouth of canting basin. Between Pacific Quay and Cessnock station (improving NCN75).Between Finnieston bridge and Springfield Quay. North-south route between Kinning Park station and Springfield Quay. Along south bank east of Kingston Bridge. Also mentioned:</p> <ul style="list-style-type: none"> <li>[C]reate activated (sic) routes to the waterfront [from the city centre] (p 30)</li> </ul> <p>Also needed:</p> <ul style="list-style-type: none"> <li>Better cycle connection from the southbound exit from the Clyde cycle tunnel</li> <li>Provision for cycling in South Street</li> <li>Increased capacity for walking and cycling on the Clyde Walkway between Finnieston bridge and the distillery</li> <li>Redesign of the western end of the cycleway on Paisley Road between West Street and Kingston Bridge</li> <li>Redesign of all multistage crossing to eliminate cages and stages.</li> </ul>	A CONNECTED RIVER	The proposed improvements and involvement of Go Bike in projects as we move forward is noted and welcomed. The River Corridor SDF is a strategic spatial document and there is limited scope to include specific actions such as those provided by Go Bike. As noted above the specifics of design will be considered at the appropriate level and assessed according to relevant <a href="#">Glasgow City Development Plan</a> policies as detailed above. The Council is preparing a Local Transport Strategy for the city and the projects emerging from the SDF will be considered in this wider context.	No modification required.	NO
North East Glasgow Health Improvement Team		As health improvement, and through our neighbourhood focused work, we believe that tackling loneliness and isolation has the potential to hugely impact on health and wellbeing, and as such feel it should be placed at the heart of any planning and development process. I would draw your attention to the attached report which says that "Places and spaces are central to tackling loneliness and social isolation as they encompass both the physical environment where social contact occurs such as our homes, streets, public areas, natural spaces and the mobility of people across these - as well as the social environment that is the relationships, social contact and support networks that exist within a place. Places, spaces and the links between them that are well- informed by those that will use them, well-designed, maintained and resourced, are key to nurturing quality relationships and developing a sense of belonging and purpose. "Place and space is a key theme throughout the report, which among other things discussed civic spaces, signage and local info, transport and planning. I would encourage you to consider some of these findings and recommendations as you take this work forward.	A SUSTAINABLE RIVER A CONNECTED RIVER A GREEN RIVER	Comments noted. The River Corridor SDF recognises the impact place has on health and wellbeing and how well planned spaces can increase opportunities for social interaction and help tackle loneliness. The River Room Placemaking Guidance sets out how the SDF can help to create places for people through interventions that help repair the urban fabric, enhance and activate open space and improve movement networks to bring people to the river.	No modification required.	NO
Royal Yachting Association Scotland		Glasgow Strategic Development Framework (SDF) - River Clyde Corridor RYA Scotland welcomes the opportunity to comment on the above framework. We support the vision of re-activating the waterside areas to the benefit of local people and visitors. As you know we largely organised the Commonwealth Flotilla that brought large numbers of boats into the centre of Glasgow to berth at a pop-up marina in the Canting Basin. Huge numbers spectators gathered to watch the spectacle. While there are no plans to repeat	A VIBRANT RIVER	Comments and support noted - The Commonwealth Flotilla is a good example of what can be achieved on the river. The River Corridor SDF supports water activation and it is hoped that similar events could take place in the future.	No modification required.	NO

COMMENTATOR	QUESTION (WHERE APPROPRIATE)	COMMENT (VERBATIM)	THEME(S)	RECOMMENDATION	RESPONSE	CHANGE
		that event, it provides evidence about what is possible and the positive impacts that can be generated.				
Royal Yachting Association Scotland		A SUSTAINABLE RIVER WATER SPACE ACTIVATION It is important to recognise that use is already made of the river and that what is needed to achieve the desired outcomes is to build on existing facilities. My comments relate to motor cruisers, yachts and dinghies. Others will no doubt comment on kayaks and rowing boats. Activities can be divided into two parts: cruising boats sailing up the or down the Clyde and small craft launched from within the City.	A VIBRANT RIVER	Comments on the distinction between different river users and the need to build on existing facilities noted. Water use and activation is promoted in the SDF, and the need for associated facilities is recognised. The SDF recommends that future developments should include measures that enable increased activation of the water safely. This may include both big and small infrastructure requirements for example - access infrastructure, e.g. slipways, pontoons, stairs etc. - Facilities, such as changing rooms showers etc.	Where appropriate, clarify the distinction between different river users. The SDF Action Programme is to be amended to include the following: Undertake a mapping exercise/survey of existing sport and recreational activity on the water and facilities for river users, identify opportunities for enhancements and for new facilities.	YES
Royal Yachting Association Scotland		Cruising boats Cruising boats access the city from places such as the James Watt Dock in Greenock, Rhu Marina at Helensburgh or Bowling Sea Lock. Opportunities to moor in the city centre have been well publicised, for example in the annual Welcome Anchorages and Sail Scotland publications. For example, the 2018 Sail Scotland publication states that 'The Clyde, after years of decline, has come to life again and there are potential stopping places on the way upriver at Bowling and Clydebank before reaching Glasgow Harbour [this means the area around SECC]. Here there are pontoons on either side of the river at the BBC Building which are free to use but should be booked in advance.'	A VIBRANT RIVER	Information provided on cruising boats, stopping spaces and pontoons etc. as set out in the 2018 Sail Scotland publication is welcomed and where appropriate will be reflected in the assessment of existing facilities.	The SDF Action Programme is to be amended to include the following: Undertake a mapping exercise/survey of existing sport and recreational activity on the water and facilities for river users, identify opportunities for enhancements and for new facilities.	YES
Royal Yachting Association Scotland		This publication provides a link to the excellent Clyde Leisure Navigation Guide produced by Peelports Clyde port. The Sailing Directions and Anchorages: Firth of Clyde published by the Clyde Cruising Club lists pontoons at Water Row Quay in Govan, Kelvin Harbour, Yorkhill Quay, Pacific Quay, Crowne Plaza (upstream of the Science Centre footbridge) and Broomielaw (restricted access due to low headroom under the Clyde Arc bridge). RYA Scotland has been working with other users to ensure that the proposed new bridges at Renfrew and Govan will not inhibit visiting cruisers from coming into the heart of Glasgow. The factors limiting the numbers of boats coming into Glasgow are unlikely to be a lack of facilities or of availability of information. Visitors berthing in Greenock or Helensburgh are likely to take a train into Glasgow rather than sail because of time constraints. However, others will wish to arrive by river because of childhood memories of sailing 'doon the watter', a curiosity about what lies on either side of the river or a wish for accommodation on their boat in the city centre. Visitor attractions such as the Glenlee and the Riverside Museum are helpful. Even a few boats travelling up the river adds to the character of the river so emphasis should be on publicising opportunities locally and making the passage upstream as easy as possible. Boats work the tides to take advantage of the impetus from the flow of water. From that point of view the tidal nature of the river is a bonus rather than a hindrance. Note that the tidal flow helps a speedy passage as much as acting as a hindrance. Appropriate development of the river bank sites will make the passage more attractive.	A VIBRANT RIVER	Reference to publications which list pontoons and other information for river users is noted. Comments on the factors which influence the decision to sail boats into the city centre and the role of tidal flow in supporting a speedy passage are noted with interest. The River Corridor SDF considers water activation and interaction as core factors in the analysis and decisions over potential future climate adaption measures and/or the tidal reach of the Clyde.	No modification required.	NO
Royal Yachting Association Scotland		It is also relevant to mention the Rutherglen Cruising Club with its boatyard above the tidal weir and which sails its cruising boats to other bases at the start of the sailing season.	GENERAL	Comments noted.	No modification required.	NO
Royal Yachting		A report entitled A new dawn for the Upper Clyde? That considered the management of	GENERAL	Comments and reference to the report 'A New Dawn For the Upper	No modification required.	NO



COMMENTATOR	QUESTION (WHERE APPROPRIATE)	COMMENT (VERBATIM)	THEME(S)	RECOMMENDATION	RESPONSE	CHANGE
Association Scotland		the Upper Clyde was written by Balmforth and Davies 2009. It contains considerable relevant information including number of vessels using the pontoons from 2004 to 2009 and comments from a range of stakeholders.		Clyde' noted.		
Royal Yachting Association Scotland		The situation with small craft, which include sailing dinghies and trailer borne boats that might be powered by oar, sail or engine, is different .These boats are launched down a slipway and retrieved after sailing. The obvious place for doing this within the boundaries of the City of Glasgow is at Kelvin Harbour. However, it suffers from a lack of changing rooms and showers and a secure temporary parking place for trailers. This is unfortunate as there is a long tradition of working class boating in small craft on the Clyde and improving facilities could help widen participation in water sports. Fortunately the works associated with the proposed Govan to Partick footbridge provide an opportunity to improve the harbour facilities. The Yoker ferry slip is another place where boats might be launched. However, access for small boats, including trailer parking, would need to be formalised with the ferry operator and, as the slipway ends near the low water mark, launching near low water is not safe. There are no other obvious locations where slipways might be installed. A slipway into the Canting basin, while useful, would be technically difficult. Co-ordination with neighbouring Local Authorities would be beneficial.	A VIBRANT RIVER	Comments on opportunities for launching small boats such as sailing dinghies and the tradition of working class boating on the river is noted. It is considered that further investigation is needed on opportunities to provide additional access for small boats and associated facilities and the SDF recommends that future developments should include measures that enable increased activation of the water safely. This may include both big and small infrastructure requirements for example - access infrastructure, e.g. slipways, pontoons, stairs etc. and facilities, such as changing rooms showers etc.	The SDF Action Programme is to be amended to include the following: Undertake a mapping exercise/survey of existing sport and recreational activity on the water and facilities for river users, identify opportunities for enhancements and for new facilities.	YES
Royal Yachting Association Scotland		We welcome the proposal to create an active water space at the Canting Basin that could help test ideas and develop a supply and demand for greater water based activities. RYA Scotland would be happy to provide advice based on our experience elsewhere.	A VIBRANT RIVER	Comments, support and request to engage in proposals to activate Canting Basin are noted.	No modification required.	NO
Royal Yachting Association Scotland		I note and welcome the comments about considering the future of the weir and whether it should be rebuilt or moved. Many people believe that the weir marks the tidal limit on the Clyde. However, the actual tidal limit is currently upstream of the Cuningar Loop near where the river bends north again before Dalbeth. Although rather few vessels make a passage above the weir, the Clyde Leisure Navigation Guide provides guidance about the procedures to be followed for doing so. Without a lock this can only be done near high water.	A GREEN RIVER	Comments and support noted.	Amend maps to remove reference to current tidal reach at the existing weir.	NO
Royal Yachting Association Scotland		The Clyde should be a prime location for events based on the water. There have already been events on the Clyde and others may be possible without impacting on commercial shipping. There may be scope for smaller versions of the Commonwealth Flotilla, perhaps involving a passage of canal-based boats from Bowling upriver. The Scottish Tourism Alliance oversees the Scottish Marine Tourism Strategy and should be involved in any exploration of possibilities. RYA Scotland feels that there would be merit in setting up a working group to consider water-borne recreation on the upper Clyde. This could be based on the existing informal group that has been convened by Clydeport Peelports to consider the Govan-Partick footbridge but widened to include other stakeholders such as Scottish Canals, the Clyde Marine Planning Partnership, Sport Scotland and others.	A VIBRANT RIVER	Comments on the potential for future water based events on the River and the proposed setting up of a working group to consider water borne recreation noted.	No modification required.	NO
Resident 8	Do you agree or disagree with the overall strategic direction outlined within the River Clyde SDF document? Please explain.	Agree. Good mix of residential, commercial, and recreational developments. The elements of particular interest to me are the bridge between Govan and Partick, as well as the developments in Partick, Water row, Yorkhill. These all promise to be beneficial.	A SUSTAINABLE RIVER	Comments and support noted.	No modification required.	NO



COMMENTATOR	QUESTION (WHERE APPROPRIATE)	COMMENT (VERBATIM)	THEME(S)	RECOMMENDATION	RESPONSE	CHANGE
Resident 8	Are there any other aspects which need further consideration within the document? Please explain.	The area being looked at is currently blighted by litter in many parts. For example, the embankment of the Expressway in Partick where rubbish seems to collect and is seldom dealt with. The banks of the Kelvin in Partick are also badly affected by litter, as is the cycle path running from Beith St to Finnieston (Broken glass etc.). A more robust and effective anti-litter and bin-emptying/provision strategy would be helpful.	STREET CLEANING	Comment noted. Street cleaning is not within the locus of the River Corridor SDF as a strategic spatial planning document. Concerns about street cleaning and littering should be directed to Council's Environmental Task Force.(https://www.glasgow.gov.uk/index.aspx?articleid=17179)	No modification required.	NO
Resident 9	Do you agree or disagree with the overall strategic direction outlined within the River Clyde SDF document? Please explain.	Agree.	GENERAL	Support for the overall strategic direction set out in the River Corridor SDF is noted.	No Modification required.	NO
Resident 9	Do you agree or disagree with the key priorities identified in the River Clyde SDF document? Please explain.	Agree.	GENERAL	Support for the key priorities set out in the River Corridor SDF is noted.	No Modification Required	NO
Avison Young on behalf of BAE Systems		You will be aware that BAE Systems undertake significant shipbuilding and associated operations on sites at Govan and Scotstoun in Glasgow. Employing approximately 3,000 people at their shipyards on the River Clyde, BAE Systems designs and manufactures next generation complex warships and the latest combat systems for the UK Royal Navy and export markets. With a foundation for work for the next two decades, the programmes that BAE Systems leads from its Glasgow facilities support over 4,000 UK jobs. BAE Systems' Govan site is located within the study areas of both SDF documents and therefore forms the basis of comments included within this submission. For the benefit of this submission we have enclosed a location plan which indicates the extent of land in Govan that is currently within the control of BAE Systems.	A VIBRANT RIVER	Information on BAE systems current and planned operations on sites at Govan and Scotstoun noted.	No Modification Required	NO
Avison Young on behalf of BAE Systems		Whilst we are broadly supportive and do not have any specific objections regarding the principles of the proposed SDFs, we do have a small number of general comments, insofar as where they relate to the protection of existing and potential future operations by BAE Systems at Govan. We address each document in turn.	GENERAL	Comments and Support noted	No modification required.	NO
Avison Young on behalf of BAE Systems		BAE Systems welcome the overall vision and strategic approach in relation to the regeneration and renewal of the River Clyde. We would only seek to reiterate similar points made above in relation to the Govan & Partick SDF document - It is essential that the strategies of the SDF do not prejudice the established operations by BAE Systems at their Govan site or indeed any other land within their control [see attached indicative location plan] which may be utilised for related operations in the future.	A SUSTAINABLE RIVER	Comments and support for vision and strategic approach noted. With regard to the operations at Govan/Scotstoun, these are located within the city's Economic Development Areas. The <a href="#">Glasgow City Development Plan</a> and the SDF protect these functions. The Council seeks to ensure that Economic Development Areas continue to give preference to proposals in Use Classes 4 'Business', 5 'General Industrial' or 6 'Storage or Distribution', of the Town and Country Planning (Use Classes)(Scotland) Order 1997. The River Corridor SDF does not propose to change the land use designations in the current City Development Plan and as such is not considered to prejudice established operations by BAE Systems at their Govan site.	No modification required.	NO
Yorkhill & Kelvingrove Community		The Community Council welcomes this broad brush perspective on the future planning of the river and its hinterland, while noting that many of its predictions look far ahead into an uncertain future.	GENERAL	Comments noted. The SDF sets out a broad, flexible approach in recognition of the need to respond to future challenges and opportunities.	No modification required.	NO

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Council						
Yorkhill & Kelvingrove Community Council		The inclusion of the Yorkhill Hospitals site as a strategic resource is particularly welcome and we note with pleasure the desire to link it strongly with the area of the Riverside Museum and the Partick–Govan crossing. This should play an important part in the promised Masterplan in which the Community Council expects to be positively engaged.	A CONNECTED RIVER	Comments and support noted. The River Corridor SDF highlights the need for new development to be brought forward as part of a wider masterplanning approach. The request for the Community Council to be involved in this process is noted.	No modification required.	NO
Yorkhill & Kelvingrove Community Council		We note that the burgeoning leisure attraction of SWG3 at the river end of Kelvinhaugh Street is not included in the picture and recommend that this should be corrected.	RIVER ROOMS	Comments noted. The role of SWG3 as a leisure attraction and its links with the SEC and Wider Area is noted and the SDF sets out the need to enhance links between SEC and Finnieston. It is agreed that there is no specific mention of SWG3 in the SDF, and it is considered that there is an opportunity to address this, particularly in the River Room Placemaking Guidance, in recognition of the venues growing importance on a city and regional scale.	Amend SDF to include reference to SWG3 in the River Room Placemaking Guidance and on maps where appropriate.	YES
Yorkhill & Kelvingrove Community Council		The additional importance of the street as a direct link between Finnieston and the river needs to be recognised. (It used to be nicknamed ‘Canada Road’ as the main thoroughfare for emigrants departing from Yorkhill Quay)And it figures strongly in the emerging community-led plan for a Yorkhill/Finnieston Cycle Village.	A CONNECTED RIVER	Comments on the importance of Kelvinhaugh Street as a direct link between Finnieston and the River noted.	Amend maps where appropriate to highlight Kelvinhaugh Street as an important link between Finnieston and the River.	YES
Yorkhill & Kelvingrove Community Council		In this context the Strategy surprisingly fails to emphasise the enormous physical barrier created by the railway and the Expressway together with ideas for reducing their impact.	A CONNECTED RIVER	The Clydeside Expressway and the rail line are considered as a significant barrier in terms of achieving connectivity to and along the River and are referenced in the River Corridor SDF. The SEC and Wider Area River Room Placemaking Guidance states that future development of the area should promote integration and provide pedestrian and cycle links on a north south axis.	No modification required	NO
Yorkhill & Kelvingrove Community Council		And it appears that the need to reserve a corridor for the Fastlink project is still alive and this should be recognised, at least for the time being.	A CONNECTED RIVER	Comments regarding Fastlink noted. The City Development Plan safeguards land for new transport schemes, including for Fastlink (pending the outcomes of a study into traffic and transportation issues, and associated matters, in the North West of the City) and there is scope to reflect this safeguarded route in the River Corridor SDF.	Amend River Corridor SDF where appropriate to include the proposed Fastlink route.	YES
Sport Scotland	Do you agree or disagree with the overall strategic direction outlined within the River Clyde SDF document? Please explain.	As the national agency for sport, we strongly agree with the integrated approach proposed - the recognition that the Clyde in this area is underutilised for recreation and that its surrounds can be better used for activity – walking/running/cycling. While there is activity in the river – sailing, canoeing, rowing and coastal rowing, there is potential for so much more activity. There is day to day boating activity but there is also the opportunity to build on the events that have happened already on the water. Such as the Commonwealth Flotilla, the annual Glasgow-Edinburgh boat race and recently established Clydebuilt Festival. Likewise use of the path and cycle networks is growing in the city but could be increased through improvements and joining up existing connections.	A VIBRANT RIVER A CONNECTED RIVER	Comments and support noted. Creating and growing activation of the water and vibrancy of the River Corridor is a key outcome in the SDF. The SDF states that a range of water based events and festivals which help and promote use of the river is encouraged. With regard to increasing the use of the path and cycle network through improvements and joining up existing connections - the repair of existing and the creation of improved movement connections along the river is also recognised as a key outcome in the SDF.	No modification required.	NO
Sport Scotland	Do you agree or disagree with the key priorities identified in the River Clyde SDF document? Please explain.	We agree with these. For the reasons outlined above.	GENERAL	Comments and support for the key priorities identified in the River Clyde SDF noted.	No modification required.	NO

COMMENTATOR	QUESTION (WHERE APPROPRIATE)	COMMENT (VERBATIM)	THEME(S)	RECOMMENDATION	RESPONSE	CHANGE
Sport Scotland	Are there any other aspects which need further consideration within the document? Please explain.	Extent of the area. In terms of use of the river – the river is used by sporting interests, mainly rowing at present (there is also Rutherglen cruising club’s boatyard), upstream of the tidal weir also. Given the proximity of Glasgow Green and the potential for connectivity to the framework area, we think the recreational use of the river to the east should also be considered as part of it. Particularly as the potential for moving the tidal range is being considered.	A CONNECTED RIVER A GREEN RIVER	Comments noted. The boundary in the draft document is indicative, with a focus on the former industrial upper harbour area in recognition that this is an area where significant change is anticipated. However the wider context is acknowledged together with the opportunity to consider a city scale green, blue and movement network by creating links to parks and other attractions). With regard to recreational use of the river to the east (upstream of the tidal weir), this area is within the boundary of the emerging Inner East SDF and also within the focus area of the Clyde Gateway Urban Regeneration Company. As such ,it is not considered appropriate to extend the boundary of the River Corridor SDF to the east (upstream of weir) although the wider influence of this area in terms of recreation, leisure, movement, water management and climate mitigation and will require a strategic, cross authority approach.	No modification required.	NO
Sport Scotland	The SDF includes an initial action plan - what other actions should be added to support implementation of the planning strategies? Please explain.	We suggest that an action around mapping existing sport and recreational activity on the water and the potential for this to be enhanced would be a useful addition. This can then influence the more detailed work on the individual ‘river room’ placemaking strategies.	A VIBRANT RIVER	Comments noted. It is agreed that there is an opportunity to undertake a mapping exercise of existing sport and recreational activity on the water and associated facilities and to identify opportunities for enhancement.	The SDF Action Programme is to be amended to include the following: Undertake a mapping exercise/survey of existing sport and recreational activity on the water and facilities for river users, identify opportunities for enhancements and for new facilities.	YES
Sport Scotland		A Sustainable river – water space activation (page 16, para 4) - We fully support this. We suggest this needs to be considered in a strategic way, looking at the whole area as opposed to individual ‘river rooms’. And would be interested to understand how this will be delivered.	A VIBRANT RIVER RIVER ROOMS	Comments noted. The River Corridor SDF provides a strategic approach to the area and considers water space activation in this context. The River Room Placemaking Guidance provides more detailed urban design guidance for identified character areas.	No modification required	NO
Sport Scotland		Figure 2.2 (page 17) - Recreational activity happens on the water to the east of the tidal weir – mainly rowing. We suggest this is reflected in the diagram.	A VIBRANT RIVER	Comments noted. The River Corridor SDF focuses on the area to the west of the tidal weir.	No modification required.	NO
Sport Scotland		Moving forward – river room placemaking strategies (page 30-35) - While the language in the preceding sections is strong on the opportunities to increase the use of the river itself, the ‘river room’ strategies contain no reference to this. We think this is a miss and should be referenced.	A VIBRANT RIVER RIVER ROOMS	As noted above, the River Room Placemaking Guidance provides more detailed urban design guidance for the built environment in identified character areas. The river and the opportunities to increase water activation is addressed at a strategic level in the SDF which is considered the appropriate scale.	No modification required.	NO
Sport Scotland		Moving forward - river room placemaking strategies – Yorkhill Quay/Graving Docks (page 32) - Following from the above comment, the new bridge also has the potential to include improved connectivity to the river itself at this area, especially in relation to small boats, and request that this is referenced in the final version.	A VIBRANT RIVER RIVER ROOMS	Comments on opportunity to improve connectivity to the water at this location are noted. The SDF recommends that future developments should include measures that enable increased activation of the water safely. This may include both big and small infrastructure requirements for example:- access infrastructure, such as slipways, pontoons, stairs and facilities, such as changing rooms showers etc.	No modification required.	NO
Sport Scotland		River Clyde SDF Draft strategic action planning (page 36 Item 4) - Item 4 - Shifting the tidal range westwards. There will be multiple complex factors to be considered, and this will include effects on recreational and sport use in the river. We acknowledge there	A GREEN RIVER	Comments noted. The future of the existing weir and the requirement for a new or relocated weir are recognised in the SDF as future considerations. However, there is an understanding of the	No modification required.	NO

COMMENTATOR	QUESTION (WHERE APPROPRIATE)	COMMENT (VERBATIM)	THEME(S)	RECOMMENDATION	RESPONSE	CHANGE
		may be positive effects. While this could be considered to fall within the ‘environmental assessment’ wording, we highlight this as it’s essential that river users are able to input to this assessment.		complexity and wider impact any relocation would have and the need for an assessment of options is noted as an Action in the Action Programme. It is considered that river users and others likely to be impacted by any relocation of the weir will be involved in this process.		
Clyde Docks Preservation Initiative		CDPI broadly supports the content of draft SDF for the Clyde Corridor. We recognise that taking forward the aims of it will have the potential to make a significant contribution to the economy of the city and ‘reactivation’ of the river/waterfront.	A VIBRANT RIVER	Comments and support noted.	No modification required.	NO
Clyde Docks Preservation Initiative		1. Greater focus is needed on maritime heritage (both historical and modern) and for the legacy of shipbuilding to be respected, reflected and interpreted in new developments and landscaping of public realm – something that has not been done to date. How can we integrate Glasgow’s past into its future and respect the history and heritage? To date this has not been seriously addressed in a planning context.	A SUSTAINABLE RIVER	Comments noted. It is considered that there is scope to include stronger references to the heritage of the river in the SDF.	Amend the SDF to include reference to protecting and enhancing heritage (built heritage, maritime heritage, and cultural heritage) as an asset that contributes to a vibrant and distinctive place and provides a sense of identity and continuity.	YES
Clyde Docks Preservation Initiative		2. Greater focus is needed on potential for new, clean and sustainable industrial development as part of the mix of future regeneration – in particular taking into account recent proposals for returning marine engineering work to the derelict Govan Graving Docks. Could the BAE Systems shipyards diversify beyond defence work? Could Govan graving docks be reactivated for modern marine industry as part of a mixed-use regeneration that also includes cultural, museum, education/interpretation and small business space? These are questions that community/advocacy groups and academics are asking and they need to be included more formally in future local authority planning.	A SUSTAINABLE RIVER	Comments noted. Whilst the River Corridor SDF cannot direct the diversification of existing uses, new development will be expected to meet the policies contained in the <a href="#">Glasgow City Development Plan</a> and the SDF, as Supplementary Guidance, will be considered as a material consideration in the assessment of applications. The CDP contains policies which seek to promote sustainable and resource efficient development (CDP 1 The Placemaking Principle). With regard to Govan Graving Docks, the SDF (River Room Placemaking Guidance) recognises the importance of this Category A Listed structure and states that future development should acknowledge its heritage and enhance its prominent setting on this pivotal part of the River Corridor.  The site is identified as within the housing land supply and proposed uses will be considered against the <a href="#">Glasgow City Development Plan</a> and relevant Supplementary Guidance including SG1 The Placemaking Strategy.	No modification required	NO
Clyde Docks Preservation Initiative		3. Removal of Govan Graving Docks from the housing land supply should be considered due to the flood risk and other considerations.	A SUSTAINABLE RIVER	Comments noted. This is not a matter for the River Corridor SDF. The Council's land supply will be reviewed as we move forward to the next City Development Plan and there will be an opportunity to make representations as part of the MIR/Evidence Report <a href="#">GLASGOW DEVELOPMENT PLAN SCHEME 2019-2020</a>	No modification required.	NO
Clyde Docks Preservation Initiative		4. Focus is needed on ensuring industrial facilities at Govan/Scotstoun currently operated by BAE Systems remain in marine engineering / maritime use beyond the lifetime of current defence contracts.	A VIBRANT RIVER	Comments noted. With regard to the industrial facilities at Govan/Scotstoun, these are located within the city's Economic Development Areas. The <a href="#">Glasgow City Development Plan</a> protects these functions. The Council seeks to ensure that Economic Development Areas continue to give preference to proposals in Use	No modification required.	NO

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				Classes 4 ‘Business’, 5 ‘General Industrial’ or 6 ‘Storage or Distribution’, of the Town and Country Planning (Use Classes)(Scotland) Order 1997. The EDA designation is considered to be important to the wider city economy and employment generation. Whilst the continuation of the EDA status is supported, the SDF cannot prescribe the continuation of marine engineering/maritime uses at this location.		
Clyde Docks Preservation Initiative		5. Focus and strategy is needed to ensure the continuation and development of KGV dock as an industrial dock facility – including ensuring that suitable infrastructure connections to the dock are maintained and developed. We are concerned at the risk of remaining industrial facilities on the Clyde (and their supporting infrastructure) being ‘strangled’ by encroaching housing and retail development that could force facilities to close (due to engineering and freight handling work going to better connected facilities elsewhere in the UK).	A SUSTAINABLE RIVER	Comments noted. The <a href="#">Glasgow City Development Plan</a> sets out economic development opportunities and priorities.  The land up to the quayside is identified in the CDP as an Economic Development Area and as such the policies contained within the Supplementary Guidance will apply to development on the land. The SDF does not propose to change this designation and on this basis, the continued use of the land that forms King George V Dock as a working dock is safeguarded.	No modification required.	NO
Clyde Docks Preservation Initiative		6. A strategy is needed for maintaining and retaining facilities that could be put to maritime use – ensuring the waterfront does not become entirely housing. This should also include infrastructure measures to ensure such sites can exist side-by- side with residential and leisure developments.	A SUSTAINABLE RIVER	Comments noted. The River Corridor SDF sets out a strategic approach that encourages well-designed, mixed use residential development within specific target areas - particularly underutilised and single use sites. It is considered important that a population density that supports and sustains a mix of activity is achieved. The SDF also support a diverse range of uses, types and scales of industry and the provision of facilities and jobs for local people. In order to achieve this, development is expected to be brought forward as part of a flexible masterplan approach that addresses the wider context and ensures that, where possible, physical and environmental infrastructure is frontloaded.	No modification required.	NO
Clyde Docks Preservation Initiative		7. Detailed strategies are needed for development of active and safe public realm along the entire waterfront and plans for implementation that will ensure beneficial projects do not stall or face significant delays once they are commenced.	A CONNECTED RIVER	Comments noted. The SDF sets out the need to repair and create strong movement connections and access along, to and across the river. This is further reinforced through the River Room Placemaking Guidance.	No modification required.	NO
Clyde Docks Preservation Initiative		8. Opportunities presented by new legislation e.g. community buyout / right to force sale of disused land and buildings should be addressed as part of the SDF, along with local government measures to promote, support and streamline community acquisition of under-utilised assets.	GENERAL	Comments on opportunities presented by recent legislation (e.g. community right to buy) are noted. However it would be ultra vires for the River Corridor SDF to promote these opportunities especially with reference to specific sites. Proposals for alternative uses of disused land or buildings will be supported where they meet the recommendations and the strategic aims of the SDF and relevant policies and guidance in the <a href="#">Glasgow City Development Plan</a> .	No modification required.	NO
Clyde Docks Preservation Initiative		9. We would like to see a framework for more structured collaboration between local authorities in the Clyde region to ensure the benefits of the SDF concept do not stop at the city boundary. Additionally better multi-agency connections are needed across all sectors.	GOVERNANCE	Comments noted. A key action identified in the SDF is to support the assembly of a multi-agency governance group for the river to drive, deliver and support the vision. The need for cross authority and cross sector co-ordination is recognised, as is promotion of the river as a national priority.	No modification required.	NO



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Clyde Docks Preservation Initiative		10. Business development support should be introduced for businesses focused on use of the waterfront and the river corridor – particularly social enterprise based businesses and those focused on sustainable development and community benefit.	A VIBRANT RIVER	Comments noted and agreed. Business support is provided by a number of agencies across the city and the River Corridor SDF seeks to achieve a network of creative, leisure and recreation uses along the river. In order to do so, the SDF aims to cultivate attractive, liveable places where investors and business have good access to physical and digital infrastructure. Further, the SDF promotes the introduction of micro developments and temporary urbanism as a means of testing demand and growing momentum.	No modification required.	NO
Clyde Docks Preservation Initiative		11. A strategy should be considered to allow for flooding in the long-term design of the waterfront (look at Boston Harbor, MA as an exemplar). For example flood resilient landscaping, drainage/barriers as architectural features, etc.	A VIBRANT RIVER A GREEN RIVER	Comments noted. Flooding and surface water management are considered as overarching priorities and the SDF seeks to set out a number of approaches including flood adaptation measures.	No modification required.	NO
Clyde Docks Preservation Initiative		12. Research and development needs to look wider at international success stories of waterfront and post-industrial regeneration to see what lessons Glasgow can learn from other river cities. Academic networks are already looking at this and local authority planning could potentially benefit from greater engagement of these networks.	GENERAL	Preparation of the draft River Corridor SDF involved research into other cities with waterfront developments and relevant academic work on this subject	No modification required.	NO
Clyde Docks Preservation Initiative		13. Lessons that can be learned from developments that have not lived up to early promises (e.g. lack of amenities at first phases of Glasgow Harbour) should be identified. It needs to be recognised that the first phase of Glasgow Harbour was not as successful as it could have been due to lack of amenities, thus creating a monoculture of effectively a dormitory that is isolated from the rest of the city.	A SUSTAINABLE RIVER A CONNECTED RIVER	Comments noted. The need to ensure appropriate infrastructure for new development in recognised in the River Corridor SDF and a masterplanning approach which allows consideration of the wider context is promoted. The SDF further sets out the requirement to front-load physical and environmental infrastructure for sites to help establish connections and promotes mixed use development. The <a href="#">Glasgow City Development Plan</a> sets out detailed guidance in SG 1: Placemaking to ensure a holistic approach to the design of places.	No modification required	NO
Clyde Docks Preservation Initiative		14. A strategy should be developed to look at the potential of the river as a sustainable transport corridor and the infrastructure needed to support this (moorings, maintenance facilities, etc.) for e.g. river buses / water taxis. Particularly how this could contribute to reducing city centre congestion.	A CONNECTED RIVER	Comments on the potential of the river as a sustainable transport corridor noted. Repairing and creating strong movement connections and access to, along and on the river is a key outcome in the SDF. With regard to promoting the river as a transport corridor, the potential of the river as a linear connector is referenced in the SDF and it is considered that a multi-agency, cross authority approach is required to address issues such as navigation and the need for dredging.	No modification required	NO
Clyde Docks Preservation Initiative		15. Development of river taxis / buses so the river can function as a public transport corridor cannot rely on private sector initiative and investment alone. Action will be needed from government, Clydeport and from SPT to take this forward – potentially to develop a franchise model similar to the west coast and island ferries network. Allowing for Zone Cards and other travel passes to be used on river transportation.	A CONNECTED RIVER	Comments on the potential of the river as a sustainable transport corridor noted. As noted above, repairing and creating strong movement connections and access to, along and on the river' is a key outcome in the SDF. With regard to promoting the river as a transport corridor, the potential of the river as a linear connector is referenced in the SDF and it is considered that a multi-agency, cross authority approach is required to address issues such as navigation and the need for dredging.	No modification required.	NO
Clyde Docks Preservation Initiative		16. In many places use of the waterfront has regressed. For example the amphitheatre/bandstand and cafe that existed next to the suspension bridge below Clyde Street during the 1990s fell into disuse and deterioration. Despite being prime city centre waterfront, this area has become neglected and unsafe after dark due to antisocial behaviour.	A VIBRANT RIVER RIVER ROOMS	Comments noted. The SDF River Room Placemaking Guidance recognise the need to create activated routes to the waterfront and an enhanced civic realm and recreational experience.	No modification required.	NO



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Clyde Docks Preservation Initiative		17. Cultural use of the waterfront needs to be addressed (e.g. popup retail/catering, entertainment, etc.) and promoted throughout the year. This needs to engage organisations like Glasgow Life as well as independent arts and cultural organisations/groups.	A VIBRANT RIVER	Comments on the need for increased cultural use of the waterfront and engagement of organisations such as Glasgow Life are noted. The SDF promotes finer grain/micro developments and temporary urbanism as part of a new approach to growing the place. It recognises that such uses can help stimulate greater use of the River Corridor in the evening. This could help test demand, grow interest and could include pop up uses such as cafes and retail.	No modification required.	NO
Clyde Docks Preservation Initiative		18. More sympathetic architecture needs to be enforced and we can look at other cities e.g. Copenhagen, Stockholm and Lyon as examples of sympathetic waterfront developments. Do we want the Clyde lined entirely with glass and concrete?	RIVER ROOMS	Preparation of the draft River Corridor SDF involved research into other cities with waterfront developments. The River Room Placemaking Guidance sets out key urban design principles which will inform new development along the River Corridor. In addition, individual proposals will be assessed again the <a href="#">Glasgow City Development Plan</a> and Supplementary Guidance. SG1 Placemaking Policy which seeks to ensure development is responsive to its context.	No modification required.	NO
Clyde Docks Preservation Initiative		19. There needs to be more focus on the river for maritime use - e.g. sail cargo and visitor moorings for small ships. The area between the Riverside Museum and the Clydeside Distillery (as well as Princes Dock canting basin and Govan Graving Docks) could be ideal for this.	A VIBRANT RIVER	Agreed and this helped to define one of the key outcomes of the River Corridor SDF - creating and growing the activation of the water and vibrancy of the River Corridor at different locations, scales and timeframes	No modification required.	NO
Clyde Docks Preservation Initiative		20. Developers need to be guided (and to an extent controlled) by a framework for the river in a way that previous City Development Plans have not ensured. Even with the recently adopted City Development Plan, private developers are still trying to do their “own thing”. The refusal of planning consent for the proposed 700+ flats on Govan Graving Docks suggests a positive shift in approach to planning decisions that needs to be maintained and formally established. This needs to be carried forward to upcoming phases of Glasgow Harbour for example (we don’t need something akin to a retail park, or another cinema/casino on the waterfront in Partick) and other vacant sites on and near the river.	GENERAL	Comments noted. All Supplementary Guidance, once adopted, will form part of the statutory City Development Plan against which all planning applications will be assessed and determined. As such, both developers and Council officers will be required to take account of the River Corridor SDF.	No modification required.	NO
Clyde Docks Preservation Initiative		21. Quaysides need to present opportunity for mooring more ships and vessels on the Clyde which themselves could have multiple uses as floating units (e.g. for cafes, offices, event space, etc.) and to allow for loading/unloading of e.g. small sail cargo ships or barges near the city centre. Taking the opportunity to shift at least some freight movement (as well as passenger transport) onto the river corridor. This means allowing for delivery vehicle access in proximity to quaysides. CDPI will be working to gather expert views from sail cargo operators on the potential for this to develop on the Clyde as a way to tackle CO2 emissions from shipping and transportation. This would also mean a less “industrial” method of goods transportation that could be combined with opportunities for e.g. sail volunteering and skills training as well as increasing river transport. A more active river would draw interest from sightseers and tourists. This could also combine with load/offload of larger consignments of goods at commercial docks e.g. KGV onto small vessels that could carry goods upstream – essentially a river courier type of activity. This could also be relevant to the canal network. Given that much of the quayside is in need of repair, this should be taken as an opportunity to address that (as well as infrastructure for mixed use floating facilities) in planning the quay upgrade work.	A VIBRANT RIVER	Comments and proposals for greater use of the water space noted. The River Corridor SDF promotes creating and growing the activation of the water and vibrancy of the River Corridor at different locations, scales and timeframes as a key outcome. With regard to repairs to the quaysides, the SDF identifies the deterioration of the quayside fabric as a cross-cutting issue and supports proposals that would repair the urban fabric. In addition, the Council's City Deal programme is investing in a quay walls strategy for the river which seeks to address the structural integrity of quay walls; enhance pedestrian and cycle connectivity along the banks of the river; unlock the development potential of vacant and derelict land and improve place quality and the vibrancy of the river and its banks.	No modification required.	NO

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Clyde Docks Preservation Initiative		22. Currently the river is disjointed with a lack of imagination and joined up thinking for its reactivation. It is largely an incidental feature of the urban landscape that in a few places gives added property value to residential properties but without any amenity.	A CONNECTED RIVER A VIBRANT RIVER	Comments noted. The River Corridor SDF sets out a strategic approach that seeks to create a connected and vibrant river.	No modification required.	NO
Clyde Docks Preservation Initiative		23. A November 2016 CDPI report into the planning history of Govan Graving Docks identified key policy objectives for waterfront regeneration, dating back to 2002, that had not been delivered. Many of these have been reiterated in the SDF although specific action plans are needed for implementation.	ACTION PROGRAMME	The comments on the key policy objectives set out in the CDPI Report into the Planning History of Govan Graving Docks are noted. The strategic approach set out in the River Corridor SDF includes priorities, aspirations and River Room Placemaking Guidance. The requirement for an Action Programme and a multi-agency governance group to drive, direct and deliver regeneration and implement proposals along the River Corridor is highlighted in the SDF.	No modification required.	NO
Clyde Docks Preservation Initiative		24. Recent calls for the Clyde Port Authority to be nationalised need to be given serious thought and discussion - to consider whether this (or alternatively imposing significantly increased government regulation of the port authority) could help to unlock or would hinder the economic potential of the river. We are inclined to question whether the two functions of port authority and property developer (as well as landowner of significant areas of the waterfront) are compatible in a single private corporate entity or group, particularly when the port authority function encompasses that of a statutory consultee in planning decisions and the ability to create by-laws for the river. This needs to be addressed at Scottish Government level but Glasgow City Council should consider and arrive at a position on this to ensure Strategic Development Framework objectives can be carried forward. Commercial conflict of interest, with the economic needs of the region and its communities, needs to be avoided in the engagement of statutory consultees.	GOVERNANCE	Comments noted and the issues around ownership, regulation of the port authority and conflicting roles are recognised. The SDF considers the fragmented land ownership and limited multi-agency river governance as key issues. Whilst it is accepted that the role of the port authority needs to be addressed at a Scottish Government level, it is considered that a multi-agency governance group for the River Corridor would provide a forum to discuss how best to progress the desired outcomes within the current context.	No modification required.	NO
Clyde Docks Preservation Initiative		25. The lack of “multi-agency river governance” is a concern and we believe an organisation or stakeholder partnership (involving transport, environment, economic, etc. agencies, local authorities, industry groups, community groups and the private and third sectors) needs to be developed to address this.	GOVERNANCE	Comments noted. A key action identified in the SDF is to assemble a multi-agency governance group for the river to drive, deliver and support the River Corridor SDF vision. The need for cross authority and cross sector co-ordination is recognised.	No modification required.	NO
Clyde Docks Preservation Initiative		26. More research is needed into other waterfront cities to look as what has worked well and lessons from these that could be transplanted onto the Clyde.	GENERAL	Preparation of the draft River Corridor SDF involved research into other cities with waterfront developments. This has influenced the key outcomes, urban design principles and the River Room Placemaking Guidance.	No modification required.	NO
Clyde Docks Preservation Initiative		27. More “blue sky” thinking is needed to promote a creative process of developing innovative ideas for the Clyde. In particular work of architecture and urban planning students should be looked at to see the kind of creative ideation that can be brought forward without constraints of client briefs. This needs to be a starting point; with feasibility/deliverability brought into the process at a later stage to pare such ideas down to what is realistic but still ambitious.	GENERAL	Comments noted. Whilst the River Corridor SDF sets out a strategic approach that will guide development, projects and proposals, it is considered that the process going forward should allow for innovative ideas to be supported and developed. Opportunities for working with Higher Education Institutions/students will be considered as part of this.	No modification required.	NO
Clyde Docks Preservation Initiative		28. Failures of 1960s-1970s urban planning need to be acknowledged as serious failures and ensure the lessons from these have been learnt. It is concerning for example that high rise residential buildings are being demolished throughout the city only for similar buildings to emerge or be proposed on the waterfront. This is simply relocating a problem without necessarily solving it.	GENERAL	Comments noted. Each of the SDF areas across the city present unique spatial opportunities and challenges and this is why they have been selected for a focused strategic approach. There are common issues across all SDF areas, especially the ones which define the inner urban core of the city. An understanding of Glasgow’s urban past is particularly relevant for these areas as they have been disproportionately affected by the major trends that the	No modification required.	NO

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				city has encountered since the Second World War. Against this background, the SDFs should be understood as elements of an overarching approach which aims to address the combined legacy of de-industrialisation, decentralisation, demolition, inappropriate infrastructure and comprehensive redevelopment. The need to repair and revitalise the areas which define the inner urban core has not only informed the identification and geographical coverage of the SDF areas, but also underpins the spatial planning and placemaking approach. It is recognised that a long term process of transition, social and physical repair, inclusive economic growth and community capacity building is now required to help create sustainable, liveable places with a distinct identity and purpose.		
Clyde Docks Preservation Initiative		29. We need to avoid the river being turned into a canyon by too many large monolithic buildings, high-rise flats, etc. Such tall buildings could be confined to specific areas e.g. Anderston and other areas where conservation/heritage is less of an issue.	A SUSTAINABLE RIVER	Comments noted. The River Corridor SDF considers the river can accommodate human scale development and also tall buildings at key locations - however scale should be appropriate to location. Development proposals will be assessed against the policies contained within the <a href="#">Glasgow City Development Plan</a> and relevant Supplementary Guidance. SG 1 Placemaking promotes a holistic approach which takes into account the wider context to ensure elements of the built environment (including the scale of development, built form etc.) come together to define the character and identity of a place.	No modification required.	NO
Clyde Docks Preservation Initiative		30. Unlike many modern cities Glasgow lacks an iconic skyline with well-designed / well positioned skyscrapers. While not desirable citywide, Anderston and the M8 corridor could be an appropriate area for this given proximity to city centre and lack of any remaining historic architecture that would be negatively impacted. The relationships of buildings to their setting and (both architecturally and functionally) to each other needs to be considered to avoid the disjointed approach to developing tall buildings that seems to exist for example in London. In this regard we broadly support the principles stated on Page 15 of the November 2018 Draft SDF. While not universally popular, the lack of landmark skyscrapers (and so many having been proposed and then abandoned) is sending out a message that Glasgow is continuing to lag behind other modern / post-industrial cities in the UK (e.g. Manchester, Liverpool, Leeds and Cardiff).	A SUSTAINABLE RIVER	Comments noted. The River Corridor SDF considers that tall buildings have the ability to become landmarks. As such, their design should be exemplar with the highest quality materials, green details and creative design.	No modification required.	NO
Clyde Docks Preservation Initiative		31. Particular focus is needed on adaptable space, modular/moveable structures and buildings that can be easily and quickly repurposed.	A VIBRANT RIVER	The SDF promotes finer grain/micro developments and temporary urbanism as part of a new approach to growing the place. It recognises that such uses can help stimulate greater use of the River Corridor in the evening. This could help test demand, grow interest and could include pop up uses such as cafes and retail.	No modification required.	NO
Clyde Docks Preservation Initiative		32. A planning strategy is needed for facilitating the creation of sustainable skilled jobs and addressing the changes in the labour market expected in the coming decades. This needs to account for jobs that are going to be lost due to automation, what jobs (if any) will replace them, what facilities and infrastructure these new jobs will need (for example energy efficient, open, ergonomic co-working spaces integrated with meeting space, cafes and relaxation space). It also needs to consider the changes in working patterns, potential for increase in numbers of freelance workers and work-life balance that may emerge in the coming decades. This is a wider issue than urban planning but a	GENERAL	Comments noted. Whilst the SDF supports proposals which would grow the economic potential of the River Corridor, as a strategic spatial planning document it would not be appropriate to provide specific guidance on job creation and the labour market.	No modification required.	NO

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		vital one nevertheless.				
Clyde Docks Preservation Initiative		33. A critical policy initiative (that should be addressed at all levels) should be to look at the feasibility of moving towards universally free public transport and introduction of electric or hydrogen powered bus fleets. Hydrogen buses already exist in London and (with hybrid as a stop-gap) are becoming more prevalent. This will be vital to reducing urban air pollution and could be coupled with strategically located park-and-ride facilities for people coming into central areas of the city. Free public transport for example is already being introduced in Luxembourg this year. Free public transport could help improve social inclusion for low-income families. Transport planning could also promote greater uptake of car sharing services (e.g. Zipcar) by developing a framework of infrastructure and subsidies to introduce them.	A CONNECTED RIVER	Comments on the benefits of free public transport noted. The Council has a duty to act in a way considered to be most sustainable and best calculated to deliver reductions in greenhouse gas emissions. Reducing the need to travel, particularly by car is one of the key ways in which the city can help reduce emissions of greenhouse gasses. Cutting the amount of vehicular traffic on the cities roads can also help reduce congestion, air and water pollution and noise, helping create a better environment for people and business.	No modification required.	NO
Clyde Docks Preservation Initiative		34. We had put forward in an objection to plans for the next phase of Glasgow Harbour [Ref. 18/01993/MSC] and would reiterate here that more needs to be done to develop the confluence of the Rivers Clyde and Kelvin into a prime focal point for the city's waterfront. The lower reach of the River Kelvin is not being developed as well as it could be and is becoming surrounded with unremarkable student accommodation by developers cashing in on an unsustainable boom in demand for luxury student accommodation. As already suggested, other river cities throughout Europe need to be looked at to determine what works.	A CONNECTED A SUSTAINABLE RIVER	Noted. The River Corridor SDF recognises the role of the area around the mouth of the River Kelvin, particularly in terms of bringing people to the river. With regard to student accommodation SG 10 Meeting Housing Needs of the <a href="#">Glasgow City Development Plan</a> seeks to ensure the provision of high quality student accommodation in appropriate locations whilst also protecting the character and amenity of existing areas.	No modification required	NO
Clyde Docks Preservation Initiative		35. CDPI has lodged a number of comments on recent planning applications that further point to need for a more connected and sympathetic strategy for waterfront regeneration – these include objection to Glasgow Harbour as mentioned above, objection to housing plans for Govan Graving Docks [17/02948/DC] and comment supporting (but seeking planning conditions for) the expansion of the SEC [18/03336/PPP]. We would put our comments on these forward as references to be taken into account to further underpin our comments here on the River Corridor SDF.	GENERAL	Comments noted.	No modification required.	NO
Clyde Docks Preservation Initiative		36. Tackling antisocial behaviour needs to be a major consideration in making the waterfront safe and desirable in the evenings and after dark. This requires mixed use and leisure facilities as well as late opening cafes/bars, small retail, provision for street performers, etc. that will promote busy use of the waterfront well into the evenings, as well as an active and visible security presence.	A VIBRANT RIVER	Comments noted. Whilst anti-social behaviour is not a planning matter, the SDF recognises the positive impacts of creating vibrancy along the river. A key outcome is growing the activation of the water and vibrancy of the River Corridor at different locations, scales and timeframes. This is supported by the promotion of a new approach to growing the place and considers the potential of finer grain/micro developments and the effective deployment of temporary urbanism as a stepping stone to creating a vibrant and active riverfront at different times of the day and through different seasons.	No modification required	NO
Clyde Docks Preservation Initiative		37. Repair of quay wall and infrastructure could be funded as far as reasonably possible by Section 75 agreements imposed on private developments along the waterfront.	GENERAL	Comments noted. The statutory context for developer contributions is set out in Circular 3/2012 which is described in Policy CDP12 Delivering Development of the <a href="#">Glasgow City Development Plan</a> . This emphasises that planning obligations should be necessary in planning terms, serve a planning purpose and, where possible, reflect a need identified in the Development Plan, relate to the proposed development and its impacts be proportionate in scale to the proposed development and be reasonable. In line with Policy CDP12, the associated Supplementary Guidance focuses on four key areas for contributions. The four identified infrastructure	No modification required.	NO

COMMENTATOR	QUESTION (WHERE APPROPRIATE)	COMMENT (VERBATIM)	THEME(S)	RECOMMENDATION	RESPONSE	CHANGE
				<p>requirements relate to:</p> <ul style="list-style-type: none"> <li>• The provision of Open Space throughout the entire City,</li> <li>• The requirements of development within the Fastlink Development Contribution Zone,</li> <li>• The surface water drainage and flood management requirements of development: and</li> <li>• The Transport needs of Development (including active travel and public transport).</li> </ul> <p>In addition, the Council's City Deal programme is investing in a quay walls through a strategy for the waterfront which seeks to address the structural integrity of quay walls; enhance pedestrian and cycle connectivity along the banks of the river; unlock the development potential of vacant and derelict land along the river corridor; and improve place quality and the vibrancy of the river and its banks.</p>		
Clyde Docks Preservation Initiative		38. A dynamic strategy is needed that is constantly being reviewed through a transparent and accessible process to engage communities – rather than a SDF framework that is defined and set in stone for the next 10+ years. We need to avoid dominance of ‘fad’ architecture that dates very quickly and developers cashing in on temporary property booms (e.g. the current rush to build luxury student accommodation).	GENERAL	Comments noted. The River Corridor SDF is considered as a strategic approach that sets out the vision, priorities and wider aspirations for the river. The Action Programme will be an iterative document to ensure there is scope to address challenges as they arise.	No modification required.	NO
Clyde Docks Preservation Initiative		39. We would suggest that development and revision of the Strategic Development Framework needs to be extended into wider stakeholder, community and academia engagement – allowing ideas and proposals to be tested through an ‘urban laboratory’ approach over a longer (say 5 year) period before full adoption of a SDF. A more accessible and engaging consultation process is needed to encourage as much participation as possible. Wholesale review is needed with early stakeholder input, not just a revision and update of existing development frameworks.	ENGAGEMENT	Comments noted. It is considered that whilst the SDF sets out the vision and priorities, there will be further engagement as specific actions are brought forward.	Continue to work with the Council's media office with regard to future publicity for the finalised River Corridor SDF and resulting projects. Amend SDF Action Programme to include development of a River Corridor SDF Communications Strategy.	NO
Clyde Docks Preservation Initiative		<p>In summary we support the core aims of the River Corridor Strategic Development Framework but take the position there needs to be:</p> <ul style="list-style-type: none"> <li>• Less focus on the waterfront for housing, especially where this only serves to enhance the property values of ‘luxury’ flats without furthering social inclusion, community development, public amenity and open access to the river. There are also flood risk concerns as were addressed in the decision to reject housing plans for Govan Graving Docks.</li> <li>• Significantly more focus on maritime/shipbuilding heritage interpretation through e.g. artistic intervention and design of hard landscaping.</li> <li>• Significantly more focus on modern maritime use of the upper river corridor – including whether long-term plans are needed to replace the Clyde Arc bridge with an opening bridge to reactivate the river as far as Central Station – allowing river transport connections to the national rail network with for example fast catamarans similar to those operating in London.</li> <li>• Significantly more focus on scope for development of modern, sustainable marine industry – which could include (at least partial) reactivation of Govan Graving Docks for marine engineering purposes, ensuring shipbuilding facilities at Govan and Scotstoun have a sustainable future (without being reliant</li> </ul>	GENERAL	Support for the core aims of the SDF and summary of comments noted.	No modification required.	NO



COMMENTATOR	QUESTION (WHERE APPROPRIATE)	COMMENT (VERBATIM)	THEME(S)	RECOMMENDATION	RESPONSE	CHANGE
		<p>indefinitely on BAE Systems and naval contracts) and ensuring KGV dock continues to be actively used for shipping. This could include strategies for temporary repurposing of mothballed industrial facilities while allowing them to be quickly and easily reactivated.</p> <ul style="list-style-type: none"> <li>There needs to be a limit on the number and location of tall buildings lining and blocking the river so as not to create a 'canyon' in the river corridor, particularly downstream of the SEC.</li> </ul>				
McInally Associates Planning Consultants on behalf of Clydeport Operations Ltd		<p>This representation has been prepared by McInally Associates Planning Consultants on behalf of Clydeport Operations Ltd. and concerns the site of the working King George V Dock, Glasgow (see Appendix 1). In this regard, this letter provides a response to the Consultative Draft of the Glasgow Strategic Development Framework - River Clyde Corridor, which was published for consultation by Glasgow City Council on the 30th November 2018. At the outset Glasgow City Council state the Glasgow Strategic Development Framework - River Clyde Corridor "provides a clear route map towards the 'River Clyde 2050', where the successful regeneration of the River supports a critical mass of people and activity helping it to function as a unified entity, supporting a variety of economic, environmental and social uses and be recognised as the most important and vibrant part of the urban green and blue networks in the City Region". Upfront and for the avoidance of doubt this representation objects in the strongest terms to the proposed designation of a Green Corridor (of Landscape and Wildlife Importance) along the waterfront boundary of the King George V Dock site within Figure 4.0- Habitat Stepping Stones of the Strategic Development Framework - River Clyde Corridor (see Appendix 2). As a working dock, it is submitted that the site should have no Green Corridor (of Landscape and Wildlife Importance) designation assigned to it. In addition, this representation proposes that the King George V Dock should be protected as a working dock via being safeguarded as a Strategic Opportunity (on the diagram on page 37) within the Strategic Development Framework.</p>	OBJECTION TO DESIGNATION	<p>Objection to the proposed designation of a Green Corridor (of Landscape and Wildlife Importance) along the waterfront boundary of the King George the V Dock site (Figure 4.0 - Habitat Stepping Stones) noted. The River Corridor SDF promotes habitat stepping stones to support the development of a high quality biodiverse River Corridor as part of a wider green network. In the case of King George V dock, this aim is supported by existing designations such as Sites of Importance for Nature Conservation, Green Corridors of Landscape and Wildlife Importance and Open Space. The <a href="#">Glasgow City Development Plan</a> illustrates the extent of designated landscape and nature conservation sites, and Supplementary Guidance (IPG 6 and SG7) sets out the detailed boundaries</p> <p>The river at King George V dock is identified as within a Green Corridor of Landscape and Wildlife Importance in the CDP. It is designated as a Site of Importance for Nature Conservation in SG 7 and IPG 6 Green Belt and Green Network identifies it as a Green Corridor and as Natural Semi/Natural Greenspace. The SDF does not seek to amend the existing designations. Planning applications will continue to be considered in the round in recognition of the wider policy framework.</p> <p>With regard to recognising King George V dock as a Future Opportunity of Strategic Importance, this map seeks primarily to reflect current and emerging public sector investments and planning proposals, recognising anticipated activity in the area. The final SDF will be amended to clarify this and re-title the map: 'Realising Potential and Unlocking Development'</p> <p>The <a href="#">Glasgow City Development Plan</a> sets out economic development opportunities and priorities in CDP 3 Economic Development and associated Supplementary Guidance. The Council is proceeding towards a Main Issues Report (MIR)/Evidence Report for the next City Development Plan and there will be opportunities to make representations <a href="#">GLASGOW DEVELOPMENT PLAN SCHEME 2019-2020</a> regarding your request to recognise King George V dock's wider economic, strategic importance through this process.</p>	Rename map 'Realising Potential and Unlocking Development' and clarify in text/legend that this map seeks primarily to reflect current and emerging public sector investments and planning proposals.	YES
McInally Associates Planning		<p>In all regards, the site subject to this objection is a working dock located within the Shieldhall Economic Development Area (see Appendix 3) as identified in the Glasgow City Development Plan (2017) where Policy CDP3 - Economic Development applies. The</p>	OBJECTION TO DESIGNATION	<p>The land up to the quayside is identified in the <a href="#">Glasgow City Development Plan</a> as an Economic Development Area and as such the policies contained within the Supplementary Guidance will apply</p>	No modification required.	NO



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Consultants on behalf of Clydeport Operations Ltd		<p>associated supplementary guidance, SPG3- Economic Development states, in relation to Economic Development Areas states that:</p> <p>“3 Economic Development Areas</p> <p>3.1 The Council seeks to ensure that Economic Development Areas without SEIL or ACWEI status (see map) continue to give preference to proposals in Use Classes 4 ‘Business’, 5 ‘General Industrial’ or 6 ‘Storage or Distribution’, of the Town and Country Planning (Use Classes)(Scotland) Order 1997.</p> <p>3.2 It is recognised that there may be circumstances where proposals for uses outwith these Use Classes will be acceptable. The Council may consider such a proposal favourably, provided that it would not: (i) Have a detrimental impact on the character of the economic development area, and its continuation as an industrial and business location; (ii) Have an adverse impact on the quantity, quality or distribution of EDA land supply; and(iii) Would not prejudice the operation of adjoining businesses;</p> <p>3.3 The Council will also consider the following where appropriate: (i) The site or property has been vacant for a considerable period of time and marketed unsuccessfully for Class 4, 5 or 6 throughout that period; (ii) The proposal is the only practical means of retaining a listed building of architectural or historic significance; or (iii) The proposal would provide facilities aimed primarily at meeting the needs of businesses and employees within the economic development area.”</p> <p>In response to the above, it is clear that King George V Dock is a working dock zoned for industrial/economic uses namely business, general industrial and storage distribution (classes 4,5 and 6) with proposals outwith these uses only allowed in certain circumstances (outlined in Section 3.2 above).</p>		to development proposals. The River Corridor SDF does not propose to change this designation and the continued use of the land that forms King George V Dock as a working dock is subject to the provisions in the CDP.		
McInally Associates Planning Consultants on behalf of Clydeport Operations Ltd		<p>In this context it is important to note that King George V Dock is an operational dock and as such it is submitted that the introduction of a Green Corridor (of Landscape and Wildlife Importance) would:</p> <ul style="list-style-type: none"> <li>• Have a detrimental impact on the character of the economic development area, and its continuation as an industrial and business location. Rather it is submitted that the introduction of this proposed Green Corridor (of Landscape and Wildlife Importance) would undermine and interfere with the historical land use of industry along the River Clyde waterfront and indeed the operational requirement of this important working dock. King George V Dock is an active dock and freight movements continue to operate along the River Clyde (1.7 million tonnes of goods shipped in and out in 2018). It is submitted that the introduction of a Green Corridor (of Landscape and Wildlife Importance) would negatively impact the operational requirements of the dock and freight movements along the River Clyde.</li> <li>• Have an adverse impact on the quantity, quality or distribution of EDA land supply; and</li> <li>• Prejudice the operation of adjoining businesses.</li> </ul> <p>In response to the criteria outlined under Section 3.3 above, it is submitted that:</p> <ul style="list-style-type: none"> <li>• King George V Dock is an active dock and has not been vacant for a considerable period of time;</li> <li>• The proposal is not the only practical means of retaining a listed building of architectural or historical significance;</li> <li>• The proposal would not provide facilities aimed primarily at meeting the needs of businesses and employees within the economic development area. Rather it is submitted that the introduction of a Green Corridor (of Landscape and Wildlife Importance) along the side of the waterfront boundary of King George V Dock would undermine the operational requirements and hence the viability of the dock</li> </ul>	OBJECTION TO DESIGNATION	As noted above, the River Corridor SDF does not introduce any new designations to the King George V dock - it reflects the existing designations as set out in the <a href="#">Glasgow City Development Plan</a> and related Supplementary Guidance. Planning applications will continue to be considered in the round in recognition of the wider policy framework.	No modification required.	NO

COMMENTATOR	QUESTION (WHERE APPROPRIATE)	COMMENT (VERBATIM)	THEME(S)	RECOMMENDATION	RESPONSE	CHANGE
		and the surrounding businesses and consequently would have a negative impact on the employees within the EDA.				
McInally Associates Planning Consultants on behalf of Clydeport Operations Ltd		<p>Further to the above, it is of significance that the King George V Dock is recognised as a Strategic Freight Transport Hub (SFTH) within the adopted Strategic Development Plan – Clydeplan (adopted in 2017) where Policy 6 – Strategic Freight Transport Hubs applies.</p> <p>Policy 6 states:  “Strategic Freight Transport Hubs  The Strategic Freight Transport Hubs set out in Schedule 4 and Diagram 4 comprise the strategic response to long-term sustainable freight movements into and within the city region.</p> <p>To support the Vision and Spatial Development Strategy, Local Authorities should:</p> <ul style="list-style-type: none"> <li>• safeguard and promote investment in the Strategic Freight Transport Hubs to support the agreed freight mode and, where appropriate, associated passenger facilities;</li> <li>• ensure that ancillary land allocations adjacent to freight facilities where appropriate, are safeguarded solely for the purposes of freight activity; for example, storage, trans- shipment, break-bulk infrastructure and related services.</li> </ul> <p>”Schedule 4: Strategic Freight Transport Hubs  Strategic Freight Transport Hubs Location Mode Opportunities/ Challenges King George V Dock Govan Glasgow Sea Improve existing access to wider transport network.  As outlined in Policy 6 and Schedule 4- Strategic Freight Transport Hubs, the site at King George V Dock is safeguarded to protect the Vision and Spatial Strategy of Glasgow and the Clyde Valley area. It is submitted that the freight movements at King George V Dock are “essential to the long term growth of low carbon economy in the city region” as it promotes the movement of goods along the River Clyde and away from the road network. It is therefore essential that the King George V Dock remains protected as a working dock and its interests safeguarded throughout the Spatial Development Framework: River Clyde Corridor document. In this regard, we would propose that King George V Dock be included and zoned as a working dock within pg. 37 of the Strategic Development Framework which outlines the strategic opportunities located on the River Clyde and that the site should have no Green Corridor (of Landscape and Wildlife Importance) assigned to it.</p>	OBJECTION TO DESIGNATION	<p>King George V dock is identified as a Strategic Freight Transport Hub in Clydeplan. It is not considered appropriate for the River Corridor SDF to identify King George V Dock as a Strategic Opportunity. As noted above, this map seeks primarily to reflect current and emerging public sector investments and planning proposals, recognising anticipated activity in the area. The final SDF will be amended to clarify this and re-title the map ‘Realising Potential and Unlocking Development’.</p> <p>The City Development Plan sets out economic development opportunities and priorities in CDP 3 Economic Development and associated supplementary guidance. The River Clyde SDF does not introduce any new designations to the King George V dock - it reflects the existing designations as set out in the adopted CDP and related Supplementary Guidance.</p> <p>The land at King George V dock is within an Economic Development Area in the <a href="#">Glasgow City Development Plan</a> and the river itself is designated as a Green Corridor and as a SINC. These designations together would not prejudice the continued use of the dock as a working dock. Development proposals will be assessed against the relevant policies in the CDP and related Supplementary Guidance.</p> <p>The Council is proceeding towards a Main Issues Report (MIR)/Evidence Report for the next City Development Plan and there will be opportunities to make representations (<a href="#">GLASGOW DEVELOPMENT PLAN SCHEME 2019-2020</a>) regarding your request to recognise King George V dock's wider economic, strategic importance through this process.</p>	Rename map ‘Realising Potential and Unlocking Development’ and clarify in text/legend that this map seeks primarily to reflect current and emerging public sector investments and planning proposals.	YES
McInally Associates Planning Consultants on behalf of Clydeport Operations Ltd		<p>Further to the points outlined above, it should also be noted with some importance that the site subject to this objection is not included within the Glasgow City Council Open Space Strategy Plan as a designated Green Corridor (see Appendix 4). It is therefore submitted that the proposed designation of the waterfront boundary of the King George V Dock as a Green Corridor (of Landscape and Wildlife Importance) within the Glasgow Strategic Development Framework - River Clyde Corridor is unacceptable and this proposed designation is objected to. It is submitted that the site should have no Green Corridor (of Landscape and Wildlife Importance) designation assigned to it. In addition, this representation proposes that the King George V Dock should be protected as a working dock via being safeguarded as a Strategic Opportunity (on the diagram on page37) within the Strategic Development Framework.</p>	OBJECTION TO DESIGNATION	<p>As noted above, the Open Space PAN65 map identifies the River Clyde as Natural/Semi Natural Greenspace - Open Water 6.73. The river (including King George V dock) is identified as within a Green Corridor of Landscape and Wildlife Importance in the CDP. IPG 6 Green Belt and Green Network identifies the river as a Green Corridor and as Natural Semi/Natural Greenspace.</p> <p>As such, the SDF does not seek to amend the existing designation and the policies contained in the CDP will apply. The CDP also designates the land at King George V Dock as an EDA which safeguards the continued use of the land as a working dock. Development proposals will be assessed against the relevant policies in the CDP and related Supplementary Guidance.</p>	Rename map ‘Realising Potential and Unlocking Development’ and clarify in text/legend that this map seeks primarily to reflect current and emerging public sector investments and planning proposals.	YES

COMMENTATOR	QUESTION (WHERE APPROPRIATE)	COMMENT (VERBATIM)	THEME(S)	RECOMMENDATION	RESPONSE	CHANGE
				<p>With regard to recognising King George V dock as a Future Opportunity of Strategic Importance (pg. 37), this map seeks primarily to reflect current and emerging public sector investments and planning proposals, recognising anticipated activity in the area. . The final SDF will be amended to clarify this and re-title the map 'Realising Potential and Unlocking Development'.</p> <p>The Council is proceeding towards a Main Issues Report (MIR)/Evidence Report for the next City Development Plan and there will be opportunities to make representations regarding your request to recognise King George V dock's wider economic, strategic importance through this process. <a href="#">GLASGOW DEVELOPMENT PLAN SCHEME 2019-2020</a></p>		
Scottish Environment Protection Agency		<p>We support the overarching aim to reconnect people to the river and improve the quality of the areas immediately adjacent to the Clyde. We recognise the important role that good quality rivers play in supporting health and wellbeing as well as the natural environment and climate change adaptation. We agree that 'future evolution and development of this area is entwined with the future impacts of climate change on the River and the City, primarily the risk of increased flooding'. Safeguarding existing functional flood plain from inappropriate development or use and supporting measures to protect and improve the water environment should underpin the SDF. We therefore agree that climate change, flood and surface water management are key cross cutting issues. We also support the consideration of 'a city-scale high quality green, blue and movement network' through the SDF. We have provided full comment on the SDF in Appendix 1. The inclusion of an Action Plan to take forward the SDF is welcomed but we recommend this also:</p> <ul style="list-style-type: none"> <li>Identifies SEPA as a partner within the multi-agency group (Item 1);</li> <li>Acknowledges the need, beyond the interim study, to deliver a full update to the River Clyde Flood Management Strategy (RCFMS) to inform projects emerging from the SDF (Item 2); and</li> <li>Recognises SEPA as having a consultative role on the River Park proposal (Item 3) and on emerging proposals to shift the tidal range of the River Clyde (Item 4).</li> </ul> <p>We would welcome continued engagement as the SDF is refined and delivered.</p>	<p>A VIBRANT RIVER A SUSTAINABLE RIVER A GREEN RIVER</p>	<p>SEPA's support for the overarching aim of reconnecting people to the river and improving the quality of the areas immediately adjacent to the waterfront is welcomed. SEPA's interest in contributing to a multi-agency governance group and its role as a consultee on the River Park and on any future proposals to introduce an additional tidal weir is noted. With regard to the Action Programme, it is agreed that an iterative approach is required to manage flood risk and to support the preparation of an updated River Clyde Flood Management Strategy.</p>	<p>Reword Action Programme to: Promote an iterative approach, working in partnership with key agencies and other stakeholders to manage flood risk and support the preparation of an updated River Clyde Flood Management Strategy.</p>	YES
Scottish Environment Protection Agency		<p>Climate Change - Given the ambition of the SDF to coordinate the regeneration of the River Clyde towards 2050 we support the references throughout to climate change. We agree that climate resilience and adaption should be promoted on all spatial scales and that 'a continued understanding of the predications of intensifying flood levels is needed, alongside the requirement to take significant action at a City and regional level to safeguard and adapt the Clyde to ensure long-term urban resilience, liveability and prosperity at a national scale'. In this regard, there is an ongoing requirement to ensure that forthcoming development emerging from the SDF and City Development Plan (CDP) 2 is underpinned by a robust and up-to-date flood study that utilises the best available datasets (e.g. updated bathymetric surveys, Coastal Flood Boundary, LiDAR, hydrometric data, climate change allowances). To support this there is currently a requirement to</p>	CLIMATE CHANGE	<p>Comments and support noted. Climate change, flood and surface water management are considered as key cross cutting issues with a critical impact on the outcomes of the River Corridor SDF. With regard to the Action Programme, it is agreed that an iterative approach is required to manage flood risk and to support the preparation of an updated River Clyde Flood Management Strategy.</p>	<p>Reword Action Programme to promote an iterative approach, working in partnership with key agencies to manage flood risk and to support the preparation of an updated River Clyde Flood Management Strategy.</p>	YES

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		undertake a full update of the River Clyde Flood Management Strategy (not just an interim update as referenced in the Action Plan). We therefore recommend that this is recognised in the emerging priorities section of the SDF and as an item within the Action Plan (potentially under Item 2).				
Scottish Environment Protection Agency		<p>Flood Risk - A number of the sites, including the Strategic Development Opportunities, identified within the SDF are located (to varying degrees) in functional floodplain based on SEPA Flood Hazard Maps and surveyed flood extents. Scottish Planning Policy (SPP) states, “the planning system should promote... flood avoidance by safeguarding flood storage and conveyance capacity and locating development away from functional floodplains and medium to high risk areas”. Built development should not take place on the functional flood plain.</p> <p>We encourage a sustainable and precautionary approach to flood risk management. This should follow a sequential test where floodplain avoidance is the first principle and only under exceptional circumstances would mitigation be appropriate. Therefore, in delivering the SDF it is crucial that areas of floodplain are protected from inappropriate development or use in line with SPP and the CDP. There may be instances where it would be more sustainable to allow land to continue to serve its important function as floodplain. We therefore welcome the recognition, within the River Room Placemaking Strategies, that Govan Graving Docks are within the functional floodplain. This issue affects other River Room areas and we recommend where relevant these constraints are highlighted.</p> <p>Individual proposals to develop, restructure, change or densify the use of land or introduce a mix of uses (including temporary uses) must have regard to the flood risk framework of SPP, Policy 8 of CDP and SEPA guidance including our Flood Risk and Land Use Vulnerability Guidance. Individual flood risk assessments may be required to support development proposals. SEPA will not support proposals that would comprise of an increase in land use vulnerability on existing developed sites which are located within the functional floodplain. We note that additional flood protection measures may be proposed to deliver the SDP. The primary purpose of flood protection schemes is to protect existing development from the effects of flooding rather than to enable new development. We recommend you refer to our Planning Information Note on this matter. Flood protection measures should not result in land gain, river encroachment or a detrimental impact on flood levels to the site or elsewhere.</p>	FLOOD RISK A VIBRANT RIVER	<p>Comments regarding development sites located in functional floodplain and SEPA guidance are noted.</p> <p>The River Corridor SDF recognises the exceptional circumstances of the river and adjacent land as a major regeneration project and seeks to:</p> <ul style="list-style-type: none"> <li>work with SEPA to develop a Framework for developments in the functional flood plain to address immediate challenges.</li> <li>work with relevant partners on a responsive approach for adaptation and management of the River Corridor as an integral part of the future regeneration of the city and the wider region.</li> </ul> <p>Development proposals will be required to have regard to CDP 8 of the <a href="#">Glasgow City Development Plan</a> which states: For areas potentially at flood risk, the Council will require developers to consider the flood risk to their proposed development through a Flood Risk Assessment (FRA). Potential flood risk will be determined by a screening process, including consideration of the indicative flood risk maps produced by the Scottish Environment Protection Agency (SEPA) and the flood risk framework. Further to this, the Council will take cognisance of any new information available through the Flood Risk Management (Scotland) Act 2009, particularly in relation to Flood Hazard and Risk Maps, together with Flood Risk Management Strategy and associated Local Flood Risk Management Plans.</p>	No modification required.	NO
Scottish Environment Protection Agency		The Sustainable River section of the SDF refers to using the water space in the Canting Basin to achieve an increased resident population in the area. We do not support the principle of floating buildings and would have significant concerns regarding the introduction of a highly vulnerable land use (residential) to such an area. It is our understanding that there is no current Scottish Government policy position regarding floating development. We are not supportive of such structures/architecture due to the introduction of people and property to flood risk areas, the potential piecemeal reduction of channel and/or floodplain conveyance, river encroachment, access/egress issues etc.	A SUSTAINABLE RIVER	With regard to activation of the Canting Basin, SEPA's concern about the introduction of floating structures is noted. There are no specific proposals for such development in the SDF and emerging proposals will be considered in relation to the <a href="#">Glasgow City Development Plan</a> and related Supplementary Guidance.	No modification required	NO
Scottish Environment Protection Agency		We recognise the aspirations to improve connectivity and access through the SDF by the delivery of new bridge crossings. SEPA have already offered advice on the proposed Partick-Govan Cycle/Footbridge. We recommend that we are identified as a stakeholder in any proposals to take these forward. Please note, new crossings must be appropriately sized to convey the design flood level plus freeboard (informed by up to date flood modelling), are clearspan structures with no piers within the watercourse and	A CONNECTED RIVER	Comments and interest in being identified as a stakeholder in proposals to take forward the Govan - Partick bridge noted.	No modification Required	NO



COMMENTATOR	QUESTION (WHERE APPROPRIATE)	COMMENT (VERBATIM)	THEME(S)	RECOMMENDATION	RESPONSE	CHANGE
		do not result in an elevation of land within the functional floodplain.				
Scottish Environment Protection Agency		One of the placemaking approaches refers to ‘the activation and reactivation of waterfront spaces, streets and water space itself’. In addition, ‘reconnecting and creating new connections between the riverside, communities and places of work’. We agree, provided these have a neutral effect on flood risk and do not result in an increase of land use vulnerability within the functional floodplain. We also support the consolidation, repair and reimagination of the River’s quay wall.	RIVER ROOMS	Comments and support noted.	No modification required.	NO
Scottish Environment Protection Agency		Tidal Range - The current tidal range of the Clyde is discussed in the SDF and Figure 2.2 shows a schematic of the existing weir and current tidal reach. For awareness, tidal influences can be observed as upstream as Carmyle, therefore the position of the tidal weir does not necessarily mark the upstream limit of tidal effects. We previously had a hydrometric station at Dalmarnock Road Bridge operational from 2005 to 2010. In this time, a clear tidal cycle can be observed and there are influences from both fluvial and tidal sources at this location.	A GREEN RIVER	Comments on tidal effects upstream of the weir noted.	Amend maps to remove reference to tidal range.	YES
Scottish Environment Protection Agency		Water Environment - We support of the strategies promoted by the SDF, particularly under the ‘Green River’ section, to integrate well-designed green infrastructure within the area. There is a significant opportunity to utilise underused land and vacant spaces to improve quality and access to multifunctional green/blue networks. We welcome the identification of the main waterways in Figure 1.3 but consider that the SDF should also recognise the potential improvements to non-baseline urban watercourses. Many of these are culverted in the Glasgow area. Daylighting can provide excellent amenity opportunity and flood control. A number of Surface Water Management Plans are currently underway within the city and some of these are daylighting stretches of watercourses. We recommend that this opportunity is explored more fully through the SDF (potentially under Item 7 of the Action Plan). Surface water removal from the sewers is currently underway in small areas of Glasgow through the Glasgow Avenues Project. The best way to improve water quality in the river is to remove storm sewage, and the best way to do that is to remove surface water from the sewers. This is not mentioned in the SDF but we consider it is a key part of achieving its goals. Figure 2.2 indicates that swimming may be a future use downstream of the tidal weir. The river here is stratified, fresh water flows over saline without much mixing. People swimming here will be primarily in river water. River water contains a huge amount of treated sewage effluent; at low flows, it can make up to 50% of the river flow. During wet weather, combined sewer overflows spill screened sewage but there is more dilution. None of the sewage discharges in the Clyde catchment are treated to a micro standard to protect human health. We do not regulate or prioritise investment based on human health as these are not bathing waters. If the intention is to have swimming by 2050 the way we allocate investment, regulate and manage sewage will need to change considerably. We are not the regulator for human health, but without this swimming will never be advisable.	A SUSTAINABLE RIVER A GREEN RIVER	Comments on the water environment and identifying non baseline urban waterways which have been culverted and could be daylighted are noted. With regard to the removal of surface water, the SDF encourages this in broad form. Going forward, it is anticipated there will be alignment with other strategies such as the Metropolitan Glasgow Strategic Drainage Partnership and other surface water management plans. In addition, it should be noted that the <a href="#">Glasgow City Development Plan</a> makes provisions for SUDS (CDP 8 Water Environment): All development proposals will require to make satisfactory provision for Sustainable Urban Drainage Systems (SUDS) that should be designed to deliver enhancements for biodiversity and people.  Comments on the need to manage sewage to support swimming in the river are noted.	Amend maps to remove reference to swimming.	YES
Scottish Environment Protection Agency		Energy - There may be an opportunity to explore renewable energy solutions, utilising the River Clyde, and we recommend this is considered through the SDF. Surface water heat pump systems are already being developed in the wider area. The development of community heating systems utilising the abundance river water could contribute to tackling fuel poverty and achieving Scotland’s carbon ambitions.	A SUSTAINABLE RIVER	Comments on opportunities to include renewable energy solutions in the SDF are noted and reference will be made as appropriate. However it is considered that the <a href="#">Glasgow City Development Plan</a> CDP 5 and Supplementary Guidance provide an integrated, city wide approach.	Amend SDF to include specific reference to renewable energy solutions.	YES



COMMENTATOR	QUESTION (WHERE APPROPRIATE)	COMMENT (VERBATIM)	THEME(S)	RECOMMENDATION	RESPONSE	CHANGE
Scottish Environment Protection Agency		Other Partners - We support the identification of MGSDP within the SDF. We will continue to support this multiagency approach towards achieving sustainable flood risk management. However, the SDF does not reference the developing Clyde Marine Plan and so does not recognise the Clyde Marine Planning Partnership as a possible stakeholder. We recommend that this be addressed. The two plans should work in partnership especially if the Glasgow SDF wants to maintain the Clyde as a working river.	PARTNERSHIP	Comments on alignment with the developing Clyde Marine Plan and support for multi-agency approach noted.	Include specific reference to Clyde Marine Planning Partnership.	YES
Iceni Projects on behalf of Proudreed Real Estate Limited c/o LCP Management	Do you agree or disagree with the overall strategic direction outlined within the River Clyde SDF document? Please explain.	We acknowledge and welcome the systematic approach set out within the SDF to support the holistic delivery of the overall vision for the River Clyde Corridor. We support the encouraged investment and redevelopment of the wider River Clyde area, particularly the redevelopment of Govan town centre. The shopping centre is a key asset within the community which should be enhanced in line with the key placemaking priorities for Govan town centre. In order to facilitate, direct and steward the scale of coordinated placemaking required, we note that a key action is to assemble a multi-agency governance group for the river. The shopping centre is at the heart of Govan and in close proximity to key projects highlighted by the SDF, therefore it is important that the centre is seen as one of the key local stakeholders, as part of these initiatives. It is not clear whether this engagement would be through the steering/governance group or whether there will be future consultations as part of the delivery of the key actions. The suggested purpose of all SDFs is to seek to understand and reflect local priorities and opportunities for delivering change, whilst providing a context that will support investment and attract funding. It would therefore be helpful to provide clarity on the delivery and consultation point. The key aim of ensuring the River Corridor's open spaces and its linkages are of the highest quality and to maximise the potential of the Clyde to function as a healthy multi-functional connected landscape of open space is acknowledged. The link to the upgrade and investment in public realm improvements from the new bridge connection to Govan town centre, and in particular the shopping centre should therefore be highlighted in page 24.	GOVAN-PARTICK SDF	Comments and interest in participating in a multi-agency governance group noted and it is considered that there will be further engagement as specific actions are brought forward. The inclusion of Govan Shopping Centre is felt to be too prescriptive for this section of the River Corridor SDF, which concentrates on the spaces directly adjacent to the river. More detailed information on Govan is set out in the Govan-Partick SDF.	No modification required	NO
Iceni Projects on behalf of Proudreed Real Estate Limited c/o LCP Management	Do you agree or disagree with the key priorities identified in the River Clyde SDF document? Please explain.	The creation and enhancement of the activation of the water and vibrancy of the River Clyde Corridor is positive and should be encouraged through local initiatives as well for the benefit of the centre of Govan. Similarly, the priority to improve connections and access to and from the river should be encouraged, particularly connections to and from the shopping centre. The support for Water Row Masterplan as an immediate priority is welcomed, and the future development of housing and employment uses is to be encouraged. Govan town centre, including the shopping centre should be included as a priority. The only priority south of the river in this area is Water Row. To ensure tangible benefits for Govan and its businesses to increase local spend etc., there must be an acknowledgement that investment into the centre via placemaking, public realm improvement initiatives, as well as improving connectivity, increasing population and employment as well as redevelopment are a priority. The bridge in particular has the potential to bring significant benefits to Govan, nevertheless the potential adverse impacts for Govan town centre, including Govan Cross Shopping Centre, need to be fully assessed and addressed, where required. The approved potential future development of Glasgow Harbour's retail destination, combined with the new bridge has the potential to bring great benefits to Govan and Partick, however it may also result in a loss of trade for shops in Govan Cross Shopping Centre and the wider town centre if not managed appropriately, particularly from a policy perspective. New local initiatives and investment within the centre of Govan is crucial to encourage visitors from north of the river to visit Govan, to dwell, increase local spend and return. In terms of ensuring positive local outcomes via the strategic proposals, a key priority should be	GOVAN-PARTICK SDF	Comments and support noted. The position of the bridge and its impacts have been considered separately and are not within the scope of this document. Also due to the scale and strategic nature of this document and the existence of the Govan-Partick SDF it is not felt appropriate to include Govan Shopping Centre as a priority.	No modification required	NO

COMMENTATOR	QUESTION (WHERE APPROPRIATE)	COMMENT (VERBATIM)	THEME(S)	RECOMMENDATION	RESPONSE	CHANGE
		acknowledging the shopping centre at the heart of the town centre and the role it can play in attracting shoppers to Govan, now and in the future. As the SDF will be supplementary guidance and a key part of decision making for future planning applications, the Framework should highlight there should be flexibility in policy for a variety of uses at Govan Cross Shopping Centre as well as for any future redevelopment projects at their site to ensure the centre is well positioned to benefit from opportunities which the wider strategic projects may bring. This should be acknowledged within the SDF as a priority.				
Iceni Projects on behalf of Proudreed Real Estate Limited c/o LCP Management	Are there any other aspects which need further consideration within the document? Please explain.	<p>The links to the background documents referred to on page 9 (a Strategic Approach Document to the River and a River Area Character Appraisal) do not work and should be updated in the final version.</p> <p>Further consideration is required to ensure that local businesses in Govan, such as Govan Cross Shopping centre are best placed to benefit from the wider strategic actions/projects outlined in the SDF and there should be a flexible policy framework in place to allow them to benefit from opportunities and changes in circumstances as they arise over the coming years.</p> <p>This is particularly relevant to the Govan/Partick bridge link proposal, where further consideration is required to ensure that as well as the opportunities the bridge will bring by improving accessibility from Govan to Partick, there needs to be further consideration on how best this opportunity could be harnessed for the local businesses in Govan, including Govan Cross Shopping Centre, and what projects and initiatives can be put in place to attract visitors across the river to spend in the local businesses here, and also ensuring these businesses retain local spend from the Govan community as well. This is particularly important when viewed in the context of the approved Glasgow Harbour retail and leisure destination and the potential trade draw away from Govan businesses which could result. This can be managed through policy protections and ensuring there is greater investment in Govan town centre, particularly in areas around the shopping centre. Linked to this is the potential for placemaking initiatives in the centre including ensure accessibility, permeability and an attractive, legible street environment from the bridge down to the amenities of the centre and subway station.</p>	RIVER ROOMS	Comments noted and links will be updated as required. As the River Corridor is a strategic document, it would not be appropriate to set out detailed projects and initiatives to support businesses in the Govan area. With regard to placemaking and legibility, the SDF sets out a number of outcomes for the River Corridor and more detailed guidance in the River Room Placemaking Guidance section.	Edit document to include missing links as appropriate.	YES
Iceni Projects on behalf of Proudreed Real Estate Limited c/o LCP Management	The SDF includes an initial action plan - what other actions should be added to support implementation of the planning strategies? Please explain.	<p>We note Item Number 1 on the River Clyde SDF Strategic Action Plan is to assemble a multi-agency governance group for the river in order to drive, deliver and support the River Clyde 2050 vision.</p> <p>Govan Cross Shopping Centre is a core asset for Govan and is at the centre of a number of key development proposals as well as council &amp; City Deal initiatives currently emerging and reflected in the SDF. Therefore, it is important that the centre is seen as one of the key local stakeholders, as part of these initiatives. It is not clear whether this engagement would be through the steering group or whether there will be future consultations as part of the delivery of the key actions. The suggested purpose of all SDFs is to seek to understand and reflect local priorities and opportunities for delivering change, whilst providing a context that will support investment and attract funding. It would therefore be helpful to provide clarity on the delivery and consultation point.</p> <p>Action 6 – the resultant townscape analysis study should not state general allocations for the height of buildings in Govan town centre, and particularly at the shopping centre. This should be determined on a contextual, site by site basis, based upon townscape and</p>	A SUSTAINABLE RIVER A CONNECTED RIVER A GREEN RIVER	<p>Comments and interest in participating in a multi-agency governance group noted. It is considered that there will be further engagement as specific actions are brought forward. The River Corridor SDF states that new development should seek to achieve diversity, with a mix of uses that will attract people, sustain neighbourhoods and that building height, scale and massing should be appropriate to the location. In addition, the SDF supports public realm enhancements to improve connectivity.</p> <p>The Action Programme proposes that a townscape analysis is undertaken to understand the key townscape considerations of the river (e.g. heritage, assets, views, vistas, skyline), to help support the detailed design and delivery of development and guide it to appropriate locations. It would not be appropriate to identify specific areas for investment until further analysis has been undertaken.</p>	No modification required	NO

COMMENTATOR	QUESTION (WHERE APPROPRIATE)	COMMENT (VERBATIM)	THEME(S)	RECOMMENDATION	RESPONSE	CHANGE
		visual analysis (if required). Such an allocation may stifle redevelopment opportunities and investment, which the SDF seeks to encourage. Support for public realm improvements and placemaking initiatives should be a key action point, to clarify the requirement for placemaking initiatives including public realm improvements in the centre of Govan, in particular to improve accessibility to the centre and to ensure appropriate measures are in place to ensure connectivity from the bridge to this area when the bridge is completed. At present the areas, pedestrian guardrails etc. act as a deterrent for people to access the shopping centre and adjacent subway. An additional action point should be added to encourage investment in the centre of Govan and in particular around the shopping centre as a priority.		More information is contained in the Govan-Partick SDF.		
Iceni Projects on behalf of Proudreed Real Estate Limited c/o LCP Management	What is your comment?	Page 15, Fig 2.1 - There should not be a blanket allocation across Govan town centre which denotes sensitivity to tall buildings (39m+). This should be determined on a contextual, site by site basis, based upon townscape and visual analysis (if required). Such an allocation may stifle redevelopment opportunities and investment, which the SDF seeks to encourage. This is particularly true at the shopping centre, where policy should be less prescriptive and restrictive in order for the shopping centre to take advantage of the opportunities resulting from the emerging strategic projects, particular in the context of the approved Glasgow Harbour development which could draw trade away from Govan Cross. Therefore, the policy frameworks, including the SDF should allow greater flexibility in use classes and redevelopment opportunities to ensure the shopping centre remains competitive. This allocation should be removed from the town centre.	A SUSTAINABLE RIVER	The River Corridor SDF seeks to rebalance the differences in population and well-designed, human scale, mixed-use development is encouraged within specific target areas. Development proposals will be assessed against the policies contained within the <a href="#">Glasgow City Development Plan</a> and relevant Supplementary Guidance. SG 1 Placemaking promotes a holistic approach which takes into account the wider context to ensure the built environment, including the scale of development, enhances the character and identity of a place. New development should seek to achieve diversity, with a mix of uses that will attract people, sustain neighbourhoods and provide a range of housing types and tenures.	No modification required.	NO
Iceni Projects on behalf of Proudreed Real Estate Limited c/o LCP Management	What is your comment?	Page 20, fig. 3.1 - The “Strategic Improvements in the Quality Active Travel Network” arrow should be extended from the new pedestrian bridge across the Clyde, through to Govan town centre and in particular the shopping centre, to demonstrate the link between the bridge and investment here. This will confirm key connections will be made from the bridge into the centre of Govan to the benefit of businesses to capture local spend from visitors.	A CONNECTED RIVER	Comment noted. It is agreed that the route of the proposed Govan-Partick bridge and connectivity across the river should be reflected in the River Corridor SDF.	Amend maps to reflect the route of the proposed Govan-Partick bridge across the river.	YES
Iceni Projects on behalf of Proudreed Real Estate Limited c/o LCP Management	What is your comment?	page 27, Fig. 5.0 - The primacy of Govan town centre and in turn the shopping centre should be highlighted on the map and confirmation should be given for the support of this local town centre as a priority, given the potential adverse impacts of the future development of Glasgow Harbour's retail and leisure complex, as well as the bridge across the Clyde to link into this. It must be stressed that Govan Cross Shopping Centre will be supported as a priority.	A SUSTAINABLE RIVER	Comments noted. Policy SG4 of the <a href="#">Glasgow City Development Plan</a> sets out the context of the city's Network of Centres and the criteria for assessing development proposals affecting the centres.  Supplementary Guidance supports the policy by providing detailed assessment criteria in relation to the Town Centres First Principle, the role and function of the City's Network of Centres, assessment of particular types of retail and commercial development and accessibility to and between centres.	No modification required	NO
Iceni Projects on behalf of Proudreed Real Estate Limited c/o LCP	What is your comment?	page 32 - Text should be added in relation to the "Govan Town Centre" strategy, to acknowledge continued investment in the centre of Govan and key initiatives and redevelopment opportunities	GOVAN-PARTICK SDF RIVER ROOMS	Comments noted. Amend the River Room Placemaking Guidance for Govan Town Centre to include reference to recent investment alongside the continuing need to protect, refine and enhance the urban environment, while supporting new and innovative interventions which add to the character of the area and help repair	Include reference to recent investment in River Room Placemaking Guidance.	YES

COMMENTATOR	QUESTION (WHERE APPROPRIATE)	COMMENT (VERBATIM)	THEME(S)	RECOMMENDATION	RESPONSE	CHANGE
Management				its fragmented edges.		
Iceni Projects on behalf of Proudreed Real Estate Limited c/o LCP Management	What is your comment?	Page 37 - It is not clear if Govan town centre, including the shopping centre is noted as an “other opportunity site”. If not, given Govan town centre is at the centre of the key strategic aims and projects of the SDF, this area should be included as a "other opportunity site" as it is directly linked to the success of the strategic projects	GOVAN-PARTICK SDF	Govan Town Centre is recognised in the River Corridor maps and the Water Row Masterplan is highlighted as emerging activity. More detailed information is contained in the Govan-Partick SDF.	No modification required	NO
Central Scotland Green Network Trust	Do you agree or disagree with the overall strategic direction outlined within the River Clyde SDF document? Please explain.	Yes. Agree with the sentiment of making the river sustainable, connected, green and vibrant.	GENERAL	Comments and support noted.	No modification required.	NO
Central Scotland Green Network Trust	Do you agree or disagree with the key priorities identified in the River Clyde SDF document? Please explain.	The document does not specifically identify key priorities - it has identified 'a number of key themes as priorities' on page 9. I will interpret these as the 'key priorities'. I agree with the list but think that flood and surface water management should be added to the priorities.	PRIORITIES	Comments noted. Flood and surface water management are considered as Cross-Cutting Issues which impact on the SDF. Three overarching priorities have been identified in the final draft and this includes developing a long-term, responsive approach to manage the predicted increase in flooding in future years.	No modification required.	NO
Central Scotland Green Network Trust	Are there any other aspects which need further consideration within the document? Please explain.	<p>Yes, flooding from the point of view of a catchment approach and connecting the river to this. The more that is made of that then the more people will become aware of what is happening upstream.</p> <p>More needs to be made of public transport, active travel and walkable neighbourhoods, including looking at travel on the river for the public, ferry links up and down and across. Lower level walkways along the river, floating pontoons.</p> <p>Throughout the document more could be made of surface water management, referencing sustainable drainage systems (SuDS) and the four pillars of SuDS - water quality, amenity, water quantity and biodiversity.</p> <p>Looking at densification not just being about tall buildings, but instead looking at a tighter street grain and integration of sustainable public transport - electric trams not diesel buses - active travel routes, green infrastructure and the removal of cars. Look at Bo01 and the Western Harbour development since 2001 in Malmo, Sweden as a case study. Also the development of Malmo as a knowledge city, away from the ship building city post the 70s. There are similarities.</p> <p>Love the swimming suggestion further upstream. Consider this at more points. Look at bathing in the Scandinavian countries. Active use of waterfront - sauna and bathing alongside the Clyde, if not in it due to tides, could be a huge draw.</p> <p>Tidal energy generation if there is such a huge range could we use it for energy?</p>	A SUSTAINABLE RIVER A CONNECTED RIVER	<p>Comments noted. With regard to flooding, this is recognised as a cross-cutting issue in the SDF. With regard to active travel, repairing and creating strong movement connections and access to, along and on the river is a key outcome in the SDF. With regard to promoting the river as a transport corridor, the potential of the river as a linear connector is referenced in the SDF and it is considered that a multi-agency, cross authority approach is required to address issues such as navigation and the need for dredging. The <a href="#">Glasgow City Development Plan</a> makes provisions for SUDS (CDP 8 Water Environment) and states that all development proposals will require to make satisfactory provision for Sustainable Urban Drainage Systems (SUDS) that should be designed to deliver enhancements for biodiversity and people.</p> <p>With regard to densification, the need to repair, reconnect and reconfigure the urban environment is noted in the River Room Placemaking Guidance.</p> <p>With regard to swimming opportunities, support is noted however it is recognised that further enhancements to the sewage system would be required in order to enable this to happen. With regard to tidal energy, the CDP sets out an approach to resource management and any proposal would be considered in this context.</p>	No modification required.	NO
Central Scotland Green Network Trust	The SDF includes an initial action plan - what other actions should be added to support implementation of	There is nothing titled 'initial action plan' in the SDF, am taking this question as meaning page 35, 'draft strategic action planning' Item 2: Look at this flood modelling from a catchment approach, the river section in the plan is not discrete. Item 3: as well as RIBA stage 0 also refer to Landscape Institute work stages. This project is as relevant, if not	ACTION PROGRAMME	Comments on the Action Programme noted. With regard Action 3. 'Developing a concept and a strategy for the River Park' reference to RIBA stage 0 was indicative at this stage. The SDF seeks to support the development of the River Park concept as it moves forward.	No modification required	NO

COMMENTATOR	QUESTION (WHERE APPROPRIATE)	COMMENT (VERBATIM)	THEME(S)	RECOMMENDATION	RESPONSE	CHANGE
	the planning strategies? Please explain.	more, to landscape architecture.		With regard to flood modelling, this action has been amended as follows - Promote an iterative approach, working in partnership with key agencies and other stakeholders to manage flood risk and support the preparation of an updated River Clyde Flood Management Strategy. This will include: <ul style="list-style-type: none"> <li>working with SEPA to develop a Framework for developments in the functional flood plain to address immediate challenges.</li> <li>working with relevant partners on a responsive approach for adaptation and management of the River Corridor as an integral part of the future regeneration of the city and the wider region.</li> </ul>		
Central Scotland Green Network Trust	What is your comment?	Page 11, connected and green, bullet 3 - Add reference to sustainable drainage (SuDS) and raingardens - drawing on the 4 pillars of SuDS from CIRIA guidance.	A GREEN RIVER A SUSTAINABLE RIVER	The section entitled A GREEN RIVER sets out a strategic approach. The River Corridor SDF encourages surface water drainage interventions to support development proposals. There is limited space at this section to list all possible interventions and the examples are not meant to be exhaustive.	No modification required.	NO
Central Scotland Green Network Trust	What is your comment?	Page 12, Climate responsive river design - Add in references to SuDS, the four pillars of SuDS at both the city, regional and site level. Instead of saying 'feature landscaping' write - this would involve high quality landscape architecture which could include feature landscaping.... etc. Otherwise developers may skimp on public realm and cannot be held to employing suitably qualified professionals.	A SUSTAINABLE RIVER	Comments on SUDS and wording noted. With regard to wording, the SDF sets out a high level strategic approach and the examples provided are not meant to be exhaustive. Policy guidance to ensure positive outcomes, particularly with regard to public realm is set out in the <a href="#">Glasgow City Development Plan</a> and SG 1 Placemaking provides detailed guidance on Public Realm.	No modification required.	NO
Central Scotland Green Network Trust	What is your comment?	Page 22, Biodiversity, nature and landscape, bullet 5 - Add raingardens, SuDS, surface water management... onto the end of sentence. Why: Because these designed elements contribute to biodiversity, nature and landscape when well designed - as noted in the 4 pillars of SuDS .Be careful of use of the term 'landscaping' as it conjures up images of mown grass and trees with ride on mowers.	A GREEN RIVER	Comments and proposed amendment noted. This section of the River Corridor SDF has been amended and comments incorporated as appropriate.	No modification required.	NO
Central Scotland Green Network Trust	What is your comment?	Page 24, Landscape and public realm - First bullet: 'easily maintained' - tarmac is easily maintained, and provides little amenity, biodiversity value or pleasure unless being used for a road/carpark or football. Instead change the sentence to: Employ a simple palette of high quality finishes which are both robust and have a clear maintenance regime. That way it sounds more positive. Second bullet and sub bullets - Add in reference or bullet referencing SuDS - look at the case study of Bo01 in Malmo for interactive, playful, high quality urban interventions along a waterfront for references of how these could be - get them in now at this level of planning. Bullet 4 Reference SuDS, catchment approach / links to wider city/area.	A GREEN RIVER	Comments and proposed amendment noted. This section of the River Corridor SDF has been amended and comments incorporated as appropriate.	No modification required.	NO
Central Scotland Green Network Trust	What is your comment?	Page 26, Last bullet - Great that you note to front load physical infrastructure. Make sure that 'surface water drainage interventions' is not interpreted as putting pipework in to take water away, but is instead interpreted as having an overall landscape led strategic masterplan that includes sustainable drainage systems. These should follow the four pillars of SuDS and be landscape led and on the surface. Look at Malmo for examples	A SUSTAINABLE RIVER	As noted, the SDF makes specific reference to surface water drainage interventions as part of the section on Climate Responsive Design. The proposed masterplan approach will allow the details of SUDS provision to be considered at an early stage.	Modification as appropriate.	NO
Central Scotland Green Network	What is your comment?	Page 27, Figure 5.0 - General typos: Should be principal (not principle) as referring to main areas of retail and offices.	TYPO	Noted	Typos - amend in final document.	YES



COMMENTATOR	QUESTION (WHERE APPROPRIATE)	COMMENT (VERBATIM)	THEME(S)	RECOMMENDATION	RESPONSE	CHANGE
Trust						
Central Scotland Green Network Trust	What is your comment?	Page 29, Fig 6.0, labels - General typos Yorkhill Quay label - .pinch point, with the railway (says 'wit')SEC - visitors (says visitor)Broomielaw - end of sentence is missing	TYPO	Noted	Typos - amend in final document.	YES
Central Scotland Green Network Trust	What is your comment?	Page 31, SEC section - SuDS and the examples from Malmo Bo01 and the Western Harbour seem especially relevant here.	GENERAL	Comments noted. The River Corridor SDF encourages surface water drainage interventions to support development proposals. The <a href="#">Glasgow City Development Plan</a> makes provisions for SUDS (CDP 8 Water Environment): and states that all development proposals will require to make satisfactory provision for Sustainable Urban Drainage Systems (SUDS) that should be designed to deliver enhancements for biodiversity and people.	No modification required.	NO
Central Scotland Green Network Trust	What is your comment?	Page 35 - These aims can be helped by well-designed SuDS at a range of scales	GENERAL	Comments noted. . The River Corridor SDF encourages surface water drainage interventions to support development proposals. The <a href="#">Glasgow City Development Plan</a> makes provisions for SUDS (CDP 8 Water Environment): and states that all development proposals will require to make satisfactory provision for Sustainable Urban Drainage Systems (SUDS) that should be designed to deliver enhancements for biodiversity and people.	No modification required.	NO
Clyde Marine Planning Partnership	Do you agree or disagree with the overall strategic direction outlined within the River Clyde SDF document? Please explain.	Agree, the strategic direction broadly aligns with the vision, aims and objectives of the pre-consultation draft Clyde Regional Marine Plan.	GENERAL	Comments and broad alignment of strategic direction with the vision, aims and objective of the draft Clyde Regional Marine Plan are noted.	No modification required	NO
Clyde Marine Planning Partnership	Do you agree or disagree with the key priorities identified in the River Clyde SDF document? Please explain.	Agree, the key priorities broadly align with the vision, aims and objectives of the pre-consultation draft Clyde Regional Marine Plan.	GENERAL	Comments and broad alignment of priorities with the vision, aims and objective of the draft Clyde Regional Marine Plan are noted.	No modification Required	NO
Clyde Marine Planning Partnership	Are there any other aspects which need further consideration within the document? Please explain.	The SDF discusses the future of the weir and the requirement for a new or relocated weir. It is noted that this will be further considered under action 4. However, this aspect perhaps warrants further consideration within the SDF itself, particularly taking into account rationale and drivers for the proposal. Further consideration could be made to how moving the weir westwards would change the nature and character of the river, as well as the long-term impacts of climate change beyond 2050. The timescale of the SDF is 2050, however, moving the weir would need to take into account the impacts of climate change, the ability of the river to adapt to these impacts and how this will be affected by moving the weir, beyond 2050. It may be anticipated that these considerations will be covered off under action 4.	A GREEN RIVER	Comments noted. The Action Programme has been updated to state: Within the context of preparing an adaptation and management of the River Corridor, undertake an initial scoping exercise and scenario testing to evaluate a new tidal weir/barrage location and its potential impact.	No modification required.	NO
Clyde Marine Planning Partnership	What is your comment?	Actions 2&4 - These are not comments relating to changes in the document, but points for consideration. • The SDF identifies that identifies that in order to facilitate, direct and steward this scale of coordinated placemaking, the assembly of a multi-agency governance group will	GOVERNANCE ENGAGEMENT PARTNERSHIP	The request for the Clyde Marine Planning Partnership to be considered as a stakeholder and to be involved in the multi-agency governance group is noted	No modification required	NO

COMMENTATOR	QUESTION (WHERE APPROPRIATE)	COMMENT (VERBATIM)	THEME(S)	RECOMMENDATION	RESPONSE	CHANGE
		<p>be critical. The Clyde Marine Planning Partnership was formed in 2016 and was delegated authority to develop a regional Marine Plan for the Clyde Marine Region (the boundary of which extends to the normal tidal limit of the River Clyde) in 2017. The CMPP members are made up of a range over 20 stakeholders – the full list of membership is available here. The CMPP would like to be involved in the multi-agency governance group, as noted under action 1.</p> <ul style="list-style-type: none"> <li>• Similarly around Action 4 ‘Undertake a cost-benefit and environmental assessment for the potential for shifting the tidal range westwards’, the CMPP would like to be involved in discussions through the multi-agency and cross authority approach noted on pg. 17.</li> </ul>				
SPT	Do you agree or disagree with the overall strategic direction outlined within the River Clyde SDF document? Please explain.	<p>SPT supports the overall strategic direction of the SDF. We welcome the commitment to a cross sectoral approach particularly given the importance of an effective wider transport, public transport and active travel network. We recognise that the Clyde Waterfront is an area of national priority and importance and SPT has worked with the Council and other partners to promote its regeneration including through the modernisation of the Subway, the development of Fastlink and supporting infrastructure, continuing support for local bus services and through input to the City Plan and development proposals across the Clyde Waterfront area. SPT is also a member along with Glasgow City Council of Climate Ready Clyde. SPT is currently preparing a new Regional Transport Strategy and it will be important to ensure there is close working and alignment between the two processes as they move forward. It would also be helpful to have the overall objectives and priorities for the SDF stated clearly upfront in the document.</p>	A CONNECTED RIVER	Comments and SPT's commitment to a cross sectoral approach and partnership working to create an effective public transport and active travel network is noted. The recognition of Clyde waterfront as an area of national priority and importance is welcomed and the River Corridor SDF seeks to promote this.	No modification required.	NO
SPT	Do you agree or disagree with the key priorities identified in the River Clyde SDF document? Please explain.	<p>We support the priorities identified but would like to see priority (b) on page 9 strengthened as follows: “Building on the strengths of the existing transport network, repairing and creating strong movement connections and access to, along and on to the river”</p> <p>SPT also welcomes the commitment to a compact and liveable city and thriving metropolitan economy and environment with a city scale high quality green, blue and movement network through the inner urban area. It will be important to recognise the need for this to align with efforts to promote the city centre as a more liveable environment through the avenues project.</p> <p>Also to consider how public transport in addition to active travel can support the green and blue travel loops transport to enable access to the neighbourhoods, major hospitals, learning hubs, parks and leisure attractions including links to Partick and Govan and the related SDF for those areas.</p> <p>While there is a separate chapter on Connectivity we would welcome more reference to the wider public transport network both existing and potential across the framework e.g. the section on page 10 on spatial clustering and the removal of barriers to economic, environmental, social cohesion and agglomeration makes no mention of the importance of public transport links including to the wider area. Ensuring good public transport is at the heart of connectivity to and through the area including for people travel to work in the area or are visiting. The physical and conceptual link between the city centre and the river is well noted and public transport links including the Subway and Fastlink, bus services and the rail network area also a critical part of that mix. It would be good to see this reflected in the map on page 8 to provide a wider context for the SDF.</p>	A CONNECTED RIVER	All comments are noted and references to public transport have been considered and included where appropriate in the final draft of the River Corridor SDF. Repairing and creating strong movement connections and access to, along and on to the river is a key objective within the SDF and ensuring good access to public transport is considered part of this. The opportunity to work in partnership with SPT to enhance existing active travel infrastructure and ensure the role of the wider public transport network is recognised. A synergy between the SDF's and the emerging Local Transport Strategy's work streams should address the wider public transport comments.	Modification to strengthen reference to public transport as appropriate.	YES

COMMENTATOR	QUESTION (WHERE APPROPRIATE)	COMMENT (VERBATIM)	THEME(S)	RECOMMENDATION	RESPONSE	CHANGE
SPT	Are there any other aspects which need further consideration within the document? Please explain.	Page 6 and 11 - It will be important to retain the importance of access to the river front as this is something that has been lacking in earlier development, notably Glasgow Harbour, and to ensuring meaningful uses which can attract and sustain people and communities. Given the welcome commitment to densification this will be all the more important. Page 11 - We welcome reference to the SG1 Placemaking and the reference within that to connectivity as a key element of but this should be set out in more detail and the role of the wider transport network referenced here. Page 13 - Refers to supporting and sustaining a mix of activity over a 24 hour period and an effective integrated public transport network will be essential to this. Page 13 - We welcome the reference to achieving good transport links for the proposed mixed use residential development along the river and how key transport hubs can support increased density but would welcome greater reference to this across the SDF. Page 14 - While providing student accommodation is essential, flatted development for students can result in a lack of permanent and settled community. Consideration should be given as to how to address this issue. We note and welcome the acknowledgement in the SDF that there will also be an opportunity to look again at some earlier regeneration initiatives with the aim of reinvigorating these. Finally, addressing land ownership issues and strong working relationships with key stakeholders will be critical to the success of the strategy.	A CONNECTED RIVER A SUSTAINABLE RIVER	Comments, support and request for further engagement noted. With regard to retaining access to the river, this is a priority in the River Corridor SDF. With regard to the role of public transport in supporting a mix of activity (over a 24 hour period), it is agreed that an effective and integrated public transport system linked with active travel opportunities is essential. With regard to land ownership this is noted as a cross cutting issue. The issue of student accommodation along the River Corridor is noted, particularly in relation to transient community (and mono-use of sites). SG 10 Meeting Housing Needs of the <a href="#">Glasgow City Development Plan</a> seeks to ensure the provision of high quality student accommodation in appropriate locations whilst also protecting the character and amenity of existing areas.	The SDF will be amended to make reference to the importance of public transport to support a mix of activity over 24 hours.	YES
SPT	The SDF includes an initial action plan - what other actions should be added to support implementation of the planning strategies? Please explain.	Page 36 - We would suggest that a formalised process to consider the transport challenges and opportunities afforded by the SDF be undertaken with support from a range of key players including GCC, SPT, Transport Scotland, transport operators and Sustrans among others. Climate Ready Clyde, which includes GCC and SPT as members, has undertaken a detailed risk assessment of weather impacts across the city region including Clyde Waterfront and is currently preparing an Adaptation Strategy for the city region. It will be important in taking forward the regeneration of the Clyde Waterfront to align with this strategy and it would be welcome to acknowledge the role of CRC within the framework.	A CONNECTED RIVER	Comments noted. The River Corridor SDF encourages partnerships across a number of sectors to address challenges and opportunities. Council officers involved in the preparation of the River Corridor SDF are part of the Climate Ready Clyde group and this relationship will continue to inform the SDF as we move forward.	No modification required.	NO
SPT	What is your comment?	Partick misspelled throughout document. Kingston Bridge misspelled. Page 14 - Yorkhill Quay / SEC: Should aim to improve links to the rail network and improve the walkway to the Exhibition Centre station. The current dominance of the Expressway and motor traffic should be balanced by encouragement to use more public transport and active travel the latter of which will be challenging but essential. Page 16 & 17 - Residential needs should have the priority to avoid creating a sprawling riverfront with predominantly hotels and attractors without sustainable and mixed housing. These should be real communities with more everyday needs catered for and not predominantly areas focussed on big ticket retail, leisure and entertainment purposes which do not encourage or sustain local populations. Page 14 - All of the areas identified should have improved public transport access as a key consideration. Page 20 - Yorkhill Quay section refers to “Topography and existing transport infrastructure have created dislocation “and later “the location is poorly served by public transport”. This is unsurprising given the lack of residential housing and the existence of the Expressway and this reference should be altered to reflect the current context. Pages 20 & 31 - Improving pedestrian and active travel linkages between the River and Cessnock Subway stations is welcome. Page 28 - Reconnect should include reference to investment in public transport links to discourage car dominated developments. Page 29 - Yorkhill Quay: Railway is permeable and does not limit access whilst the Expressway clearly does. A distinction should be drawn between the two. Page 30 - Reference is made to Tradeston being “cut off by transport infrastructure”. It would be better to use the phrase “future placemaking strategies should look to lessen the severance” as is the	TYPOS A CONNECTED RIVER A SUSTAINABLE RIVER	Comments and proposed amendments noted. The final draft of the River Corridor SDF has enhanced the section on connectivity, taking account of comments as appropriate, and supports sustainable development and a mix of uses to create a vibrant river.	Modification as appropriate.	YES

COMMENTATOR	QUESTION (WHERE APPROPRIATE)	COMMENT (VERBATIM)	THEME(S)	RECOMMENDATION	RESPONSE	CHANGE
		case in relation to Laurieston earlier in the same page. Page 30 – While we acknowledge that “The spatial prioritisation of the movement network currently favours vehicular travel and this requires a readjustment to be made both cognitively and physically to favour pedestrians and active travel.” It should be acknowledged that vehicular traffic is made up of more than private car and any readjustment to the road network must consider the impact on public transport services, servicing and deliveries, both directly and indirectly as a result of displacement of vehicular traffic to alternative routes. We would be especially concerned if this resulted in changes to Fastlink along the Broomielaw and across its route. We should retain the current priority to encourage sustainable movement along the river and to the existing and proposed new communities along the river, the media quarter and onward to Govan and the Queen Elizabeth University Hospital. Changes to the Fastlink route which increase journey times will encourage more private car use and undermine this important public transport investment. Page 31 Important to connect river frontages at Mavis Bank as currently riverside access and connectivity is fragmented between the Clyde Arc and the Tradeston bridge as a result of private access restrictions Thought will need to be given to any new pedestrian access bridge across the Clyde near the Kingston Bridge. Page 31 There is a reference to “Should look to lessen the impact of car parking areas”? Why not be bolder and suggest a more sustainable approach with a much improved public transport offer limiting the need for such extensive car parking capacity availability at the SEC etc.?				
Councillor Martha Wardrop	Do you agree or disagree with the overall strategic direction outlined within the River Clyde SDF document? Please explain.	Page 9 – Emerging priorities Maritime Heritage has to be recognised as a specific priority and given more significance. Public support for preservation of the A-listed Govan Graving Docks and for it to recognition as a UNESCO World Heritage Site and established as a Maritime Shipping Heritage Park and Nature Reserve.- Given the importance of culture and particularly music to the city, reference should be made to UNESCO City of Music status. - Addition of Sports – any reference to sports development (Rowing Clubs, Sailing Clubs, Paddlesports centre on Forth & Clyde Canal)Cross cutting- Climate Change – IPCC report findings taken in to account and energy management including renewables and low carbon technology to ensure heat, transport and electricity needs are met by renewables by 2030.	A VIBRANT RIVER A SUSTAINABLE RIVER	<p>Comments noted. The final draft of the River Corridor SDF identifies three overarching priorities, and a number of outcomes responding to key challenges facing the river. One of the outcomes, A Sustainable River, has been amended to include a section on townscape and historic character. It includes specific reference to maritime heritage and its role in shaping the River Corridor. With regard to the Graving Docks, comments regarding the petition calling for the Graving Docks to be made into a UNESCO World Heritage Site and established as a Maritime Shipping Heritage Park are noted. The Graving Docks are Category A-listed - <a href="#">Glasgow City Development Plan</a> CDP 9: The Historic Environment aims to ensure the appropriate protection, enhancement and management of Glasgow’s heritage assets. SG 9: Historic Environment provides Supplementary Guidance to the City Development Plan and sets out policies and detailed design guidance to ensure that the impact of proposed developments is assessed and that high quality design that respects and complements the character and appearance of the historic environment and the special architectural or historic interest of its Listed Buildings is supported. The importance of the Graving Docks is highlighted in the SDF River Room Placemaking Guidance which states that future development should acknowledge its heritage and enhance its prominent setting on this pivotal part of the River Corridor.</p> <p>Gaining the status of a UNESCO World Heritage Site is part of a wider process involving Local Authorities, HES and the UK government. As such it is not something that could be promoted in</p>	<p>Amend the SDF to strengthen reference to protecting and enhancing the heritage (built heritage, maritime heritage, and cultural heritage) as an asset that contributes to a vibrant and distinctive place and provides a sense of identity and continuity.</p> <p>Amend SDF to include an Action: Undertake an assessment and audit of existing and current water-based activity and facilities for river users. Identify opportunities to enhance existing infrastructure and to provide new infrastructure, working in partnership with user groups and organisations.</p> <p>Amend SDF to include reference to opportunities for renewable energy.</p>	YES

COMMENTATOR	QUESTION (WHERE APPROPRIATE)	COMMENT (VERBATIM)	THEME(S)	RECOMMENDATION	RESPONSE	CHANGE
				<p>isolation in the SDF. However we recognise that the Graving Docks are a listed site of historic significance and have made changes to the document to reflect this.</p> <p>With regard to sports, water activation is considered as a key part of creating A Vibrant River. The SDF recognises that barriers to this and includes as an Action: Undertake an assessment and audit of existing and current water-based activity and facilities for river users. Identify opportunities to enhance existing infrastructure and to provide new infrastructure, working in partnership with user groups and organisations.</p> <p>With regard to Climate Change and the IPCC report findings, the SDF sets out an approach which seeks to reduce energy consumption by supporting the creation of a compact urban form and promoting walking, cycling and public transport. The SDF also promotes integrated green infrastructure and supports creative solutions that enhance energy efficiency, and support renewable energy.</p> <p>The Climate Change (Scotland) Act (2009) sets out the requirements for mitigation and adaptation which guide the Council's planning policy in relation to carbon reduction. Scotland's current target, set in the Climate Change Act, is to reduce emissions by 80% by 2050 compared with benchmark levels from 1990. In light of the Committee on Climate Change (CCC) recommendations the Scottish Government will amend the proposed new legislation to target net-zero greenhouse gas emissions by 2045, with a carbon neutral target of 2040. The SDF has been amended to make more specific reference to climate change adaptation and mitigation.</p>		
Councillor Martha Wardrop		<p>Addition of Section entitled “Historic River”</p> <p>Focus on prioritising the industrial importance of the River Clyde and recognition of the fact that "Glasgow made the Clyde, and the Clyde made Glasgow". Placemaking strategy developed on the basis of historic significance of shipbuilding, The Steam Engine, international trade linked to the British Empire and Slavery, and World War 2 Clydeside Bombing. There is strong public support for this as there is a petition which has generated over 6,000 signatures calling for the Graving Docks, built in 1869, to be made in to a UNESCO World Heritage Site and established as a Maritime Shipping Heritage Park and Nature Reserve. The buildings at risk register described the site as “Without parallel” in Scotland. For these reasons, a specific section of the SDF document has to fully acknowledge the historic landscape importance of the Graving Docks. On figure 1.3, The Graving Docks should be listed as part of “Wider Water Network – Blue and Green”. Yorkhill Quay / SEC West – Support for the restoration of the quayside path and green river corridor. Finnieston Street as a direct route to riverside should be upgraded with a visual intervention leading pedestrian towards the river i.e. avenue of trees. We note that there is an enormous physical barrier created by the railway and the Expressway together and green infrastructure is needed to mitigate against this existing poor quality streetscape. Yorkhill Quay / Graving Docks - Support for inclusion of the Yorkhill Hospitals site as a strategic resource and welcome the link with the Riverside Museum</p>	A SUSTAINABLE RIVER	<p>With regard to the comment on the addition of a section entitled Historic River, it should be noted that one of the outcomes, A Sustainable River, has been amended to include a section on townscape and historic character. With regard to the Graving Docks, comments regarding the petition calling for the Graving Docks to be made into a UNESCO World Heritage Site and established as a Maritime Shipping Heritage Park are noted. The Graving Docks are Category A listed and as noted above, the <a href="#">Glasgow City Development Plan</a> sets out Policies and Guidance to protect, conserve and enhance the historic environment.</p> <p>Gaining the status of a UNESCO World Heritage Site is part of a wider process involving Local Authorities, HES and the UK government As such it is not something that could be promoted in isolation in the SDF. However we recognise that the Graving Docks are a listed site of historic significance and have made changes to the document to reflect this.</p> <p>Support for the wider vision for Yorkhill Quay/SEC West is noted</p>	<p>Strengthen references to the historic river as part of section on Townscape and Historic Character. Include the Graving Docks in maps.</p> <p>Strengthen reference to enhancing connections between Finnieston and the river.</p> <p>Amend maps to show Conservation Areas and potential relationship to the river.</p>	YES



COMMENTATOR	QUESTION (WHERE APPROPRIATE)	COMMENT (VERBATIM)	THEME(S)	RECOMMENDATION	RESPONSE	CHANGE
		<p>and the Partick–Govan crossing.</p> <p>There is a requirement to promote connectivity of the River Clyde to surrounding conservation areas and their priorities – see map at:  <a href="http://www.glasgow.gov.uk/CHttpHandler.ashx?id=8028&amp;p=0">http://www.glasgow.gov.uk/CHttpHandler.ashx?id=8028&amp;p=0</a>  The areas to include are: Glasgow West Conservation Area -  <a href="http://www.glasgow.gov.uk/CHttpHandler.ashx?id=3423&amp;p=0">http://www.glasgow.gov.uk/CHttpHandler.ashx?id=3423&amp;p=0</a>  Broomhill - <a href="https://www.glasgow.gov.uk/CHttpHandler.ashx?id=32417&amp;p=0">https://www.glasgow.gov.uk/CHttpHandler.ashx?id=32417&amp;p=0</a>  Victoria Park - <a href="http://www.glasgow.gov.uk/CHttpHandler.ashx?id=3165&amp;p=0">http://www.glasgow.gov.uk/CHttpHandler.ashx?id=3165&amp;p=0</a>  Scotstoun - <a href="http://www.glasgow.gov.uk/CHttpHandler.ashx?id=6990&amp;p=0">http://www.glasgow.gov.uk/CHttpHandler.ashx?id=6990&amp;p=0</a>  Park – available offline.  St. Vincent Crescent.  Central - <a href="http://www.glasgow.gov.uk/CHttpHandler.ashx?id=10838&amp;p=0">http://www.glasgow.gov.uk/CHttpHandler.ashx?id=10838&amp;p=0</a>  Walmer Crescent - <a href="http://www.glasgow.gov.uk/CHttpHandler.ashx?id=3165&amp;p=0">http://www.glasgow.gov.uk/CHttpHandler.ashx?id=3165&amp;p=0</a>  Govan Conservation Area -  <a href="http://www.glasgow.gov.uk/CHttpHandler.ashx?id=5048&amp;p=0">http://www.glasgow.gov.uk/CHttpHandler.ashx?id=5048&amp;p=0</a></p>		<p>together with the potential for Finnieston Street to be upgraded with a visual intervention leading pedestrians to the River. Further the SDF recognises the current barriers to connectivity (Clydeside Expressway, railway lines etc.) and considers that these should be addressed as part of creating strong movement connections to and along the river.</p> <p>With regard to promoting connections between the river and the city's Conservation Areas - agreed. Where appropriate maps will be amended to include Conservation Areas/listed buildings.</p>		
Councillor Martha Wardrop		<p>Page 15 A Sustainable River : River Townscape – With reference to tall buildings in key strategic areas, these should have active frontages and be specifically designed on ground level for rain and improving public amenity.  This was highlighted in the recommendations from the District Regeneration Frameworks for the riverside corridor and the city centre.</p> <p>Page 16 A Sustainable River Given the historic significance of the Govan Graving Docks, we do not support its primary use for commercial developments (including Hotels, Cafes, Restaurant) or Residential. We are seeking a preservation of the heritage value of the site as part of its future development.</p> <p>Page 18 A Connected River Support reduction in non-essential car journeys as well as multifunctional green infrastructure and improving pedestrian connections. The improvement to connectivity is only possible if public right of access is maintained along the riverside. Currently, the active travel routes are disjointed as a result of public access not being maintained as part of planning decisions. For the development framework to deliver enhanced walking and cycling infrastructure, there has to be uninterrupted routes along the Riverbanks.</p> <p>Page 19 A Connected River Local artists and local cultural organisations such as SWG3 should be at the heart of any public arts strategy and designs for new public artworks.</p> <p>Page 20 A Vibrant River Water Row, Mouth of River Kelvin and Meadowside Quay, - Improved connectivity welcomed, require alignments of pedestrian routes and bridges correctly engaged given disruptive effects of the expressway. The value of the River Kelvin can only be maximised by ensuring permeability along the river edge.  Cessnock and Pacific Quay – In order to achieve pedestrian link, consideration should be given to acquiring land to directly cut through the permeability barrier of the industrial estate and directly connect to Festival Park and from there to Pacific Quay. This would substantially improve active travel and public transport connectivity accessibility to Science Centre, BBC, STV, and SEC complex.</p> <p>Page 22 A Green River The reference to reversing the fragmentation of biodiversity network, removing physical barriers to ensuring species are not isolated or disturbed is welcomed.</p> <p>Page 32 Yorkhill Quay / Graving Docks - There is an expanding leisure opportunity provided by SWG3 at the river end of Kelvinhaugh Street which is not included and it is</p>	A CONNECTED RIVER	<p>All comments and support noted. Reference is made to the need for tall buildings to have active frontages and the heritage value of Govan Graving Docks in the SDF. With regard to the comment on A Connected River, the SDF supports a reduction in car journeys and considers the creation of a compact urban form, with strong movement connections and access to, along and on to the river as key outcomes.</p> <p>The final draft of the SDF makes reference to SWG3 and its role as part of a wider cluster of creative activities in the area.</p>	The SDF is to be amended to highlight that development within the SDF area should include new walking and cycling routes along and to the river and to provide direct connections to the wider walking and cycling network.	YES

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		recommended this is a significant venue for the key priorities of arts, music, and cultural heritage. In addition, the importance of Kelvinhaugh Street as a direct link between Finnieston and the river needs to be recognised. It is used to be known as ‘Canada Road’ due to its role as the main thoroughfare for emigrants departing from Yorkhill Quay. This street figures strongly in the emerging community-led plans for improved active travel route within Yorkhill/Finnieston called the “Cycle Village”.				
Councillor Martha Wardrop	The SDF includes an initial action plan - what other actions should be added to support implementation of the planning strategies? Please explain.	Recognition of the current work on a feasibility study in to the repair and maintenance of the existing Tidal Weir. Also, acknowledgement of the Clyde Tunnel as transport infrastructure of national importance.	ACTION PROGRAMME	Comments on tidal weir noted. The Action Programme sets out as an action: Within the context of preparing an adaptation and management of the River Corridor, undertake an initial scoping exercise and scenario testing to evaluate a new tidal weir/barrage location and its potential impact. This will take into account existing and ongoing studies on the Tidal Weir. The comment on acknowledgement of the Clyde Tunnel as transport infrastructure of national importance is noted, however it is considered that this should be addressed at a national level and not within the SDF.	No modification required	NO
Resident 10	Do you agree or disagree with the overall strategic direction outlined within the River Clyde SDF document? Please explain.	I agree broadly with the strategic direction however believe that more emphasis should be placed on Maritime Heritage, which should be recognised as its own specific priority. There is significant public support for the preservation of the A-listed Govan Graving Docks as an area of educational and cultural importance. Support for it to be recognised as a UNESCO World Heritage Site should explored and encouraged as part of this strategy, so that the riverside can become a celebrated historical corner of the city like many other British and European world-class cities. The general strategic direction could also recognise the importance that music contributes to Glasgow's economy and reputation; could this be further promoted through the strategy in terms of commercial uses along the Clyde. In addition, there could be more emphasis placed on encouraging sporting activity on the Clyde, which could serve to enliven the river as well meet other strategic priorities of the Council.	A SUSTAINABLE PLACE	<p>Comments on Maritime Heritage noted. With regard to the A-listed Graving Docks, <a href="#">Glasgow City Development Plan</a> Policy CDP 9: The Historic Environment aims to ensure the appropriate protection, enhancement and management of Glasgow's heritage assets by protecting, conserving and enhancing the historic environment. SG 9: Historic Environment provides Supplementary Guidance to the City Development Plan. SG 9 sets out policies and detailed design guidance to ensure that the impact of proposed developments is assessed and that high quality design that respects and complements the character and appearance of the historic environment and the special architectural or historic interest of its Listed Buildings is supported. The importance of the Graving Docks is highlighted in the SDF River Room Placemaking Guidance which states that future development should acknowledge its heritage and enhance its prominent setting on this pivotal part of the River Corridor.</p> <p>Gaining the status of a UNESCO World Heritage Site is part of a wider process involving Local Authorities, HES and the UK government As such it is not something that could be promoted in isolation in the SDF. However we recognise that the Graving Docks are a listed site of historic significance and have made changes to the document to reflect this. With regard to the importance of music and its contribution to Glasgow's economy and reputation, it is considered that this is best addressed at the city level. The role of the SEC is recognised as an international events campus and the SDF supports proposals that enhance this as a vibrant waterfront destination.</p> <p>The SDF supports an increase in sporting activity on the river.</p>	Amend the SDF to strengthen reference to protecting and enhancing the heritage (built heritage, maritime heritage, cultural heritage) as an asset that contributes to a vibrant and distinctive place and provides a sense of identity and continuity	YES

COMMENTATOR	QUESTION (WHERE APPROPRIATE)	COMMENT (VERBATIM)	THEME(S)	RECOMMENDATION	RESPONSE	CHANGE
Resident 10	Do you agree or disagree with the key priorities identified in the River Clyde SDF document? Please explain.	<p>I would like to see the addition of a section on the “Historic River” to recognise the industrial and historic importance of the Clyde. A Placemaking strategy developed on this history, such as of shipbuilding and of international trade linked to the British Empire and Slavery. It is important that development serves to highlight its unique setting, but also that the history of Glasgow, as second City of Empire, and all the sensitivities that come with that, are not forgotten but instead obvious for all to see. In terms of its ship-building connection, the Buildings at Risk register describes the Govan Graving Docks as “without parallel” in Scotland. There is strong public support for the Docks to be preserved and their history promoted. Through a petition, which has generated over 6,000 signatures, there have been calls for the Docks to be made in to a UNESCO World Heritage Site, Maritime Shipping Heritage Park and Nature Reserve. For these reasons, a specific section of the SDF document has to fully acknowledge the historic landscape importance of the Graving Docks, and encourages protection and sensitive development of this significant site for Glasgow.</p> <p>"Yorkhill Quay / SEC West" – We welcome the restoration of the quayside path and green river corridor. Finnieston Street as a direct route to riverside should be upgraded with a visual intervention leading pedestrian towards the river i.e. by an avenue of trees. We note that there is an enormous physical barrier created by the railway and the Expressway together and green infrastructure is needed to mitigate against this existing poor quality streetscape. "Yorkhill Quay / Graving Docks" -Support for inclusion of the Yorkhill Hospitals site as a strategic resource and welcome the link with the Riverside Museum and the Partick–Govan crossing.</p>	A SUSTAINABLE PLACE	<p>Comments noted. It is agreed that there is an opportunity to further highlight heritage assets and the historic urban form in the River Room Placemaking Guidance. With regard to the A-listed Graving Docks, City Development Plan Policy CDP 9: The Historic Environment aims to ensure the appropriate protection, enhancement and management of Glasgow’s heritage assets by protecting, conserving and enhancing the historic environment. SG 9: Historic Environment provides Supplementary Guidance to the <a href="#">Glasgow City Development Plan</a> and SG 9 sets out policies and detailed design guidance to ensure that the impact of proposed developments is assessed and that high quality design that respects and complements the character and appearance of the historic environment and the special architectural or historic interest of its Listed Buildings is supported. The importance of the Graving Docks is highlighted in the SDF River Room Placemaking Guidance which states that future development should acknowledge its heritage and enhance its prominent setting on this pivotal part of the River Corridor.</p> <p>Support for the wider vision for Yorkhill Quay/SEC West is noted together with the potential for Finnieston Street to be upgraded with a visual intervention leading pedestrians to the River. Further the SDF recognises the current barriers to connectivity (Clydeside Expressway, railway lines etc.) and considers that these should be addressed as part of creating strong movement connections to and along the river.</p>	Amend the SDF to strengthen reference to protecting and enhancing the heritage (built heritage, maritime heritage, cultural heritage) as an asset that contributes to a vibrant and distinctive place and provides a sense of identity and continuity	YES
Resident 10	Are there any other aspects which need further consideration within the document? Please explain	<p>"A Sustainable River: River Townscape" (Page 15):With reference to tall buildings in key strategic areas, these should have active frontages and be specifically designed on ground level for rain and improving public amenity. This was highlighted in the recommendations from the District Regeneration Frameworks for the riverside corridor and the city centre.</p> <p>"A Sustainable River" (Page 16): Given the historic significance of the Govan Graving Docks, I would not support it being primarily geared towards wholly commercial developments (including Hotels, Cafes, Restaurant and also Residential), however I understand that some development will be necessary and so would welcome this being balanced carefully against its historical significance, as well as its education importance.</p> <p>"Connected River" (Page 18): I fully support reduction in non-essential car journeys as well as multifunctional green infrastructure and improving pedestrian connections. The improvement to connectivity is only possible if public right of access is maintained along the riverside, which has not historically always been the case. Currently, the active travel routes are disjointed as a result of past planning decisions. For the development framework to deliver enhanced walking and cycling infrastructure, and encourage new residents to walk and cycle, there needs to be uninterrupted routes along the river banks i.e. convenient active travel routes.</p> <p>"Connected River" (Page 19): Local artists and local cultural organisations such as SWG3 should be at the heart of any public arts strategy and designs for new public artworks. This organisation should be more prominent within the strategy, as it is a local</p>	A SUSTAINABLE RIVER A CONNECTED RIVER	<p>Comments and suggestions noted. With regard to tall buildings in key strategic areas it is agreed that microclimate conditions should be considered and active frontages at ground level supported. New development will be assessed against the <a href="#">Glasgow City Development Plan</a> and Supplementary Guidance Including Placemaking 1 and 2 which contain more detailed guidance.</p> <p>With regard to A Connected River, comments noted. The SDF supports the provision of seamless, legible and high-quality walking and cycling routes along the river. The final draft of the SDF makes reference to SWG3 and its role as part of a wider cluster of creative activities in the area and the need for enhanced connectivity between Finnieston and the river. .</p> <p>With regard to a Vibrant River, comments on the need for further enhancements to the movement network noted. The connectivity section has been enhanced in the SDF under the outcome A Connected River.</p>	No modification required.	NO

COMMENTATOR	QUESTION (WHERE APPROPRIATE)	COMMENT (VERBATIM)	THEME(S)	RECOMMENDATION	RESPONSE	CHANGE
		<p>organisation which adds a lot to the local area and the riverside experience.</p> <p>"Vibrant River" (Page 20): Water Row, Mouth of River Kelvin and Meadowside Quay - Improved connectivity welcomed, require alignments of pedestrian routes and bridges correctly engaged given disruptive effects of the expressway. The value of the River Kelvin can only be maximised by ensuring permeability along the river edge.</p> <p>"Cessnock and Pacific Quay" – in order to achieve pedestrian link, consideration should be given to acquiring land to directly cut through the permeability barrier of the industrial estate and directly connect to Festival Park and from there to Pacific Quay. This would substantially improve public transport and active travel and public transport connectivity accessibility to Science Centre, BBC, STV, and SEC complex.</p> <p>"A Green River" (Page 22): The reference to reversing the fragmentation of biodiversity network, removing physical barriers to ensuring species are not isolated or disturbed is welcomed.</p> <p>Yorkhill Quay / Graving Docks (Page 32): There is an expanding leisure opportunity provided by SWG3 at the river end of Kelvinhaugh Street which is not included and it is recommended this is a significant venue for the key priorities of arts, music, and cultural heritage. In addition, the importance of Kelvinhaugh Street as a direct link between Finnieston and the river needs to be recognised. It is used to be known as 'Canada Road' due to its role as the main thoroughfare for emigrants departing from Yorkhill Quay. This street figures strongly in the emerging community-led proposals for a "Cycle Village", improved active travel routes within Yorkhill and Finnieston.</p>				
Scottish Canoe Association		I am writing to bring to your attention the request that some space can be found for kayak storage in the area of the Kelvin Harbour development, an issue that some members of our club have been engaged in for a number of years.	A VIBRANT RIVER	Comments on the need for kayak/boat storage at Kelvin Harbour are noted. Water use and activation is promoted in the SDF, and the need for associated facilities such as access infrastructure, changing rooms etc. is recognised. It is agreed that there is an opportunity to undertake a mapping exercise of existing sport and recreational activity on the water and associated facilities and to identify opportunities for enhancement. The SDF recommends that future developments should include measures that enable increased activation of the water safely. This may include both big and small infrastructure requirements for example - access infrastructure, e.g. slipways, pontoons, stairs etc.-and facilities, such as changing rooms showers etc.	The SDF Action Programme is amended to include the following: Undertake a mapping exercise/survey of existing sport and recreational activity on the water and facilities for river users, identify opportunities for enhancements and for new facilities.	YES
Scottish Canoe Association		Bringing life to the River Clyde in the Heart of Glasgow. The once busy Clyde is now an empty stretch of water in the heart of Glasgow. It has the potential to be used (or more used) by smaller craft such as kayaks, canoes, sailing dinghies and smaller motor boats. The City Council made a great start to assisting this with their £2 million investment in the slipway constructed at Kelvin Harbour. I should add that this is the only public slipway on the Clyde upstream of Erskine.	A VIBRANT RIVER	Comments and request for additional public slipways noted. Creating and growing the activation of the water and vibrancy of the river at different locations, scales and timeframes in a priority in the SDF.	No modification required.	NO
Scottish Canoe Association		The vital item missing From Kelvin Harbour is storage space. Boats have to be taken from wherever they are kept, loaded on cars or trailers, unloaded in the car park, carried to the slipway and launched. The whole process having to be reversed at the end of the day. This automatically excludes those who don't have their own transport or don't have sufficient time to undertake this lengthy and arduous operation.	A VIBRANT RIVER	Comments on the need for kayak/boat storage at Kelvin Harbour are noted. The SDF recommends that future developments should include measures that enable increased activation of the water safely. This may include both big and small infrastructure requirements for example - access infrastructure, e.g. slipways, pontoons, stairs etc.-and facilities, such as changing rooms showers etc.	The SDF Action Programme is amended to include the following: Undertake a mapping exercise/survey of existing sport and recreational activity on the water and facilities for river users, identify opportunities for enhancements and for new facilities.	YES

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Scottish Canoe Association		The need for storage space near to the slipway is getting more urgent as the pace of development in the vicinity increases. Unfortunately initial approaches to the Council have not been encouraging and the proposed new footbridge is very much bringing the situation to a head. A few years from now the banks of the Clyde will be thriving but the River will still be an empty space. As part of the planning process could an area near to the slipway be reserved for boat storage? From past experience this also gives an added interest for tourists and others visiting/using the area.	A VIBRANT RIVER	Comments on the need for boat storage in light of development proposals are noted The SDF recommends that future developments should include measures that enable increased activation of the water safely. This may include both big and small infrastructure requirements for example - access infrastructure, e.g. slipways, pontoons, stairs etc.-and facilities, such as changing rooms showers etc.	The SDF Action Programme amended to include the following: Undertake a mapping exercise/survey of existing sport and recreational activity on the water and facilities for river users, identify opportunities for enhancements and for new facilities.	YES
Scottish Canoe Association		As background information Glasgow Kayak Club has doubled in size in the last 5 years and now has over 120 members and is one of 6 kayak clubs in the area, if there were easier access to kayaks at the river we as a club would expect to have people paddling at least one evening a week during the summer - hopefully building from this as we would aim to draw in more interested people over time.	A VIBRANT RIVER	Comments and level of interest from Glasgow Kayak Club members noted.	No modification required.	NO
Hillhead Community Council		We have responded in depth to previous development and local plans. We have had great difficulty accessing the questionnaire on the Govan/river Clyde consultation. (I still haven't accessed it.) I have spent most of today trying to do so in order to send in the community council's response .We also find that trying to access all the necessary information on line is confusing and troublesome: not all aspects appear when or where we think they will! Will other sections be made available in print?	TECHNICAL ISSUES	Comments noted. Although primarily published as an online resource, it is understood that a number of hard copies will be published and made available to interested parties.	No modification required.	NO
Hillhead Community Council		A. We wish to express our view on the green network and the Clyde. 1. All existing green corridors on the Clyde and Kelvin should be retained. 2. No development should extend to the river banks, or over the river banks, or interrupt or compromise any wildlife corridor. No retrospective consents should be given to infringements. 3. All areas of open space/green space should be retained. 4. Consideration should be given to ensuring that effective green space is incorporated into any development on derelict land. 5. No reduction of required amenity space should be allowed on the spurious grounds that a park or other open space is "nearby". 6. The Clyde and its tributaries should be viewed as assets for the green space and corridors. They contribute to the reduction of harmful emissions and improvements to air quality. 7. Trees are an important element of the above. Therefore green space should also protect trees.	A GREEN RIVER	Comments noted. Enhancing, growing and safeguarding the environmental quality of the River Corridor is promoted in the SDF. In order to achieve this, it is recognised that reconnecting and creating new green capital/assets will help to ensure an integrated network of green spaces. Developments within the area will be considered in relation to Policy CDP 6 of the <a href="#">Glasgow City Development Plan</a> which aims to protect important landscape features, the Open Space Strategy and CDP 12 which supports the provision of open space of appropriate quality, quantity and accessibility in association with new development. As such, it is considered that the Policies and Principles contained in the CDP, statutory protections and the overall vision presented in the SDF of A Green River provide a strong framework for assessing development proposals, protecting existing green assets and enhancing quality of place.	No modification required.	NO
Merchant City & Trongate Community Council		Our Council area covers from midway along the River Clyde between Glasgow and Albert bridges and to the north, bounded by Jamaica, Argyle, Queen, George, High Streets and Saltmarket. That means the comments and quotes have had to be mostly considered from a parochial point of view. However we acknowledging and endorse the wider context and objectives of the SDF as a high level look at how the Clyde can realise its 'potential as a liveable, multifunctional, connected and attractive network of places within the City.' There are a lot of fine ambitions with Emerging Priorities including (p9 b.) Repairing and creating strong movement connections and access to, along and on the river; (e.) the biodiversity value and environmental quality... with an ... overriding principle of designing for human centred movement..'.	GENERAL	Comments and support noted.	No modification required.	NO



COMMENTATOR	QUESTION (WHERE APPROPRIATE)	COMMENT (VERBATIM)	THEME(S)	RECOMMENDATION	RESPONSE	CHANGE
Merchant City & Trongate Community Council		<p>The Merchant City is identified, as part of the east most to the ‘River Rooms’, called ‘City Centre, Custom House Quay, &amp; Laurieston’, with a ‘vibrant mixed use area..’ and importantly a density ‘above 80 dwellings per hectare..’. Housing development, recently set back by stalled development of the Goldberg site, still has a lot of potential, although another proposal for a row of high rise blocks between Clyde street and the river side walk would not be welcomed. This stretch of landscaping, reworked for the Commonwealth Games, has made it a popular green space for people, even if it is not now so biodiverse. Public Realm (p24)</p> <ul style="list-style-type: none"> <li>• Opportunities for taking shelter should be considered for here as, despite the barrier of Clyde street, has already managed to</li> <li>• Reprioritise quayside spaces to favour pedestrians and active travel primarily over vehicular transport. Our area is also subject to the noted current fragmented, variable nature of often disconnected areas and a River which ‘have been significantly underperforming’.</li> </ul> <p>A main contributor to obstructing natural movement towards the river is the disproportionately large surface car park, showing up (p29) as a significant blockage between the Merchant City and the river. As noted, the City Development Plan is to reduce non-essential car journeys ... by means of active travel and public transport, so re-ordering this blot would help our River Room Placemaking Strategies (p30). This recognises ‘This is the oldest part of the City Centre’s riverside urban fabric.’ with the need for balance and respect while ‘...enlivening this central waterfront location...allowing vibrancy and vitality to spill down...an enhanced civic and recreational experience.</p>	A VIBRANT RIVER A CONNECTED RIVER	<p>Comments on potential of sites and the landscaped river walkway are noted.</p> <p>The concern over proposals for high rise development between Clyde Street and the river side walkway is also noted. Development proposals at this location would be considered against the <a href="#">Glasgow City Development Plan</a> and its Supplementary Guidance. The River Corridor SDF, once adopted as Supplementary Guidance, would be a material consideration.</p> <p>The River Room Placemaking Guidance (City Centre, Custom House Quay and Laurieston) seeks to lessen severance between the quayside and the city's commercial core to the north. The SDF further notes Custom House Quay offers potential for a world-class waterfront destination, with quality public realm and open space. Development at Custom House Quay should be designed to provide enhanced, accessible and inclusive spaces, and to encourage movement from the city centre. The National Cycle Route 75 should be safeguarded and improved at this location.</p>	No modification required.	NO
Merchant City & Trongate Community Council		<p>The interesting Key Considerations: the future of the weir. New or relocated ... has possibilities to turn this part of the river with major ...playful and enlivening components; transition the Clyde into a leisure river, providing ... a liveable, connected and multifunctional River; contribute to improved climate resilience, water quality and use of the river. ‘The SDF starts by saying a ‘multi-agency governance group will be critical’. Is our Community Council to be included directly in this process?</p>	GOVERNANCE	<p>Comments, support and interest in participating in a multi-agency governance group noted</p>	No modification required.	YES
Scottish Natural Heritage		<p>We consider that the SDF is a critical first step towards delivering the ambition to create a high quality multifunctional waterfront at the heart of a city-scale strategic green, blue and movement network, connecting the River Clyde, River Kelvin and the Forth and Clyde Canal (page 7 - 8 and Figure 1.2).</p>	GENERAL	<p>Comments and support noted.</p>	No modification required.	NO
Scottish Natural Heritage		<p>We support the emerging priorities set out on page 9, in particular: the intention to enhance and reinforce the distinctive character; the importance of a landscape framework; and the need to enhance, grow and safeguard biodiversity value and environmental quality both of the River Corridor and the water environment. We welcome the ‘river room’ place strategy approach (page 11, page 28 - 34). A strategy that takes a character area typology approach in relation to a series of ‘river rooms’ could work well. We think there is merit in developing the vision and objectives for each area and in setting out specific design principles and material palettes.</p>	RIVER ROOMS	<p>Comments and support for the priorities and for the River Room Placemaking Guidance approach noted. The final River Corridor SDF has identified 3 overarching priorities and sets out a number of the emerging priorities in the draft document as outcomes It is anticipated that the vision and objective for each of the River Rooms will inform development however it is not intended at this stage to set out specific design principles.</p>	No modification required.	YES
Scottish Natural Heritage		<p>In order to achieve these ambitions, we consider the ‘masterplan level’ will be critical. We agree that “A culture change is required in how development is delivered...” (page 12). We support the expectation “that surface water management and innovative, sustainable, multifunctional landscape design solutions will be a central and integrated part of future masterplans and urban design proposals along the River Corridor” (page 12). We consider that the SDF could usefully be clearer on how this masterplan level</p>	MASTERPLANNING	<p>Comments noted and the criticality of ensuring development is brought forward as part of a wider masterplanning approach is agreed. With regard to securing this ambition, it is considered that there is potential to strengthen this aspect in the SDF by highlighting guidance.</p>	Amend the SDF to highlight the requirement that a masterplan approach will be supported as appropriate.	YES

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		ambition will be secured.				
Scottish Natural Heritage		The intention to establish a multi-agency governance group is welcomed in order to facilitate, direct, steward and coordinate the scale of placemaking (page 6) required to deliver on the River Clyde 2050 vision; to achieve “a Sustainable, Connected, Green River and Vibrant River” (page 3). We consider that the multi-agency governance group has a key role to play in securing the ‘masterplan level’ ambition set out on page 12. Building on our earlier engagement and joint-working, we would welcome contributing expertise and advice to this multi-agency group.	GOVERNANCE	Support and interest in participating in multi-agency governance group noted.	No modification required.	NO
Scottish Natural Heritage		We note the ‘Summary & Next Steps’ (page 35) and welcome many of the actions set out in the ‘River Clyde SDF Draft Strategic Action Planning’ on page 36. However, we think that it would be useful to set out further clarity on the ‘route map’ to delivery, particularly how these actions will inform the ‘masterplan level’ and ‘site level’. We look forward to further discussion on our involvement.	ACTION PROGRAMME	Support for Action Programme noted. The Action Programme is considered as an iterative document. With regard to how the actions will inform the masterplan level, it is considered that there is potential to strengthen this aspect in the SDF by highlighting guidance.	Amend the SDF to highlight the requirement that a masterplan approach will be supported as appropriate...	YES
Scottish Natural Heritage		Figure 2.0: Bringing People to the River (page 14) We think that Figure 2.0 could usefully pull out the ‘green’ and ‘blue’ ambitions for each of the priority areas to demonstrate the integrated and multifunctional approach required.	A CONNECTED RIVER	Comments noted. The maps have been amended to illustrate the key outcomes and linked to the relevant section of the SDF. Where appropriate they demonstrate opportunities for enhancements to green, blue and green infrastructure	No modifications required.	NO
Scottish Natural Heritage		Figure 2.1: Townscape and Landscape Considerations (page 15) We consider that Figure 2.1 should draw out the important of materials palettes and the need for these to reflect the landscape and townscape character of the ‘river rooms’. Further, it would be useful to highlight that landscape and green infrastructure should be of a scale that reflects the built form.	A GREEN RIVER RIVER ROOMS	Comments noted The maps have been amended to illustrate the key outcomes and linked to the relevant section of the SDF. The palette of materials and details of landscape infrastructure would be considered in relation to specific proposals and assessed against the policies and detailed guidance contained within the <a href="#">Glasgow City Development Plan</a> CDP and associated supplementary Guidance.	No modifications required.	NO
Scottish Natural Heritage		River Performance, Use & Climate Readiness (page 17) We note the key consideration set out on page 17, “the future of the weir and the requirements for a new or relocated weir, the interim flood model and updated climate change predictions; the capacity of the Clyde upstream; the capacity of the waterways and connections flowing in to the Clyde; and, the need for a multi-agency and cross authority approach” .From the 19th century, canalisation and dredging has removed virtually all estuary habitats and landforms from the innermost Clyde. Post-industrial decisions on land use and quay wall upgrades have also added to this. Moving the weir further downstream will remove tidal fluctuations from the heart of Glasgow. When tidal fluctuations and sediment movements can freely operate, estuaries are prime hotspots for biodiversity and can best adjust to changing drivers including sea-level rise. The SDF rightly identifies the latter as a key challenge. Action 4, set out on page 36 (assessment of re-locating the tidal weir), will be an important piece of work. The Summary on page 35 seems to suggest that, alongside the more obvious benefits of a re- located weir, it would alleviate future flood risk. The SDF looks to 2050, however, it is important to recognise that sea-level rise will accelerate for decades beyond that and will likely continue into the next century. We recommend that Action 4 considers a longer time frame in relation to sea-level rise. Re-imagining of the quay walls (page 13) and physically re- modelling them to create space for flood waters and restoring a measure of natural functioning would enhance the River’s ecosystem helping nature to adapt to sea-level rise in central Glasgow whilst also contributing to visual and aesthetic appeal of the river park. In terms of migratory fish, these act as indicators of water quality as well as being a source of	A GREEN RIVER ACTION PROGRAMME	Comment on challenges associated with understanding the role of the tidal weir, river performance, biodiversity and climate readiness are noted.  The Action Programme will be an iterative document and whilst the SDF sets out aspirations to 2050, it recognises that managing long term flood risk requires a responsive approach for adaptation and management of the River Corridor as an integral part of the future regeneration of the city and the wider region.  With regard to the actions identified in the Action Programme, this has been amended to include: Within the context of preparing an adaptation and management of the River Corridor, undertake an initial scoping exercise and scenario testing to evaluate a new tidal weir/barrage location and its potential impact.	No modification required.	NO

COMMENTATOR	QUESTION (WHERE APPROPRIATE)	COMMENT (VERBATIM)	THEME(S)	RECOMMENDATION	RESPONSE	CHANGE
		leisure activity. The role of the weir is intrinsic to the survival of these fish therefore we consider that the SDF should consider potential impacts on migratory fish in relation to enhancing the performance of the river.				
Scottish Natural Heritage		Figure 2.2: Future Use of the Water Space (page 17) This infographic illustrates the “transition (of) the Clyde in to a leisure river, providing opportunities for a range of uses aligning to a liveable, connected and multifunctional River”. To support this, anglers could also be represented in the figure.	A VIBRANT RIVER	Comments noted	No modification required.	NO
Scottish Natural Heritage		Figure 4.0: Biodiversity, Nature & Landscape (page 23) We welcome the spatial representation in relation to biodiversity, nature & landscape assets and opportunities. However, we consider that graphically it could more strongly illustrate the ‘Green Corridor (of Landscape and Wildlife Importance)’ along the River Corridor.	A GREEN RIVER	Comments noted. Maps in the SDF have been updated and are generally indicative. Enhancing, growing and safeguarding the environmental quality of the River Corridor is promoted in the SDF. In order to achieve this, it is recognised that reconnecting and creating new green capital/assets will help to ensure an integrated network of green spaces. Developments within the area will be considered in relation to Policy CDP 6 of the <a href="#">Glasgow City Development Plan</a> which aims to protect important landscape features, the Open Space Strategy and CDP 12 which supports the provision of open space of appropriate quality, quantity and accessibility in association with new development.	No modification required.	NO
Scottish Natural Heritage		Promoting Potential (page 26) We support the advanced delivery of a strategic green infrastructure network set out on page 26: “front-load the physical and environmental infrastructure for sites to ready development areas for the market/development partners. This will also help to establish the connections (such as access links, open space networks, surface water drainage interventions) to maximise the benefits to the River Corridor”. We highlight that the ‘masterplan level’ (page 12) will be critical in achieving a coherent and high quality network.	A GREEN RIVER	Comments and support noted.	No modification required.	NO
Scottish Natural Heritage		Habitats Regulations Appraisal (HRA) We have taken into account the SDF in relation to the Inner Clyde SPA. There is potential for re-location of the tidal weir to have a hydrological effect on the SPA but in this instance we consider that any such effect would be extremely small in magnitude and therefore there is unlikely to be a Likely Significant Effect on any Natura site.	A GREEN RIVER	Comments on the impact of any relocation of the Tidal Weir noted. The SDF sets out that within the context of preparing an adaptation and management of the River Corridor, an initial scoping exercise and scenario testing should be undertaken to evaluate a new tidal weir/barrage location and its potential impact.	No modification required.	NO
Scottish Natural Heritage		We note that this is a draft document. However, there are some sections where text appears to be missing, for example, ‘Broomielaw & Tradeston’ (page 29) and we suggest ensuring that text is complete.	TYPO	The omission of the full text in the draft document ' Broomielaw & Tradeston' is noted.	This will be amended in the revised document.	YES
Historic Environment Scotland		Overall, we welcome the preparation of these Strategic Development Frameworks as a mechanism of supporting the future development and regeneration of the River Clyde and Govan-Partick areas. We believe that the historic environment is integral to meeting these regeneration aims and would encourage greater consideration of the opportunities presented by this within the SDFs. The River Clyde and Govan-Partick areas are highly significant to the historic development of Glasgow and are rich in industrial heritage. Opportunities therefore exist to promote the value of the historic environment as part of the SDF proposals and to celebrate the unique characteristics of these areas. As you know, we have had continuing involvement and provided advice on a number of the substantial development proposals and regeneration projects mentioned in the documents (such as	A SUSTAINABLE RIVER ENGAGEMENT/ PARTICIPATION	Comment on promoting the value of the historic environment in the SDF noted. The involvement of HES and advice provided on proposals within the SDF area is recognised. The interest in continuing involvement of HES in the preparation of design briefs, masterplans and other initiatives emerging from the SDF is noted.	No modification required.	NO

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		Govan Graving Docks, Govan Old Parish Church, University of Glasgow Campus, Govan Cross Townscape Heritage Initiative, etc.). We would be happy to engage more with you on these and would welcome involvement in the preparation of any site design briefs, masterplans or other initiatives emerging from the SDF documents.				
Historic Environment Scotland		We welcome the aspiration to build upon the industrial legacy of the Clyde Corridor and create a destination of international note. We therefore support the co-ordinated approach to development as set out in this document. This is especially the case where priority is given to enhancing and reinforcing the distinctive character of the River Corridor and repairing its urban fabric.	A SUSTAINABLE RIVER RIVER ROOMS	Comments on reinforcing the distinctive character of the River Corridor and support for a co-ordinated approach noted.	No modification required.	NO
Historic Environment Scotland		We understand that it is proposed to create a sustainable and vibrant place by reinventing poor quality urban environments, reactivating the waterfront and enhancing the character of successful neighbourhoods. We believe that the historic environment is central to these initiatives and would encourage further engagement on these. Indeed, we note that it is proposed to create a multi-agency governance group for the SDF area and we would be keen to participate on this. We would also be keen to engage on a project/masterplan level where emerging proposals affect the historic environment.	A SUSTAINABLE RIVER /ENGAGEMENT / GOVERNANCE	Comments on the importance of the historic environment to placemaking noted. The continuing involvement of HES in shaping proposals and the interest in participating in a multi-agency governance group is noted.	No modification required	NO
Historic Environment Scotland		We also note that it is proposed to densify development along the River Corridor and that an up-to-date townscape analysis study will be undertaken in support of this. As part of this townscape analysis, we would recommend that consideration is given to the historic environment effects of densification and where impacts on the setting of heritage assets may occur. We would be happy to contribute to the preparation of such an analysis and can provide advice on key heritage sensitivities.	A VIBRANT RIVER A SUSTAINABLE RIVER	Comments, support and interest in engaging with the preparation of a Townscape Analysis noted.	No modification required.	NO
Historic Environment Scotland		We have also reviewed the River Room Placemaking Strategies included within the document and note the urban design approaches taken to individual areas along the River Corridor. Here, we welcome where consideration is given to the historic urban form and context in influencing these design approaches. Building on this, we would encourage a greater focus on where heritage assets may activity contribute to the quality of place in these areas.	RIVER ROOMS	Comments and support for the urban design approach taken in the River Room Placemaking Guidance are noted. It is agreed that there is an opportunity to further highlight heritage assets and the historic urban form in these strategies. The SDF has been amended to include a section on Townscape and Historic Character and recognises that protecting and enhancing heritage assets can contribute to a vibrant and distinctive place and provide a sense of identity and continuity	No modification required.	NO
Historic Environment Scotland		Of particular relevance for our interests are the proposals for the Yorkhill Way/Graving Docks area. Here, we would highlight the outstanding interest of the Govan graving docks in terms of their size and importance to the history of shipbuilding. This is reflected in their category A listing. We would therefore welcome proposals for the regeneration of this area which would secure the long-term future of the docks while preserving their essential character. We would encourage further dialogue on proposals for the re- development of the Graving Docks as well as the construction of new bridge crossings across the Clyde.	A SUSTAINABLE RIVER	Comments noted. Any proposals for the regeneration of the Yorkhill way/Graving Docks area would be considered in relation to SG9 - The Historic Environment of the Plan which aims to ensure the appropriate protection, enhancement and management of Glasgow's heritage assets by protecting, conserving and enhancing the historic environment for the benefit of existing and future generations. This will be achieved by assessing the impact of proposed developments and supporting high quality design that respects and complements the character and appearance of the historic environment and the special architectural or historic interest of its Listed Buildings, Conservation Areas, Scheduled Monuments, archaeological remains, historic gardens and designed landscapes and their settings, or by mitigating unavoidable adverse	No modification required.	NO

COMMENTATOR	QUESTION (WHERE APPROPRIATE)	COMMENT (VERBATIM)	THEME(S)	RECOMMENDATION	RESPONSE	CHANGE
				effects on them.		
Historic Environment Scotland		Additionally, we consider that a focus should be given to where the historic environment can support the regeneration of the City Centre, Custom House Quay, Laurieston and Govan areas in particular. We would also welcome dialogue on emerging proposals here.	A SUSTAINABLE RIVER	Comments and interest in future dialogue noted. The River Room Placemaking Guidance acknowledges that the City Centre, Custom House Quay, Laurieston and Govan river rooms have a strong historic urban form and that this is likely to become increasingly activated by surrounding regeneration projects.	No modification required.	NO
North Planning & Development on behalf of SWG3		SWG3 is located at Eastvale Place in Glasgow, occupying a strategic position between Finnieston, Yorkhill and Yorkhill Quay. As such, the emerging Strategic Development Framework (SDF) is of direct relevance to SWG3, particularly in terms of how the strategic proposals for the ‘Upper Harbour’ area relate to SWG3 and how these connect to wider regeneration opportunities, including the redevelopment of Yorkhill Hospital and Yorkhill Quay.	A VIBRANT RIVER A CONNECTED RIVER	Comments on relevance of the River Corridor SDF to SWG3 are noted	No modification required.	NO
North Planning & Development on behalf of SWG3		Before commenting on the specific initiatives presented in the draft SDF, we note that the consultation paper makes no reference to SWG3 and we consider this to be a significant omission, given SWG3’s proximity to the River Clyde and the important role that SWG3 plays in a local, regional and international context.	GENERAL	It is noted that there is no specific mention of SWG3 in the SDF, and it is considered that there is an opportunity to address this, particularly in the River Room Placemaking Guidance, in recognition of the venue's growing importance on a city and regional scale.	Include reference to SWG3 in the River Room Placemaking Guidance (Yorkhill Quay/Graving Docks) and on maps where appropriate.	YES
North Planning & Development on behalf of SWG3		SWG3 has been expanding and growing for over 13 years to become one of the most significant cultural hubs in Scotland, attracting international attention. SWG3 attracts over 150,000 visitors per annum and is one of the leading venues and locations in Scotland, hosting a multitude of events, including product launches, global brand activation, concerts, corporate events, exhibitions, fashion shows and festivals.	GENERAL	Comments on growth of SWG3, visitor numbers and role as a cultural hub are noted.	Make reference to contribution of SWG3 to creative industries and its role as a cultural hub as appropriate.	YES
North Planning & Development on behalf of SWG3		SWG3 is integral to the growing business and creative community on Eastvale Place which is contributing the wider regeneration of Finnieston and Yorkhill. Recently, SWG3 have committed over£3.0 million of capital investment, by acquiring the former Clydeside Galvanizers premises and bringing forward a series of venue enhancements to improve the experience for artists and patrons. SWG3 are also discussing with Glasgow City Council a further programme of investment which would see the development of new business and restaurant space alongside enhanced open space and garden grounds. Alongside their economic contribution to the City, SWG3 plays an important role in supporting the creative industries sector and SWG3 is an essential part of the Scottish arts and music industry ecosystem; a place where artists perform and where talent is developed. SWG3 also makes a significant contribution to Glasgow’s UNESCO City of Music status, attracting international acts and showcasing the best emerging talent.	A VIBRANT RIVER A CONNECTED RIVER	Comments on recent and proposed future investment by SWG3 noted. There is an opportunity to capture this in the SDF and particular reference to this creative community should be made in the River Room Placemaking Guidance and on maps.	Include reference to SWG3 in the River Room Placemaking Guidance (Yorkhill Quay/Graving Docks) and on maps where appropriate.	YES
North Planning & Development on behalf of SWG3		Against this backdrop, SWG3 are supportive of the broad framework presented in the draft SDF, particularly the vision to activate the river and to achieve a connected network of vibrant spaces and places. To this end, SWG3 are keen to engage with Glasgow City Council to establish how SWG3 can integrate itself with the proposed placemaking strategy presented in Figure 6.1	PARTNERSHIP	Comments, support and interest in further engagement noted.	No modification required.	NO
North Planning & Development on behalf of SWG3		We consider that more emphasis needs to be placed on the arts, music and creatives industries contribution to the river corridor and it is suggested that the ‘SEC / Media Quarter’ annotation on Figure6.1 is adjusted to include SWG3 and is instead referenced	A VIBRANT RIVER RIVER ROOMS	Comments noted and agreed. The names of the River Room Placemaking Guidance are based on identifiable locations. There is scope to change the name to SEC and Wider Area and the text to	Change the name to SEC and Wider Area and the text to ensure media, music and arts	YES



COMMENTATOR	QUESTION (WHERE APPROPRIATE)	COMMENT (VERBATIM)	THEME(S)	RECOMMENDATION	RESPONSE	CHANGE
		as ‘SEC / Media / Music / Arts Quarter’ to better reflect the established activities in this area and to acknowledge the valued contribution they make to the character of this area.		ensure media, music and arts activities are referenced.	activities are referenced	
North Planning & Development on behalf of SWG3		SWG3 are also supportive of the SDF’s comments regarding the Expressway and they fully endorse any initiatives which explore the ways in which its physical and environmental impacts could be softened. Currently, the Expressway acts as a very hard boundary, discouraging pedestrian movements and limiting the movements of people to and from SWG3. Improving pedestrian connections between Yorkhill and Yorkhill Quay would significantly improve active travel opportunities, maximising the benefits associated with the proposed new River Clyde and River Kelvin crossings. Improving pedestrian connectivity should not be underestimated in the context of reactivating and reconnecting the upper harbour area.	A CONNECTED RIVER	Comments on and support for improving connectivity, particularly with reference to the Expressway and between Yorkhill and Yorkhill Quay are noted. With regard to active travel, the SDF supports the creation of strong movement connections and access to, along and on the river.	No modifications required.	NO
North Planning & Development on behalf of SWG3		Finally, SWG3 acknowledges the importance of having a robust framework in place to unlock the potential of the river corridor. In this respect, the publication of the framework is timely, with development activity along the River Clyde, Yorkhill and Finnieston increasing, giving rise to the need for a more holistic and ‘joined-up’ approach to place making.	GENERAL	Comments and support for holistic and 'joined-up' approach to placemaking noted. The River Corridor SDF promotes a holistic, placemaking approach and supports the creation of strong movement connections and access to, along and on the river.	No modification required.	NO
North Planning & Development on behalf of SWG3		SWG3 welcome the draft SDF’s acknowledgement that the river corridor accommodates a mix of industrial, commercial, leisure and residential uses. However, balancing the needs of these various land uses is critical and we feel that this issue needs to be strengthened within the SDF. Specifically, we wish to draw attention to the pressures which are impacting upon arts and music venues across Scotland with the growing demand for property in city and town centres often impacting negatively on music, arts and creative venues.	A SUSTAINABLE RIVER	Comments noted. Balancing the mix of uses is a key issue. The SDF promotes a diverse range of uses on the River Corridor. It considers that a network of creative, leisure and recreation uses will provide facilities for local people and visitors. A managed change approach for identified areas will allow proposals to come forward for alternative uses while ensuring that the developments are compatible with existing uses. Proposals will be assessed on their merit and the Scottish Government recognises the “significant” cultural and economic contribution of the music industry and have embedded the Agent of Change principle in planning guidance.	No modification required.	NO
North Planning & Development on behalf of SWG3		The SDF presents a vision where SWG3 is bound to the south by Yorkhill Quay, identified in the SDF as an ‘immediate priority’, and to the north by the former Yorkhill Hospital site, identified as a future opportunity of strategic importance. These proposals have the potential to impact on SWG3, highlighting the need for a coordinated approach to placemaking. This approach should be about maximising the regeneration benefits of the upper harbour corridor but without prejudicing or impacting negatively on existing activities which take place. We consider that this specific point should be referenced within the SDF. We hope that our comments on the draft SDF are of assistance and that they will be taken into account by the Council in advancing the document. SWG3 would also welcome the opportunity to discuss directly with the Council, the initiatives presented within the document and the opportunities and challenges which these present for our client.	PLACEMAKING GOVERNANCE	Comments noted, The River Corridor SDF promotes a holistic, placemaking approach and considers repairing the urban fabric along the river as a priority. The need to maximise the regeneration benefits of the Upper Harbour is noted as is the need to ensure there are no negative impacts on the existing activities which bring value to the area.	Option to amend maps to recognise placemaking and connectivity opportunities in and around SWG3.	YES
Glasgow Urban Design Partnership Panel Member		I am sending supporting evidence for comments I made at GUDP on 21 Feb 2019 - Please see attached Map .It is essential that Heritage receives its proper share of attention in the mix of issues. While the generic term "Heritage" appears 5 times in the document, Conservation Areas (esp. Glasgow Central, and Govan) are not specifically mentioned or shown. This draft 2050 document would be a FAIRER statement / description - (though it's pretty good already) if the Heritage aspects were given due attention.	A SUSTAINABLE RIVER	Comments on Heritage and Conservations Areas (particularly Glasgow Central Govan) noted. Plan Policy CDP 9: The Historic Environment aims to ensure the appropriate protection, enhancement and management of Glasgow’s heritage assets by protecting, conserving and enhancing the historic environment. SG 9: Historic Environment provides Supplementary Guidance to the City Development Plan and sets out policies and detailed design	Amend the SDF to strengthen references to the historic environment as part of section on Townscape and Historic Character. Amend maps to include Conservation Areas as appropriate.	YES

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		<a href="https://edrms/livelink/llisapi.dll?func=ll&amp;objaction=overview&amp;objid=114618822">https://edrms/livelink/llisapi.dll?func=ll&amp;objaction=overview&amp;objid=114618822</a>		guidance to ensure that the impact of proposed developments is assessed and that high quality design that respects and complements the character and appearance of the historic environment and the special architectural or historic interest of its Listed Buildings is supported.		
Scotstoun Yoker CC		Members noted the presentation and agreed that the River Clyde Strategic Development Framework should address the development issues along the Scotstoun/Yoker corridor with particular emphasis on the potential impact of the proposed Yoker/Renfrew Bridge.	MAPS	Comments noted. It is considered that the boundary of the SDF could be amended to address development issues facing Scotstoun/Yoker, particularly in light of the proposed Yoker/Renfrew bridge and the development at Clydebank to the west.	Amend map to include Scotstoun Yoker to the West Dunbartonshire boundary and add a new River Room allowing more detailed consideration to take place as part of the Action Programme process.	YES
Climate Ready Clyde		The fact that you have the hooks in around UKCP18 is helpful, but the other key recommendation I would make relates to adopting an iterative pathway approach to development and adaptation which sets a very long-term trajectory (e.g. 2100) but pursues early adaptation and consistently reappraises risks in line with developments and our understanding of risks. This is something that would cut across all SDFs, but is particularly relevant to the River, and is widely recommended in the literature on how to best approach such planning where there's a deep set of uncertainties on long-term change.	A SUSTAINABLE RIVER	Comments noted. The wording on adaptation has been amended in the final draft of the River Corridor SDF and promotes a long-term iterative approach, working in partnership with key agencies.	Reword Action Programme to promote an iterative approach, working in partnership with key agencies and other stakeholders to manage flood risk and work with relevant partners on a responsive approach for adaptation and management of the River Corridor as an integral part of the future regeneration of the city and the wider region.	YES
Scottish Water		We would welcome the opportunity to be involved in the masterplan sessions and highly encourage early engagement for the proposed plans to ensure we can highlight areas that will require water and drainage impact assessments and through early engagement would encourage a holistic approach to doing strategic Water/Drainage Impact Assessments. This will enable our Development Planning and Network Impact Assessment Team to work more closely together ensuring all developments and their potential impact on existing networks are reviewed early.	ENGAGEMENT	Comments and interest in further engagement noted.	No modification required.	YES
Scottish Water		Through early engagement at masterplan sessions, we could also highlight if there any potential asset conflicts and advise of this and get Asset ImPACT Team colleagues along for comments/advice on standoff distances etc.	ENGAGEMENT	Comments and interest in further engagement noted.	No modification required	NO
Scottish Water		Scottish Water also has a Surface Water policy which states we will not accept any new surface water connections to our combined sewer network. Our Surface Water policy reflects our Surface Water Management Strategy, and can be summarised as follows: No new surface water draining to our combined network; work with developers and regulatory bodies moving forward on removing surface water from our existing combined sewer network; and undertake the above whilst supporting economic growth.	A SUSTAINABLE RIVER	Comments noted. With regard to surface water, the SDF promotes alignment with other strategies such as the Metropolitan Glasgow Strategic Drainage Partnership and other surface water management plans. In addition, it should be noted that the <a href="#">Glasgow City Development Plan</a> makes provisions for SUDS (CDP 8 Water Environment): All development proposals will require to make satisfactory provision for Sustainable Urban Drainage Systems (SUDS) that should be designed to deliver enhancements for biodiversity and people.	No modification required.	NO

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Glasgow Ramblers' Association, Glasgow Local Access Forum		Animating the water. Watersports are increasingly popular in Glasgow as is evident at Port Dundas. Floating jetties, moorings and other facilities will enable more people to take to the water, and who doesn't like to go on a boat trip? With the increase in visitor numbers, and of attractions to visit, there will undoubtedly be an increased demand for river taxis and ad hoc ferries.	A VIBRANT RIVER	Comments on the potential of the River as a sustainable transport corridor noted. The SDF supports the creation of strong movement connections and access to, along and on the river. With regard to promoting the River as a transport corridor, the potential of the River as a linear connector is referenced in the River SDF and it is considered that a multi-agency, cross authority approach is required to address issues such as navigation and the need for dredging.	No modification required.	NO
Glasgow Ramblers' Association, Glasgow Local Access Forum		Connectivity. This I think is the key to the success of the River Corridor. With the completion of the planned new pedestrian bridges and the removal of obstacles on the riverside pathways, the Clyde corridor will become a joined up entity. This means that once a person joins the walkway at any point they can quickly and easily get to any other point on the corridor. This has some immediate benefits:-The corridor can be used as an efficient route of travel on foot or bicycle between destinations, i.e. work, home, college, leisure activities. The 'sporadic' nature of the corridor in its current form means that it is presently unfit for this purpose. The corridor can be used as a means into/out of blighted city centre areas. Communities that have become isolated from surrounding neighbourhoods and the city centre by the march of urbanisation and the prioritisation of vehicular transport, will benefit from both increased visitor footfall and easier egress. The corridor can be visited as an attraction in its own right, providing access to cultural and entertainment events, watersports, riverside and green space leisure activities, dining out and hotel/spa days, in an inviting riverside setting. Increased footfall will encourage more investment in a self-propagating manner.	A CONNECTED RIVER	Comments on the potential of the River as a sustainable transport corridor noted. As noted above, the SDF supports the creation of strong movement connections and access to, along and on the river. The SDF River Room Placemaking Guidance recognise the need to create activated routes to the waterfront and an enhanced civic realm and recreational experience.	No modification required.	NO
Glasgow Ramblers' Association, Glasgow Local Access Forum		Flood Protection The hazard is twofold – from rising sea levels (permanent) and from increased rainfall (intermittent).Repair and maintenance of the quay walls will lessen the danger of the former. Queueing systems such as green spaces between river and buildings and gutter queueing will mitigate the latter. The plan mentions moving the weir. As an alternative to this, have you considered having more than one weir? Or, have you considered locks in conjunction with the weir? (e.g. those at Richmond or Teddington, both on the Thames) - easily viewed on Google maps. These measures may give more flexibility to river navigability, allowing travel beyond the weir(s).	A GREEN RIVER	Climate change, flood, the condition of the quay walls and surface water management are considered as key cross cutting issues with a critical impact on meeting the outcomes set out in the River Corridor SDF. The Action Programme has been amended to promote an iterative approach, working in partnership with key agencies and other stakeholders to manage flood risk. With regard to the tidal weir the Action Programme supports an initial scoping exercise and scenario testing to evaluate a new tidal weir/barrage location and its potential impact	No modification required.	NO
Glasgow Ramblers' Association, Glasgow Local Access Forum		Glasgow came about as the lowest bridging point on the Clyde. In those days people would walk along the river bank, on either side of the river, until they could cross over. It will be nice to enjoy a walk along the riverbank once again.	GENERAL	As noted above, the SDF supports the creation of strong movement connections and access to, along and on the river. The SDF River Room Placemaking Guidance recognise the need to create activated routes to the waterfront and an enhanced civic realm and recreational experience	No modification required.	NO
Glasgow Ramblers' Association, Glasgow Local Access Forum		Green biodiverse river. Flood protection measures such as small green spaces between the river and buildings (already mentioned) will aid the success of flora and fauna. The Clyde is cleaner now than it has been for a long time. Pollution from the anticipated rise in river traffic can be mitigated by considering appropriate vessel design as on Loch Katrine, and by increased vigilance and management of waste leaks into the river system. Aquatic life will	A GREEN RIVER	Comments and support noted	No modification required.	NO

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		generally move freely around the river and its tributaries, likewise birds and flying insects. Other creatures may face challenges from the river edge with its vertical quayside walls, perhaps mitigated by strategically placed rope-netting drapes.				
Glasgow Ramblers' Association, Glasgow Local Access Forum		I welcome the River Clyde 2050 plan. I think that it will benefit Glasgow, its citizens and its visitors. I think it is a good plan which addresses several important issues, and although it is quite broad in its outlook and promises a lot, I think it is achievable. It is capable of supporting the re-establishment of access for our many blighted inner city areas which have been cut off from their surrounding neighbourhoods and from the city centre. It will benefit the many people who choose or rely on active travel through the city. And it will benefit both tourists and citizens in pursuing leisure activities (both river- based and otherwise), which in turn will strengthen the local infrastructure and maintenance of the corridor and its amenities.	GENERAL	Comments and support noted.	No modification required.	NO
Glasgow Ramblers' Association, Glasgow Local Access Forum		Landscape and Public Realm The Quaysides should be as wide as possible. Vehicular traffic should be prohibited from the Quaysides, the right bank (north side) being poor in this regard. There are literally thousands of streets in Glasgow, surely we can re-purpose one? Open spaces, even small ones, should be created and used as plazas, entered directly from the riverbank or from further inland. Similarly small green spaces utilised as flora /fauna habitats. There is much scope to soften and invigorate the walkways with tree/shrub planting, benches, picnic tables, artwork etc. People will be queuing up to donate a bench or tree on the River Clyde as a legacy/memorial gesture. Small shelters may prove popular to be gifted by local organisations and companies.	A GREEN RIVER	All comments are noted. The River SDF aspires to enhance and reinforce the distinctive character of the River Corridor, however the SDF concentrates on strategic priorities within an area rather than on detailed policy issues and focuses on key themes and principles rather than being prescriptive about output.	No modification required.	NO
Glasgow Ramblers' Association, Glasgow Local Access Forum		Weather. Scotland is often cold, wet and windy. This can be exacerbated in river corridors. Nowadays, active travellers tend to dress for the weather, as increasingly do young people - hoodies, sportswear, rucksacks etc. as fashion items. However it is only prudent, at the planning stage, to be realistic:-Some of the pedestrian bridges already have overhead cover. This could be extended to other parts of the river walkway and would be most welcome in inclement weather. Cafes, pubs and restaurants should have both indoor and outdoor areas to suit all weathers (hence the need for wide quaysides), trees and shelters will give some protection and transparent walls or fences could be strategically placed on the riverside to act as windbreaks.	GENERAL	All comments are noted. The River Corridor SDF supports greater activation of spaces along the river, including pop up cafes etc. and recognises the need for shelter and mitigating microclimatic, wind tunnel effects.	No modification required.	NO
Glasgow Ramblers' Association, Glasgow Local Access Forum		Working Port At the outset I would say that retaining the existing capacity of the Clyde to act as a working river/port, capable of major travel and transport duties, is a priority. (Politically I can't see the next 3 years never mind 'till 2050).Thus we should, for example, retain & maintain the Quaysides and desist from permanently filling in any remaining Dock areas.  Some background notes;- Glasgow Subway. Interestingly, Glasgow subway roughly circles the area under discussion. The Subway is closed overnight. It is not free to use. Clyde Tunnel. For pedestrians and cyclists. Not popular as it requires access via a locked gate. (For security). Rotunda tunnel. For horses and pedestrians, still exists but closed to the public. Three bridges carry motorways over the Clyde:-Kingston Bridge. Ten lanes for cars, none for pedestrians, unlike the Erskine Bridge which allows pedestrians. Auchenshuggle	GENERAL	Comments noted. The Plan sets out economic development opportunities and priorities in CDP 3 Economic Development and associated Supplementary Guidance. The land up to the quayside is identified in the CDP as an Economic Development Area and as such the policies contained within the Supplementary Guidance will apply to development on the land. The River Corridor SDF does not propose to change this designation and on this basis, the continued use of the land that forms King George V Dock as a working dock is safeguarded. Comments regarding the bridges/connections across the river and the need for enhanced pedestrian links noted.	No modification required.	NO

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		Bridge incorporates two footbridges in its structure, underneath its main roadway. The stretch of river on either side of the Kingston Bridge is the longest in the city centre without a pedestrian crossing. The Kingston Bridge is much higher than the river walkways and would require some detour for pedestrians to gain the approach roads if they were allowed to use the bridge.				