

Ref	Commentator	Question	Comments	Theme	GCC Response	GCC Recommendation	GCC Action
1	Avison Young on behalf of BAE Systems		BAE Systems welcomes the overall vision and strategic approach of promoting strengthened spatial and social links between key development areas and attractions in order to encourage investment and unlock and maximise the economic potential of Govan and Partick.	Economy	Support noted	No modification required.	No change
2	Avison Young on behalf of BAE Systems		BAE Systems: Govan Indicative Location Plan	Economy	Comment noted.	No modification required.	No change
3	Avison Young on behalf of BAE Systems		Their Govan Yard is identified as a ‘key industrial site’ within the framework document (see page 13). This is reflective of its current operation and allocation within the adopted Glasgow City Development Plan (CDP) and is therefore welcomed.	Economy	Support noted	No modification required.	No change
4	Avison Young on behalf of BAE Systems		We note that the framework identifies a number of ‘key development sites’ and aspirations / opportunities to ‘strengthen spatial and social links’ (see page 13). Indeed, at least part of the western section of land currently under the control of BAE Systems [see attached indicative location plan] has been identified as one such site, specifically a ‘Strategic Development Prospect’ as a ‘Potential Innovation Campus’ (see page 28). Whilst the SDF is not prescriptive in terms of the anticipated form of development that would or wouldn’t be supported, the SDF broadly emphasises the provision of quality of place, economic development and indicates support for the development of ‘appropriate manufacturing/innovation uses’, all of which could be used to describe the on-site operations by BAE Systems.	Economy / Innovation / Key Development Sites	Comments noted.	No modification required.	No change
5	Avison Young on behalf of BAE Systems		We understand that once approved, the SDF will form spatial supplementary guidance to the adopted Glasgow City Development Plan (CDP). The site as a whole that is under the control of BAE Systems is allocated within the adopted CDP as being within an ‘Economic Development Area’ (EDA) and is subject to policy CDP3 and IPG3. These policies broadly set out that Glasgow City Council will seek to ensure that areas with EDA status will be protected. They also give preference to proposals within Class 4 (Business), Class 5 (General Industrial) or Class 6 (Storage or Distribution). The allocation of BAE Systems’ Govan site within the adopted CDP is reflective of its current and anticipated future use and operations. It is therefore essential that the principles of the current allocation be protected going forward for all land within the control of BAE Systems.	Economy / City Development Plan	Comments noted. The SDF does not seek to amend the EDA status of the land within BAE Systems control.	No modification required.	No change
6	Avison Young on behalf of BAE Systems		Whilst the principles of appropriate long term regeneration, improved connectivity and appropriate forms of economic development indicated within the framework are broadly supported by BAE Systems, it is essential that those aspirations contained within the SDF do not prejudice the longstanding established operations by BAE Systems at their site in Govan. Furthermore, it is essential that the SDF should not prejudice any related development aspirations that BAE Systems may have to expand their operations westwards on undeveloped land towards Holmfauld Road, whatever format that might take.	Economy / Development of sites	The importance and value of the longstanding established operations by BAE Systems at their site in Govan is acknowledged. The SDF will not alter the EDA status of the land.	No modification required.	No change
7	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.	Economy / protection of existing uses	Support noted	No modification required.	No change
8	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	Economy	Comments noted	No modification required.	No change

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			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.				
9	Byres Road & Lanes Business Improvement District		Figure 4.0 recognises that the junction of Byres Road, Dumbarton Road and Coopers Well Street needs attention and it is included in the placemaking zone. The junction is currently an unprepossessing entrance to Byres Road; its importance will increase with the improved connectivity across the river, and it is important that it plays a more significant role in the network of places and spaces.	Partick Cross	Support noted	No modification required.	No change
10	Byres Road & Lanes Business Improvement District		The BID board is concerned about the omission of the Church Street triangle from the indicated key development opportunity sites on Figure 6.0. The site sits in an important location at the south of Byres Road, adjacent to the frontage of the university expansion onto Church Street. The site comprises a former sandstone school building, currently occupied by Glasgow City Council's Social Work department, a C listed former school swimming pool, a janitor's house and car parking. The site requires a comprehensive mixed-use masterplan and an innovative approach to the re-use of the listed building that will allow it to contribute to the evolving cultural quarter. The University has indicated in its plans for the campus development that the junction of Church Street and Byres Road will be designed to provide a civic space. As civic space is absent from this part of the BID it is important that the entrance to the University and the Church Street site in general play their part in delivering positive, useful spaces.	Church Street	It is agreed that the Church Street triangle has a strategic importance, linking Byres Road to the expanded University campus. Fig. 4 will be amended to show Church Street Triangle as an 'Opportunity and Driver of Strategic Importance'.	Amend. Maps will be amended to emphasise the opportunity in this location.	CHANGE
11	Byres Road & Lanes Business Improvement District		The BID is pleased to see the opportunity offered by the extension of the University of Glasgow onto the former Western Infirmary site and the development of the Queen Elizabeth University Hospital to drive inclusive economic growth on either side of the River Clyde. The development of an innovative cluster of learning, research and industry, allied with the building of a world class cultural cluster, can act as catalysts for the regeneration of this key tract of the city, and enable the provision of a new quarter of liveable places.	Economy / Cluster development	Support noted	No modification required.	No change
12	Byres Road & Lanes Business Improvement District		The board of directors of the Byres Road & Lanes Business Improvement District (BID) welcomes the production of the Govan Partick Strategic Development Framework (SDF), and the focus on holistic spatial development and placemaking that it brings to this important part of the city.	Placemaking	Support noted	No modification required.	No change
13	Byres Road & Lanes Business Improvement District		The Govan Partick SDF stresses the importance of the quality of place and movement experience for those on foot, if the potential of the innovation and cultural clusters is to be realised. It refers to the tourism impact that this will have but it is equally true for those who live, work or study in the area, who also make a major economic contribution to the quarter. The importance of welcoming, accessible streets, lanes and spaces cannot be overemphasised. The strong movement network will encourage active travel but will also make the area's string of green sites accessible, linking the river, the University of Glasgow campus and the Botanic Gardens. The new bridge will emphasise the proximity of Govan to this part of the city. This should be reinforced through a comprehensive wayfinding system, indicating the walking distances between locations. Temporary	Walking / Streets & Public Space / New Bridge / Wayfinding	Support noted.	No modification required.	No change

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			signage that did that was used at the Commonwealth Games in 2014, and proved a valuable tool in breaking down barriers in people's mental maps.				
14	Byres Road & Lanes Business Improvement District		The placemaking strategy refers to the importance of the strategic townscape elements in the quarter, and the townscape plays an integral part in the quality and sense of place in and around Byres Road. One key element of the sense of place that is not referred to is the network of lanes running either side of Byres Road: Ashton, Cresswell, Dowanside and Ruthven Lanes. These form a vital component of the area's DNA, and make an important contribution to the local economy, as well as offering iconic images used in the promotion of the city worldwide. Moreover, the relatively low cost commercial units in Cresswell, Dowanside and Ruthven Lanes offer an affordable opportunity to open and run a business that is rare in an area that has Glasgow's largest rent and rates bills outwith the city centre. However, Ruthven Lane in particular is in decline, as the surfacing and lighting is inadequate, resulting in very poor underfoot conditions, particularly unappealing in the dark. This has had an impact on trade, with businesses moving out and others seeing considerably reduced footfall. The BID board strongly believe that some of the £9m City Deal funds granted for improvement of the public realm of Byres Road should be diverted to bring Ruthven Lane up to a decent and safe standard.	Lanes / Byres Road / City Deal	Comments noted. It is agreed that the lanes around Byres Road play a crucial role in defining the areas' sense of place and contribute greatly to the local economy and culture. The SDF will be amended to make specific reference in this regard. Fig.4. will be amended to indicate the Lanes as 'Significant Placemaking Opportunities Outwith Major Development Sites'. The initial focus of City Deal investment will be on delivery of public realm works to Byres Road itself. Consideration will be given to improvement works to the Lanes as part of a second round of City Deal investment. The scope of any such works will be determined by budgetary constraints.	Amend. The Placemaking Strategy map.	CHANGE
15	Cllr Martha Wardrop	Do you agree or disagree with the key priorities identified in the Govan and Partick SDF document? Please explain.	An additional key priority is Maritime Heritage which should be added at page 14 Govan-Partick: Building A World Class Cultural Quarter. This needs to link the Riverside Museum and preservation of the A-listed Govan Graving Docks. The Graving Docks should gain recognition as a UNESCO World Heritage Site and become established as a Maritime Shipping Heritage Park and Nature Reserve.	Maritime Heritage / Govan Graving Docks / Cultural Cluster	The importance of maritime heritage is acknowledged and specific reference will be made to this. The maritime heritage value of the Graving Docks has also been referred to in the new section "The Rivers as Urban Heart". The River Clyde Development Corridor SDF also addresses the heritage of the River. The Graving Docks are a grade A-listed structure and this is considered the appropriate level of statutory protection.	Amend SDF to make specific reference to Maritime Heritage.	CHANGE
16	Cllr Martha Wardrop	The SDF includes an initial action plan - what other actions should be added to support implementation of the planning strategies? Please explain.	Mapping of opportunities for community woodland projects as part of the greenspaces to be supported.	Greenspace / Community Woodland	To conform to Scottish Government planning guidance, the Council is preparing an Open Space Strategy (OSS) for the City. The OSS will provide a means of co-ordinating the policies and actions of different Council services with responsibility for open space with a view to providing multiple benefits for the City's people and its environment.	Amend the SDF to make specific reference to the Open Space Strategy and the opportunities this will bring for facilitating greater community involvement in the management of greenspace.	CHANGE
17	Cllr Martha Wardrop	Do you agree or disagree with the overall strategic direction outlined within the Govan and Partick SDF document? Please explain.	The overall strategic position should refer to Climate Change in light of the IPCC report findings and support ambitious energy management project developments including renewables and low carbon technology to ensure heat, transport and electricity needs are met by renewables by 2030.	Climate Change / IPCC report	Earlier this year, Glasgow declared a climate emergency. The city established a working group to urgently seek ways of limiting its contribution to climate change. The group made 61	Amend SDF to reflect the new Council target of building a Carbon Neutral Glasgow by 2030.	Change

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					recommendations, which challenge every community in the city - and the Council in particular. The Council has now set a target of building a Carbon Neutral Glasgow by 2030 brought forward from 2037. The Council will develop an implementation plan by April 2020 that outlines how the Council intends to meet the revised carbon neutrality target, including setting and monitoring progress against interim targets, and respond to the working group's 61 recommendations. The SDF contributes to the 2030 target by setting out a spatial framework for developing a dense inner urban city-district, which is highly liveable and which reduces reliance on the private car and carbon based transport modes.		
18	Cllr Martha Wardrop	Are there any other aspects which need further consideration within the document? Please explain.	Within page 15, Govan-Partick: Building A World Class Cultural Cluster, there is a requirement to promote connectivity to surrounding conservation areas and their priorities – see map at: http://www.glasgow.gov.uk/CHttpHandler.ashx?id=8028&p=0 The areas to link to the cluster include: Glasgow West Conservation Area - http://www.glasgow.gov.uk/CHttpHandler.ashx?id=3423&p=0 Broomhill - https://www.glasgow.gov.uk/CHttpHandler.ashx?id=32417&p=0 Victoria Park - http://www.glasgow.gov.uk/CHttpHandler.ashx?id=3165&p=0 Scotstoun - http://www.glasgow.gov.uk/CHttpHandler.ashx?id=6990&p=0 Walmer Crescent - http://www.glasgow.gov.uk/CHttpHandler.ashx?id=3165&p=0 Govan Conservation Area - http://www.glasgow.gov.uk/CHttpHandler.ashx?id=5048&p=0	Built Heritage / Conservation Areas / Cultural Cluster	The conservation areas are shown within the draft SDF at fig 6.0. The SDF will be amended to ensure that the contribution of the historic built environment to the area's cultural capital is recognised at fig 2.0.	Amend SDF maps to make specific reference to importance of built heritage.	CHANGE
19	Clyde Waterfront Innovation Campus (University of Glasgow)		1. Overall Strategic Direction. The Stakeholder Board for CWIC is supportive of the overall strategic direction and priorities outlined in the Strategic Development Framework (SDF). We welcome the statement on page 6 paragraph 5: “Maximising the potential of Glasgow’s urban core, particularly focused on the potential of the River Clyde, should be recognised as a national priority within the overall Scottish spatial development and infrastructure investment plan for the next 20 years. The Stakeholder Board for CWIC would recommend a strengthening of this core message; the establishment of a West End and Clyde Waterfront Innovation District should be recognised as a development of national economic importance and for it to be included in the next iteration of National Planning Framework as a priority development.	Economy / National Importance / NPF	Support noted. The nationally unique economic development opportunity presented by the Glasgow Riverside innovation District is acknowledged and the text will be amended to reflect this. At present it is not clear exactly what form the NPF4 will take. However, it is anticipated that there will be opportunity to influence NPF4 and the comments are noted in that regard.	Amend SDF to make specific reference to nationally unique opportunity of the Innovation District.	CHANGE
20	Clyde Waterfront Innovation Campus (University of Glasgow)		Aspects that we would encourage further consultation on are: 2. Transport and connectivity. The Stakeholder Board for CWIC would like to encourage the City Council to liaise closely with the University and its partners in any decisions around transport and connectivity in the area, given the strategic importance of the CWIC development to the Govan/Partick area and to the City economy as a whole. Connectivity will be vital to ensure successful co-location of industry to the district. Transport links across the river will be crucial, linking connecting Govan with the wider University of Glasgow campus development project. However, we would recommend a wider discussion around the sites in Linthouse currently	Transport / Connectivity	The Council would be keen to discuss with the University and its partners. The Action Plan will be amended to recognise the need for this activity.	Amend action plan as noted.	change

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			being proposed for the CWIC development and how these are connected to the wider community in Govan.				
21	Clyde Waterfront Innovation Campus (University of Glasgow)		3. Utilities and data infrastructure. Appropriate levels of utilities and data infrastructure will be key to the University's ambitions in Govan, and we would recommend that the City Council liaise closely with the CWIC board on these issues as our plans take shape.	Infrastructure / Stakeholder Engagement	The City Council would welcome further engagement on this issue as the plans for the CWIC Campus progress.	No modification required.	No change
22	Clyde Waterfront Innovation Campus (University of Glasgow)		4. Ability to control development around critical infrastructure. We would also recommend that in any masterplanning activity around sites in Govan and Partick, the Stakeholder Board for CWIC should be noted as a key partner in the process. It is not clear from the SDF what level of masterplan is envisaged and if this is intended to be a broad-based parameters masterplan covering the whole Innovation District or would consist of more detailed, site-specific masterplans for each identified innovation campus/cluster. We would recommend that these aspects are clarified.	Masterplanning / Stakeholder Engagement	The action plan will be amended to make clear that the University of Glasgow would be a lead party for the delivery of an Innovation Quarter masterplan, reflecting the University's leading role in defining the development of the innovation cluster in the area.	Amend action plan as noted.	change
23	Clyde Waterfront Innovation Campus (University of Glasgow)		5. Provision of grow-on space for the cluster. To fully realise the economic opportunities for the area, we recommend that provision of an appropriate amount of future grow on space for industry is included in the plans. The University and its partners would be very keen to discuss this further with the City Council.	Economy / Grow On Space	The Council would be keen to discuss with the University and its partners. The Action Plan will be amended to recognise the need for this activity.	Amend action plan as noted.	change
24	Clyde Waterfront Innovation Campus (University of Glasgow)		If developed to its full potential, the high technology area in Govan could result in over 1,100 jobs and a GVA uplift of £67M across Glasgow. This project represents a great opportunity for the City and Govan; the University of Glasgow and its partners wish to work very closely with the City Council to maximise its potential.	Economy / Innovation / Employment	Support noted. The Council would be keen to work with the University and its partners maximise the area's potential. The Action Plan will be amended to recognise the need for this activity.	Amend action plan as noted.	CHANGE
25	Clyde Waterfront Innovation Campus (University of Glasgow)		Investment in CWIC will be in addition to other key commitments the University has already made to the Clyde Waterfront and West End Innovation District, including £1bn for the campus development project at Gilmorehill in the West End and our existing investment at the Queen Elizabeth University Hospital's Clinical Innovation Zone in Govan, as well as the potential for future investments in the Precision Medicine space.	Economy / Innovation / Key Development Sites	Comments noted	No modification required.	No change
26	Clyde Waterfront Innovation Campus (University of Glasgow)		Moreover, the relocation of precision instrumentation housed in the JWNC will require a level of environmental control including electromagnetic and vibrational noise limits. It will be important as part of the master planning phase to seek reassurance that development of surrounding land and infrastructure projects will not challenge the operational performance of our equipment and/or undermine the considerable investments that the University and its partners are planning on the campus.	Protection of Sites	Comments noted. The Council are keen to promote the development of the Innovation District and to work collaboratively to ensure the success of the proposed Innovation Campus.	No modification required.	No change
27	Clyde Waterfront Innovation Campus (University of Glasgow)		The Govan and Partick Strategic Development framework is aimed at reconnecting the North and South side of the river, both spatially and economically; our plans for the establishment of a high-technology innovation campus in Govan with a strong connection with the expanded University campus in the West End are extremely well aligned with this aim.	Connectivity	Support noted.	No modification required.	No change
28	Clyde Waterfront Innovation Campus (University of Glasgow)		The project will leverage unique regional academic strengths and existing facilities from the University of Glasgow's James Watt Nanofabrication Centre (JWNC) to boost innovation, accelerate growth and raise productivity in a local supply chain of highly innovative companies spanning nanofabrication of high-value chip- scale	Innovation / Cluster Development	Comments noted	No modification required.	No change

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			components for photonics, optoelectronics and quantum technology. JWNC is the leading academic cleanroom in the UK, housing over £32M of nanofabrication tools, underpinning a portfolio of R&D worth £43M and working with more than 300 companies worldwide. So far the project has attracted the support of a number of industrial partners including: M Squared Lasers, Optocap, Compound Semiconductor Technologies Global, TopGaN Quantum Technologies, Gas Sensing Solutions, Semefab, Thales, Kelvin Nanotechnology, PXYL, Horiba Jobin Yvon IBH, Clyde Space and Chromacity. Additional support was gathered from sector organisations including Technology Scotland and CENSIS.				
29	Clyde Waterfront Innovation Campus (University of Glasgow)		The Stakeholder Board would also recommend that the two sites currently being considered for CWIC, located at Linthouse near the Clyde tunnel, should be specifically highlighted in the SDF and defined for this specific development. Appropriate maps and graphics should also highlight the strong links that these sites and the CWIC development will have with QEUEH and the Gilmorehill Campus.	Protection of Sites	The SDF will highlight the 'key opportunity location' for innovation district development in co-location with QEUEH, which the CWIC proposal has identified.	Amend SDF mapping to highlight key opportunity locations for innovation quarter development in co-location with key institutions	Change
30	Clyde Waterfront Innovation Campus (University of Glasgow)		The University and its partners are exploring the business case around the relocation of JWNC and the establishment of the Clyde Waterfront Innovation Campus and supporting infrastructure. In this context, we welcome the opportunity to respond to the open consultation on the Govan-Partick Strategic Development Framework on behalf of the project stakeholders.	Innovation / Cluster Development	Support noted	No modification required.	No change
31	Clyde Waterfront Innovation Campus (University of Glasgow)		We also recommend that key sites of strategic economic importance within the Innovation District, such as those connected with the Clyde Waterfront Innovation Campus, should be awarded appropriate planning status in order to protect them for business innovation uses and industry growth. We encourage the Council to explore a planning mechanism which supports economic development through streamlined planning processes such as a Simplified Planning Zone or Enterprise Area which would support and encourage sustained economic investment and business growth. Streamlining the planning process will be fundamental in building momentum and confidence in investors to deliver new development on challenging brownfield sites which will in themselves act as a catalyst for wider urban regeneration.	Economy / Planning Status of Sites	The Council will publish a Main Issues Report (MIR) Evidence Report in spring 2020 as an inception stage in the preparation of the next City Development Plan. This would be the stage where this proposal would be considered. The Development Plan Scheme 2019 - 2020 sets out the timeline for preparation of the new City Development Plan, which includes an open consultation. https://www.glasgow.gov.uk/CHttpHandler.ashx?id=15247&p=0	No modification required.	No change
32	Clyde Waterfront Innovation Campus (University of Glasgow)		We believe is important that any masterplan supports the creation a clear vision and has a core mission which can be used to guide long-term thinking and development aspirations. The Stakeholder Board recommends that the innovation activities planned by the University and its partners should be central to this vision, and should include the themes of quantum technology, nanofabrication, photonics and precision medicine.	Masterplanning / Stakeholder Engagement / Innovation	The University will be listed as a key partner for the Innovation District. It would be expected that the Council would work closely with key partners to specify the scope of any further planning / masterplanning.	Amend action plan as noted.	Change
33	Clyde Waterfront Innovation Campus Stakeholder Board (University of Glasgow)		I am writing on behalf of the Stakeholder Board of the proposed “Clyde Waterfront Innovation Campus” (CWIC), led by the University of Glasgow, responding to the consultation on the Govan-Partick Strategic Development Framework. The CWIC board comprises representatives form industry (M Squared Lasers, Kelvin Nanotechnology and CSTG), Scottish Enterprise, Glasgow City Council, Technology Scotland and the University of Glasgow. Our vision is to create a high technology innovation campus on the south-side of the river in Govan, which will combine academic and industrial assets to foster economic	Economy / Innovation / Key Development Sites	Comments noted.	No modification required.	No change

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			growth. CWIC will entail a major infrastructure investment by the University of Glasgow and will constitute the first step towards the delivery of the ten-year plan set in the memorandum of understanding between the University, the City of Glasgow and Scottish Enterprise to develop the Clyde Waterfront and West End Innovation District.				
34	Film City Glasgow Ltd	Do you agree or disagree with the overall strategic direction outlined within the Govan and Partick SDF document? Please explain.	Agree	Strategy	Support noted	No modification required.	No change
35	Film City Glasgow Ltd	Do you agree or disagree with the key priorities identified in the Govan and Partick SDF document? Please explain	Agree	Key Priorities	Support noted	No modification required.	No change
36	Film City Glasgow Ltd	What is your comment? (please provide as much detail as possible, including what you would like to see changed and why)	The 'Creative Clyde Enterprise Area' and 'Strategic Economic Investment Location at Pacific Quay' are highlighted as an opportunity for creative and digital industries / tourism in the SDP', but are now historical references rather than opportunities for the future. The Enterprise Area since its introduction (2013) has not precipitated any creative industry activity or inward investment, and by its nature is a weak incentive (rates relief is capped and at such a low level as to be insignificant in driving investment, 'fast track' planning and high speed broadband are also already there and inherently nebulous terms). The Enterprise Area status should have been the catalyst for public sector agencies to protect the land mass for creative industry clustering, rather than what is now planned (resi, retail, generic office space). SE have pursued a market forces approach rather than specific ring fencing for creative industries use, which has allowed development in the area to proceed in a different direction. There is no land available at Pacific Quay for creative/digital inward investment, and would challenge the inclusion of the term 'continued development of a 'creative industries hub' - there is no continuation or likely to be given the projects proposed for the remaining land.	Pacific Quay / Creative Clyde Enterprise Area / Creative Industries	The strategic development plan (Clydeplan) defines Strategic Economic Investment Locations (SEILs) within the plan area. Glasgow city Council will input to the Main Issues Report (MIR) for the next strategic development plan. Due to the ongoing work regarding the Planning Bill it is not currently clear what form the next strategic development plan will take. However, the Council will publish a Main Issues Report (MIR) in late 2019 as an inception stage in the preparation of the next City Development Plan. This would be the stage where this issue could be considered. The Development Plan Scheme 2019 - 2020 sets out the timeline for preparation of the new City Development Plan, which includes an open consultation in late 2019. https://www.glasgow.gov.uk/CHttpHandler.ashx?id=15247&p=0	No modification required.	No change
37	GoBike Strathclyde Campaign		For the avoidance of doubt, a list is attached of (a) proposed improvements to active travel routes inferred from the document's maps, which GoBike strongly supports, and (b) other specific improvements needed. - Proposed improvements to strategic connectivity / active travel network, inferred from maps in consultation document, all strongly supported:• Enhancements to paths on both sides of the river, including new bridges over the Kelvin and the entrance to the canting basin• New direct link from new Kelvin bridge to Partick interchange• New route on west bank of Kelvin• Enhanced link from Riverside Museum to Kelvingrove• Other routes criss-crossing between Riverside Museum, Kelvingrove, Kelvin Hall and the SEC site• Enhancement to the route (orange bridge) between SEC and SEC station• Enhancement of the provision on Byres Road and University	Active Travel / Strategic Connectivity	Support noted for the proposed active travel improvements shown within the SDF.	No modification required.	No change

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			Avenue• Enhancement of the Clyde tunnel routes• Enhancement of provision from Govan Cross to Braehead along Govan Road and between Braehead and the hospital• Enhancement of route from central Govan to Elder Park• New direct route between Elder Park and Ibrox station implying a new bridge across the underground maintenance spur• New provision on the north-south Helen Street and Broomloan Road routes• New direct link from Cessnock through Festival Park towards the river• The indication that ‘rebalancing of the place – movement function is required’ along the Fastlink and expressway corridors				
38	GoBike Strathclyde 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 to entice large numbers of people to choose cycling as their mode of travel.	Cycling / Modal Shift	Comments noted. The SDF is a high level strategy document. The importance of detailed design in creating attractive conditions for walking and cycling is recognised. Whilst being high level, the SDF attempts to emphasise this issue through the explicit linking of movement improvements to quality of place and the comic benefits that an improved place and movement balance in the area can generate. Also, through the emphasis on creating liveable places.	No modification required.	No change
39	GoBike Strathclyde Campaign		GoBike strongly supports the overall aims of the SDF, notably its ambition to use the new Govan-Partick bridge to re-join the two areas and create a vibrant, fully functioning city area (pages 5 and 6), potentially with a nationally important innovation cluster (page 11) and as an iconic location which is attractive both as a multi-site visitor location and as one for the development of creative industry (page 14). GoBike particularly welcomes the recognition of the association between a strong active travel network, high quality urban environment and a vibrant urban lifestyle, with the combination attracting new economic investment and job creation (page 11).	Strategy	Support noted	No modification required.	No change
40	GoBike Strathclyde Campaign		GoBike therefore asks that in order for the SDF document to achieve its excellent ambitions changes are made to it as follows: 1. Add to the Immediate Action Plan (page 27) the preparation of a plan of every one of the area’s streets and off-road routes assigning each one a role in the active travel web. The consultation document recognises that Glasgow can learn from good practice in other cities (page 22); GoBike would strongly support following the example of Manchester in identifying arterial routes, connectors with delay-free crossings and ‘home zones’ where the design of streets and junctions creates places to be, rather than places to expedite the movement of motor traffic. Such a plan will ensure that the development of cycling infrastructure is coherent throughout the area and over the years covered by the SDF and is not subject to the vagaries of development work or chance funding opportunities.	Active Travel / Streets	Support noted. Since the SDF was drafted the Council announced that it will prepare 3 infrastructure plans which will include focusing on making active travel everyday modes of travel. The SDF Action Plan will be amended to reflect this and seek to align local activity.	Amend SDF Action Plan to reflect updated GCC position on active travel promotion.	change
41	GoBike Strathclyde Campaign		2. Where ‘active travel routes’ are mentioned the language should recognise (and require planning and design decisions) that the term refers not just to strategic or arterial routes, but to a fine-grained web of connectors and capillaries that make it easy and attractive to cycle or walk from anywhere to anywhere, including to places elsewhere in the city. Language should also be added that requires planning and design decisions to recognise the different needs of foot and cycle traffic.	Active Travel Routes / Continuity of Routes	Since the SDF was drafted the Council announced that it will prepare 3 infrastructure plans which will include focusing on making active travel everyday modes of travel. The SDF Action Plan will be amended to reflect this and seek to align local activity.	Amend SDF Action Plan to reflect updated GCC position on active travel promotion.	change

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42	GoBike Strathclyde Campaign		3. The promotion of active travel and use of public transport rather than private car use should be made explicit in the document rather than relying on reference to CPD1. References to ‘movement networks’ and ‘connectivity’ are ambiguous.	Active Travel / Public Transport / Private Car Use	The SDF will be redrafted to make explicit the promotion of active travel and use of public transport rather than private car use in terms of priority. This reflects the policy position set out in the City development Plan.	Amend SDF to ensure text reflects the comment.	change
43	GoBike Strathclyde Campaign		Improvements not shown which are also needed include the following:• Access to the hospital from the Clyde cycle/pedestrian tunnel exit• Improved crossing provision south of the hospital at the roundabout on Shieldhall Road under the tunnel access road• An alternative is needed to rail/expressway crossing at the SEC; the current single route (orange bridge) is impassable against the flow of SEC crowds and is occasionally closed for maintenance• Automatic contraflow cycling on one-way streets, for example in the streets near Partick Cross• Provision for cycling up Finnieston Street, past the SEC gyratory• Elimination of long delays at crossings and obstacles presented by cages at multi-stage crossings• Onward links will be needed to all points of the compass, for example, south on Broomloan Road, east along both banks of the river, north through Kelvingrove Park and from the tunnel.	Active Travel Infrastructure	The SDF at p.21, fig.4 'Placemaking Strategy', identifies a number of broad zones where further more detailed design work is required. These would be expected to pick up on the issues raised here. Since the SDF was drafted the Council announced that it will prepare 3 infrastructure plans which will include focusing on making active travel everyday modes of travel. The SDF Action Plan will be amended to reflect this and seek to align local activity.	Amend action plan as noted.	CHANGE
44	GoBike Strathclyde Campaign		It is GoBike’s position that the new bridge is much more likely to have the transformative effect envisaged if the SDF is explicit about the scale of the change needed in people’s travel choices. The consultation document recognises that the propensity to walk between locations is hugely sensitive to factors such as distance and route quality (page 14). Distances and travel times between places on the Govan and Partick sides of the bridge are rather long for people whose automatic choice has been to drive. Walking from the Riverside Museum to Govan Road will take about six minutes at a brisk walking pace; walking between Govan Road and Partick Cross will take about 16 minutes. Times for cycling will be about 90 seconds or four minutes respectively (with the four-times multiplier used on the council’s fingerposts), times which are much more realistic for journeys with a purpose.	Cycling / Walking / Modal Shift	The SDF will be amended to emphasise that cycling has a specific role to play in relation to developing a highly integrated movement network in the area.	Amend SDF as noted	Change
45	GoBike Strathclyde Campaign		Journey times show that if the bridge is to play the desired role in encouraging healthy lifestyle opportunities and promoting connectivity [and] active travel ... rather than private car use (CPD1(3) and (10)) it will be because it entices large numbers of people to cycle to and through the area. Two things need to be right for this to happen:1. The approaches funnelling people to the bridge on each bank must be designed generously and future-proofed for use by increasing numbers of people, and must cater for the different needs of people travelling on foot and by bike. All those choosing ‘active travel’ need routes which feel and are safe, which do not add distance and which provide delay-free crossings of roads. Infrastructure also needs to recognise that people cycling on purposeful journeys travel much faster than those on foot, and that cycles have much larger turning circles. Sharp turns, especially with obstacles presented by street furniture like railings and pillars are unnerving for novice or less confident cyclists. They may be impossible for those with unconventional cycles (tandems, cargo bikes, trailers, adult tricycles, bicycle rickshaws) to navigate. 2. Options for getting to and from the new bridge need to form a fine-grained web of routes covering the entire area, so that direct cycle journeys are possible from anywhere to anywhere. Cycling to and from locations outside the area should also be easy. Fig 1 can give a sense of the density of route options needed, by	Govan-Partick Bridge / Cycling	The SDF will be amended to emphasise the particular role which cycling can play in relation to developing a highly integrated movement network. These comments have been passed to the designers of the Govan-Partick Bridge and Water Row (Govan) public realm. Since the SDF was drafted the Council announced that it will prepare 3 infrastructure plans which will include focusing on making active travel everyday modes of travel. The SDF Action Plan will be amended to reflect this and seek to align local activity.	Amend SDF as noted	Change

Ref	Commentator	Question	Comments	Theme	GCC Response	GCC Recommendation	GCC Action
			drawing lines connecting all the locations marked as core economic zones, key development sites, town centres, key industrial sites and established locations with growth potential. Residential areas, schools and retail parks within and inside the SDF area should also be included. The key point is that most active travel is not just from end to end of a headline 'strategic route', just as most car travel does not start and end on a single motorway.				
46	GoBike Strathclyde Campaign		Thank you for the opportunity to contribute to the Govan and Partick Strategic Development Framework. GoBike is a voluntary organisation campaigning in the Strathclyde area for better infrastructure, policy, and political support for cycling to be a safe, efficient, clean and healthy mode of active travel for everyone. The comments which follow are made in the context of these campaign aims.	Cycling	Support noted	No modification required.	No change
47	Govan Community Boxing Club	What is your comment? (please provide as much detail as possible, including what you would like to see changed and why)	All sections Govan Community Boxing Club is looking for permanent premises. Please consider a boxing gym for Govan Community Boxing Club	Community Facilities	Comments noted. The SDF is a high level strategic planning document. It is understood that this request has been made through local regeneration forums and given consideration by officers.	No modification required.	No change
48	Hillhead Community Council		B it would appear that the Govan/Clyde consultation also contains proposals on developments such as Glasgow University. we have been shocked by the way in which city policies have been ignored in planning consents given to the university. We are also concerned that any further proposals should take into account the interests of residential areas, the communications and transport systems and the local shops. This will have implications for the other parts of the development plan. Any bridges proposed should have the agreement of local communities. The University has sited a huge "teaching hub" on the north of University Avenue, which will entail large numbers of students crossing University Avenue. We have not been consulted on the implications for the residents or traffic or the conservation areas.	Planning Policy / Decisions / Consultation	<p>Comments noted. The importance of appropriate community consultation is acknowledged. The SDF will inform future planning applications in the area, as it will become a statutory Supplementary Guidance to the City Development Plan i.e. it will be a component of the Development Plan. Concerns regarding the processing of planning consents</p> <p>With regard to the planning applications referred to the following information is relevant.</p> <p>The teaching hub referenced by the community council is a major development which was granted planning permission under delegated powers in December 2016.</p> <p>Because it was major development the proposal was subject to pre-application consultation. A Proposal of Application Notice (PAN) (16/00154/DC) was submitted to the planning authority on 13 January 2016. The applicant confirmed that a copy of the PAN was issued to Hillhead Community Council, that the Community Council was invited to a public consultation event and, in</p>	No modification required.	No change

Ref	Commentator	Question	Comments	Theme	GCC Response	GCC Recommendation	GCC Action
					<p>addition, that the applicant advised they would be willing to attend one of the Community Council's regular meetings or arrange a separate meeting, whichever would be most convenient. The</p> <p>Details of the subsequent planning application are as follows:</p> <p>Planning permission: 16/01467/DC Site: Site Bounded By University Avenue/University Gardens Proposal: Demolition of mathematics building, refurbishment of Boyd Orr building, erection of learning and teaching hub (Class 10) and associated works. Status: Granted subject to conditions on 12 December 2016.</p> <p>A Pre-Application (PAC) Report was submitted with the planning application. This confirmed that pre-application consultation events included meetings with local community councils including Hillhead Community Council. Other documents submitted with the application included a Design and Access Statement, a Transportation Assessment and a Travel Plan.</p> <p>Hillhead Community Council were a statutory consultee for the application. The community council's objection to the application was received on 19 July 2019. The application was determined against the adopted Development Plan and the emerging City Development Plan and other material considerations, including the points raised in the community council's letters of objection but these did not outweigh the Development Plan. The Report of Handling for the application can be viewed on Online Planning.</p> <p>In addition, the University of Glasgow is undertaking an expansion of their campus on to the site formerly occupied</p>		

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					<p>by the Western Infirmary. This was granted planning permission in principle (16/01208/DC) by the Planning Applications Committee on 20 February 2017. As major development this too was subject to pre-application consultation with a PAN (16/00178/DC) received on 14 January 2016.</p> <p>Hillhead Community Council were consulted as a statutory consultee to the planning application and objected to the proposal. Subsequently, a Pre-determination Hearing was held on 10 January 2017 at which a representative of the community council addressed the Committee.</p>		
49	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?	Consultation Process	Documents can be made available in print form upon request. The consultation documents and questionnaire were made available through the Council's main consultation hub.	No modification required.	No change
50	Historic Environment Scotland		As with the River Clyde 2050 SDF, we believe the historic environment can play a key role in delivering the aspirations of this document. We would therefore welcome involvement on the governance group for the delivery of this SDF, and are keen to ensure that any initiatives align with existing projects for the repair of the area's historic environment. These include the Govan Cross Townscape Heritage Initiative (THI) which aims to regenerate Govan town centre by both investing to make the best of Govan's exceptional historic built environment and using local heritage as a vehicle for community learning and skills development. Also, a 5-year Conservation Area Regeneration Scheme for Govan was launched in September 2016.	Historic Environment / Stakeholder Engagement	The Council will engage with key agencies in progressing the Action Plan for the SDF.	No modification required.	No change
51	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.	Historic Environment	Support noted. The importance of the historic environment in meeting the opportunities presented by the SDF are acknowledged.	Amend SDF to emphasise the importance of the historic environment	CHANGE
52	Historic Environment Scotland		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 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	Historic Environment / Industrial Heritage / Stakeholder Engagement	The importance of the historic environment and industrial heritage are acknowledged. Further engagement with HES is therefore welcomed.	No modification required.	No change

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			the preparation of any site design briefs, masterplans or other initiatives emerging from the SDF documents.				
53	Historic Environment Scotland		We also consider that the historic environment can support proposals within the SDF for the creation of an innovation district. The SDF highlights that the high quality urban historic environment in Partick/Govan allows for highly innovative approaches for place- making and we would agree with this. We would therefore be pleased to participate in the development of a masterplan for the Innovation District, and happy to support innovation cluster activities where they can encourage town centre regeneration and the re-use of buildings.	Historic Environment / Innovation Quarter	Support noted.	No modification required.	No change
54	Historic Environment Scotland		We also note the aspiration to create a cultural cluster in Partick/Govan and are keen to collaborate on this. We understand that this will involve the creation of a new 'destination space' linking the Riverside Museum, Govan Old Church / Stones and Central Govan. We welcome this approach and the appreciation of the historic environment as a cultural asset in this part of the City. Here, we would recommend that positive benefits for the historic environment are maximised and hope to be engaged as the proposals progress. We also hope to be engaged on the design of the new Partick/Govan bridge crossing.	Cultural Cluster	Support noted.	No modification required.	No change
55	Historic Environment Scotland		We also welcome where consideration of the historic environment has informed the place-making strategy included in the SDF. We would be happy to contribute to any site specific guidance for any key projects emerging from the SDF. Additionally, we would encourage consideration of the historic environment as part the proposed Townscape Analysis for the Partick/Govan area. We would be happy to contribute to the preparation of such an analysis and can provide advice on key heritage sensitivities. We can also help to identify any key strategic views that should be protected as part of a framework for the area.	Placemaking Strategy	Support noted.	No modification required.	No change
56	Historic Environment Scotland		We welcome the preparation of a SDF for the regeneration of the Govan and Partick areas. We understand that this SDF builds upon and aligns with existing projects and support where it can underpin a co-ordinated approach to the development of these areas. In line with this, we welcome the particular aspiration of this document to reconnect Govan and Partick for the creation of a unified urban district in this part of Glasgow.	Strategy	Support noted.	No modification required.	No change
57	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.	River Clyde / Water Use	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 priority in the River SDF. 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 (Pg.17).	No modification required.	No change
58	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	River Clyde / Connectivity / Access / Recreation	As above, comments on the potential of the River as a sustainable transport	No modification required.	No change

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			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.		corridor noted. Repairing and creating strong movement connections and access to, along and on the river' is a priority 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 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 (Pg.17). The SDF River Room Placemaking Strategies recognise the need to create activated routes to the waterfront and an enhanced civic realm and recreational experience.		
59	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).	Flood Risk Management / Tidal Weir	Climate change, flood and surface water management are considered as key cross cutting issues with a critical impact on meeting the priorities in the River Clyde SDF. The River SDF Action Plan includes working in partnership with SEPA to update the interim River Clyde Flood model, and it is considered that further actions will be identified by appropriate teams within the Council.	No modification required.	No change
60	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.	River Clyde / Accessibility	Repairing and creating strong movement connections and access to, along and on the river' is a priority in the River SDF.	No modification required.	No change
61	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 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.	River Clyde / Biodiversity	Comments noted. Flooding and surface water management are considered as Cross-Cutting Issues which impact on the River Clyde SDF Priorities. An Action in the River SDF Action Plan sets out that further work will be undertaken in partnership with SEPA regarding flood modelling.	No modification required.	No change
62	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	River Clyde 2050 SDF	Comments and support noted.	No modification required.	No change

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			and its amenities.				
63	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.		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 change
64	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.	River Clyde / Microclimate / Shelter	All comments are noted. The River SDF envisions the Clyde becoming a landscape for playing, living, working and undertaking leisure and recreation and states that buildings should provide shelter to quayside/public spaces, 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 change
65	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 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.	River Clyde / Working Port / Access and Connectivity	Comments noted. The City Development Plan sets out economic development opportunities and priorities in CDP 4 Economic Development and associated supplementary guidance (CDP 4 - https://www.glasgow.gov.uk/CHttpHandler.ashx?id=36886&p=0). 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 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 change
66	McInally Associates Planning Consultants on behalf of Glasgow Harbour Ltd		Further to the above it is of importance to note the Govan Partick Charette Report (published in May 2015) continues to indicate public support for the bridge to land at the western side of the River Kelvin. Appendix 4 contains extracts from the report illustrating that the public visualised the Govan-Partick bridge landing at the western side of the River Kelvin.	Govan - Partick Bridge / Govan - Partick Charrette	Comment noted. The Govan - Partick Charrette was undertaken prior to any technical studies for the bridge. The alignment shown was for indicative purposes only. Following completion of technical studies and engagement with	No modification required.	No change

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					marine stakeholders including the Harbourmaster it was agreed that the bridge should span from Water Row to the east bank of the Kelvin.		
67	McInally Associates Planning Consultants on behalf of Glasgow Harbour Ltd		Further to the points outlined above, the site in question to the west of the River Kelvin has planning permission (17/00610/DC) for a mixed use development promoting retail, office, leisure (including cinema/casino), commercial, education, bars/restaurants, hotel and residential floorspace together with public open space, associated access, servicing, infrastructure, parking and landscaping. The site is currently subject to an AMSC application (18/01993/MSC), which has established the detailed design of the retail and lifestyle outlets scheme.	Development Management / Planning app 17/00610/DC and Planning app 18/01993/MSC	Comment noted.	No modification required.	No change
68	McInally Associates Planning Consultants on behalf of Glasgow Harbour Ltd		Furthermore, it is submitted that the proposed relocation of the Govan-Partick bridge away from the west bank of the River Kelvin represents a lack of consistency and could delay investment decisions, undermining the overall investment in Glasgow Harbour. It is of significance that the Glasgow Harbour development was initiated as a project which included a partnership and legal agreements on infrastructural proposals between Glasgow Harbour Ltd and Glasgow City Council and that this proposal is contrary to the spirit of that partnership, again undermining the confidence of the private sector which is essential for securing long-term private investment in the City.	Glasgow Harbour / Investor Confidence	Comment noted. The SDF reflects the alignment as determined through technical appraisal. Glasgow Harbour Limited have been advised of the revised alignment during regular update meetings.	No modification required.	No change
69	McInally Associates Planning Consultants on behalf of Glasgow Harbour Ltd		In all regards, it is submitted that it would be of greater benefit to local residents of both Govan and Partick for the Govan- Partick pedestrian bridge to connect from Water Row to the site to the west of the River Kelvin, being the retail/leisure element of the approved mixed use development scheme at Glasgow Harbour. Appendix 3 contains an extract from the Imagine Govan Manifesto (published in June 2017) that demonstrates the bridge landing on the site to the west of the River Kelvin. The document was commissioned by the Central Govan Action Plan Steering Group, comprising of local residents, community organisations, elected members and partner agencies- with Glasgow City Council a lead partner within the group. The report recognises that “The planned Govan-Partick river crossing will link Govan to cultural, leisure, educational and work opportunities on the north side of the river. But it will be important to ensure that the bridge encourages a two-way flow, with more people attracted to Govan as a lively, attractive riverside town”. This report demonstrates that landing the pedestrian bridge on the western site of the River Kelvin was the preferred location. It is therefore submitted that the proposed connection of the Govan- Partick pedestrian bridge between and Water Row and the Riverside Museum is unacceptable and this designation is objected to.	Imagine Govan Manifesto / Maximising Public Benefit from Bridge	Comment noted. The SDF reflects the alignment as determined through technical appraisal. Glasgow Harbour Limited have been advised of the revised alignment during regular update meetings.	No modification required.	No change
70	McInally Associates Planning Consultants on behalf of Glasgow Harbour Ltd		In all regards, it is submitted that the Govan- Partick pedestrian bridge should land at the site located to the west of the River Kelvin, linking Govan to the approved mixed- use development scheme at Glasgow Harbour and the Glasgow Strategic Development Framework should be amended accordingly to reflect this moving forward.	Bridge Alignment	Comment noted. The SDF reflects the alignment as determined through technical appraisal.	No modification required.	No change
71	McInally Associates Planning Consultants on behalf of Glasgow Harbour Ltd		It is also of significance to note that the proposed landing location of the Govan-Partick pedestrian bridge at the Riverside Museum currently operates as a service yard for the museum and is regularly accessed by vehicles. It is therefore submitted that this is an unsuitable location for the Govan- Partick bridge to land as pedestrian flows would be directed into a dangerous and undesirable area. It is submitted that as a result of this the proposed landing point at the Riverside	Bridge Alignment	Comment noted. The revised alignment has been discussed with Glasgow Life who have advised that this area is not subject to regular vehicle movements. Detailed design will ensure that the	No modification required.	No change

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			Museum is both unsafe and unacceptable and that the bridge would be far better located at the site to the west of the River Kelvin.		bridge landings facilitate unconstrained pedestrian and cycle movement.		
72	McInally Associates Planning Consultants on behalf of Glasgow Harbour Ltd		It is of significance to note that this design was based on previous discussions held between our client and Glasgow City Council who had agreed that the most appropriate connection between Govan and Partick would be a bridge connecting Water Row to the Glasgow Harbour mixed- use development scheme as the scheme would serve as a destination point for pedestrians and cyclists. As can be seen from the extract above, the design of the retail/leisure outlets scheme has been based upon the Govan- Partick bridge landing on the site (see Appendix 5). The bridge helps to create a destination point and encourages active- travel between the two areas both day and night.	Bridge Alignment / Site planning	Comment noted, The bridge alignment was discussed in detail with Glasgow Harbour and there were a number of technical issues in landing within the development due to the differences in design levels required for the public realm and bridge. Glasgow Harbour were advised of the preferred alignment following completion of technical studies and consultation in 2018.	No modification required.	No change
73	McInally Associates Planning Consultants on behalf of Glasgow Harbour Ltd		Noted below is an extract from the Design and Access Statement that accompanied the AMSC application and explains the following:“The Quayside Piazza is a very significant piece of public realm for this project as it unites central aspects of the scheme; the Clyde Walkway, the River Kelvin frontage, retail and leisure uses and the connection through the heart of the scheme to Partick. In addition, if the new Clyde Bridge [Govan- Partick Pedestrian Bridge] lands here, there will be a connection to Govan and the southside of Glasgow. QUAYSIDE PIAZZA The Quayside Piazza combines the space adjacent to the Kelvin and that at the confluence of the two rivers. Together they form an area of open space that can hold significant sized events such as a winter ice-rink and also form spaces with good views, morning and afternoon sun and shelter from the prevailing winds. These spaces will have active frontages and encourage outdoor seating and dining when weather permits. Seating at the edges of the space along with strategically sited trees and areas of lawn, provide an attractive informal destination for users of Glasgow Harbour and other visitors alike. The landing of the Govan Bridge in this area would bring significant benefits to all parties since the bridge lands in a space that is welcoming, well lit and active day and night. The space has been kept open to allow events but groups of trees, lighting columns and seating soften the setting and bring micro-climate benefits. The spaces will be paved to a high quality with the same pattern of greys and warm tones used elsewhere in the key public spaces along with street furniture using more playful colour in places”	Design & Access Statement / Quayside Piazza	Comment noted. The SDF reflects the alignment as determined through technical appraisal.	No modification required.	No change
74	McInally Associates Planning Consultants on behalf of Glasgow Harbour Ltd		This representation has been prepared by McInally Associates Planning Consultants on behalf of Glasgow Harbour Ltd and concerns the location of the proposed Govan- Partick pedestrian bridge (see Appendix 1).In this regard, this letter provides a response to the Consultative Draft of the Glasgow Strategic Development Framework – Govan and Partick, 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 – Govan and Partick “seeks to establish a spatial framework to reconnect two historic City districts that have become quite distinct in spatial and social terms in recent decades”.	Govan - Partick Bridge	Comment noted.	No modification required.	No change
75	McInally Associates Planning Consultants on behalf of Glasgow Harbour Ltd		Upfront and for the avoidance of doubt this representation objects in the strongest possible terms to the proposed positioning of the Govan- Partick pedestrian bridge. Throughout the Strategic Development Framework illustrations indicate that the bridge will connect Water Row in Govan to the Riverside Museum, located to the east of the River Kelvin on the north bank of the River	Govan - Partick Bridge / Bridge alignment	Comment noted. The bridge alignment was selected following completion of technical studies and consultation in 2018.	No modification required.	No change

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			Clyde (see Appendix 2). It is submitted that the Govan- Partick pedestrian bridge should instead land on the north bank of the River Clyde at the site located to the west of the River Kelvin, thus linking Govan to the retail/ leisure element of the approved mixed- use development scheme at Glasgow Harbour (see Appendix 1).				
76	Partick Community Council		A need for linking up from Finnieston right to Crow Road with discussions with SPT (I also have a contact there) and First Bus plus as we need to ensure good public transport.	Public Transport / Connectivity	Comment noted. The SDF will be amended to highlight the key public transport (bus) corridors. Since the SDF was drafted the Council announced that it will prepare 3 infrastructure plans relevant to transport and connectivity. The SDF Action Plan will be amended to reflect this	Amend SDF mapping to highlight key public transport corridors. Amend SDF action plan as noted.	Change
77	Partick Community Council		Below is a link to a moss wall but something similar may be considered depending on finances. https://www.glasgow.gov.uk/index.aspx?articleid=21339	Green Wall Technology	Comment noted- the Council is continuing to explore the introduction of green infrastructure within public realm schemes.	No modification required.	No change
78	Partick Community Council		It is important that we link up from Finnieston all the way to Partick.	Connectivity	Comments noted. The SDF at p.21, fig.4 'Placemaking Strategy', identifies a number of broad zones where further more detailed design work is required.	No modification required.	No change
79	Partick Community Council		More thought needs to given to linking up the areas from the bridge to Partick particularly as the university expansion is moving forward at a pace.	Connectivity	Comments noted. The SDF at p.21, fig.4 'Placemaking Strategy', identifies a number of broad zones where further more detailed design work is required. There is a committed City Deal project which is bringing forward proposals to improve the connections between the bridge and the University for walking and cycling. The Action Plan for the SDF will include reference to the City Deal projects which are supporting implementation.	No modification required.	No change
80	Partick Community Council		We are concerned that cyclists use the bridge and knock down pedestrians, so common on any pavement you can see anywhere.	Govan - Partick Bridge / Walking / Cycling	Comment noted. The detailed design of public spaces will not be dealt with by the SDF. This comment has been passed to the designers of the Govan-Partick Bridge and Water Row (Govan) public realm. Detailed design will seek to minimise the potential for conflict between pedestrians and cyclists.	No modification required.	No change
81	Partick Community Council		We are how green the bridge could be made both in terms of materials impact and could it be something along the lines of a garden bridge, green in terms of plants, hanging baskets, moss wall, planters etc but obviously not along Boris and his mad cap idea. wasting £52 million.	Govan - Partick Bridge / Greening	Comment noted. The technical constraints associated with the need for the bridge to open reduces the potential for landscape features on the deck	No modification required	No change

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					however the design will seek to integrate green elements within the public realm at the bridge landings.		
82	Partick Community Council		We feel that we need to make Partick Cross more of a central point as it leads to the University and Byres Road though I am not sure how we go about this.	Public Space / Partick Cross	Comments noted. Partick Cross will have a redefined role in the network of urban connections once the Govan-Partick bridge is completed. The SDF at p.21, fig.4 'Placemaking Strategy', identifies a number of broad zones where further more detailed work is required. These would be expected to pick up on the issue raised here. Fig. 4 will be amended to show Partick Cross and Church Street Triangle as an 'Opportunity and Driver of Strategic Importance'. Fig 2. will be amended to show link from Byers Road to Govan-Partick Bridge via Ferry Road.	Amend SDF mapping as noted.	Change
83	Partick Community Council		We spoke on this one and PCC also think the language needs to be made simpler for everyone to understand, I guess like in any industry you tend to use your own language without thinking about people from the outside having the same knowledge of it, I certainly in Logistics.	Document Style / Language / Accessibility	Comments noted. The aim is for the document to be accessible to broadest possible audience. The document will be reviewed and where there is opportunity to clarify meaning, without substantively changing the content of the document, changes will be made.	Amend the document as required to clarify meaning, particularly considering the needs of non-professional audience.	Change
84	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.	Action 1 mentions the creation of a governance group. 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 & 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 governance group or whether there will be future consultations as part of the delivery of the key actions. Clarity on this would be welcomed.	Action Plan / Govan Cross Shopping Centre	Comment noted. Further stakeholder engagement will take place following formal adoption of the SDF.	No modification required	No change
85	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.	Either an amendment to Action point 6 should be made or a separate action should be included to clarify the requirement for placemaking initiatives including public realm improvements in Govan town centre, in particular to improve accessibility to the shopping 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.	Action Plan / Govan Cross Shopping Centre	Comment noted. Fig 4. identifies the area around the Shopping Centre as a 'Placemaking Zone(s) Focused on Place-Movement Function: Rebalancing Required', which is a recognition of the need for improvements to the public realm and pedestrian experience. The map accompanying the section 'Building a New Structure of Liveable Places' will be reworked, highlighting the network of town centres.	Amend SDF mapping as noted.	Change
86	Proudreed Real Estate	The SDF includes an initial	An additional action point should be added to encourage investment in Govan and	Action Plan / Govan Cross	Comment noted. The continued	Amend SDF mapping	Change

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	Limited c/o LCP Management	action plan - what other actions should be added to support implementation of the planning strategies? Please explain.	in particular around the shopping centre as a priority. Similarly, reference should be made to encouraging more housing and employment across Govan with support for the delivery of the Water Row Masterplan whilst at the same time ensuring the future design allows for connectivity through the site to the bridge and town centre.	Shopping Centre	regeneration of Govan town centre is of strategic importance. The SDF has been revised to ensure this and the Water Row masterplan are clearly highlighted in the text and maps.	as noted	
87	Proudreed Real Estate Limited c/o LCP Management	Are there any other aspects which need further consideration within the document? Please explain.	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. 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 town centre including ensuring accessibility, permeability and an attractive, legible street environment from the bridge down to the amenities of the centre and subway station.	Govan Cross Shopping Centre / Placemaking / Local Benefits	Comment noted. The matters raised are relevant to the CGAP initiative and to City Deal objectives. This highlights the importance of a broad partnership approach in delivering the regeneration of the area. In terms of retail policy development, it should be noted that the Council will publish a Main Issues Report (MIR) / Evidence Report in spring 2020 as an inception stage in the preparation of the next City Development Plan. This would be the stage where this proposal would be considered. The Development Plan Scheme 2019 - 2020 sets out the timeline for preparation of the new City Development Plan. https://www.glasgow.gov.uk/CHttpHandler.ashx?id=15247&p=0	No modification required	No change
88	Proudreed Real Estate Limited c/o LCP Management		Govan Cross Shopping Centre – Overview Govan Cross Shopping Centre is located to the north of Golspie Street and south of Govan Road, within Govan town centre. Govan subway and bus station are located to the east of the shopping centre, with the River Clyde situated further north. The shopping centre is the primary retailing asset within Govan town centre. As a result, the centre management already work with Central Govan Action Plan as well as key businesses in the town to ensure the continued success of Govan. The centre has built strong relationships with key stakeholders including the council, key retailers and charities/groups in the local area. Part of this has included various incentives to maximise visitor experience, increase footfall, dwell times and spend. This includes hosting events throughout the year, and facilitating groups and individuals to use the centre space free of charge for periods ranging from one week to a month. The shopping centre is currently approximately 97% let, with national multiples present including Greggs, Subway, Card Factory, Home Bargains, Iceland and Peacocks. The Job Centre Plus, is also located in the shopping centre. Govan Cross Shopping Centre accommodates approximately 48,500 sq ft of commercial space and more than 200 jobs are directly connected with the shopping centre. The footfall at the centre is between 35-40,000 per week. At present the vast majority of shoppers at the centre walk there or take public transport, rather than drive, with around 3,000 people a day using the adjacent subway station, highlighting the footfall in the area. As a result, the dedicated car parks are underutilised and represent future redevelopment opportunities.	Govan Cross Shopping Centre	Comment noted. The Council would welcome further discussions regarding potential redevelopment opportunities within the shopping centre boundary which could benefit the regeneration of the town centre.	No modification required	No change
89	Proudreed Real Estate Limited c/o LCP Management		Govan Cross Shopping Centre – Wider Context Govan Cross Shopping Centre is located at the centre of a significant number of emerging development proposals, Glasgow City Council initiatives, as well as City Deal projects which is reflected	Govan Cross Shopping Centre / Strategic Context	Comment noted. The SDF recognises the important role of the Town Centres in	No modification required	No change

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			within the emerging River Clyde Corridor Strategic Development Framework. An illustrative map is appended to this letter which shows the above noted proposals within the context of Govan Cross Shopping Centre. These include:• Water Row Master Plan Area;• Glasgow Harbour Retail Development north of the river;• New pedestrian bridge connection between Govan and Partick. These projects are noted within the relevant SDFs as priority projects and part of the strategic development opportunities map. The Water Row masterplan and Elderpark Housing Association site at Nethan Street, adjacent to the shopping centre, will result in the creation of circa. 300 new homes in the vicinity of the shopping centre in the next few years. The development of the Govan/Ibroy Transformation Regeneration Area will create even more homes as the project develops. Govan Cross Shopping Centre is therefore a key community asset at the centre of a number of new housing proposals and wider strategic projects.		the area and Govan Shopping Centre is acknowledged as a core component of Govan Town Centre.		
90	Proudreed Real Estate Limited c/o LCP Management	What is your comment?	Page 28, Fig. 7.0 - 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.	Strategic Development Prospects	Comments noted. Water Row masterplan is a strategic opportunity linked to wider Central Govan. The SDF will be redrafted to clarify this point.	Amend SDF 'Summary of Strategic Development Prospects' map to clarify status of Central Govan Action Plan area as a 'Key Opportunity of Strategic Importance'.	change
91	Proudreed Real Estate Limited c/o LCP Management	What is your comment?	Page 8, Strategic Spatial Approaches - A number of approaches are suggested to address the key issues noted in the SDF. It should be acknowledged here there should be a focus on local initiatives for Govan to attract investment, improve the public realm as well as pedestrian experience around the shopping centre.	Strategic Spatial Approaches / Govan / Local Initiatives	Comment noted. The Strategic Spatial Approaches listed on page 8 are general approaches across the whole area of the SDF. The SDF addresses how these approaches should be implemented through each section of the report. Fig 4. identifies the area around the Shopping Centre as a 'Placemaking Zone(s) Focused on Place-Movement Function: Rebalancing Required', which is a recognition of the need for improvements to the public realm and pedestrian experience.	No modification required	No change
92	Proudreed Real Estate Limited c/o LCP Management		Summary of Key Considerations for the Strategic Development Framework. The key aims of the representations submitted for consideration as part of the SDF, is to ensure the following is acknowledged and supported through the SDFs where appropriate, to ensure the continued success of Govan Cross Shopping Centre and the wider town centre:• Status of Govan Cross Shopping Centre as a key community asset for Govan;• Status of Govan Cross Shopping Centre as a key retailing asset and employment generator for Govan;• The SDF should offer a supportive policy framework for the future development of the shopping centre in order to ensure the opportunities afforded by the projects outlined in the SDF can be embraced;• Govan Cross Shopping Centre should be included as a key stakeholder in the emerging frameworks;• Improving the town centre and links to the shopping centre from the new bridge to include improved permeability, public realm and overall pedestrian experience;• Provision of pedestrian bridge is hoped to enhance footfall to Govan but the SDF must acknowledge and address in partnership with key local stakeholders any potential adverse impact on local		See points 83 to 95	No modification required	No change

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			businesses;• Following completion of the bridge and Glasgow Harbour retail destination, the shopping centre and other local shops should be prioritised in terms of attracting investment in Govan to enhance trade. The SDF as future supplementary guidance should ensure policy flexibility for the diversification at the centre if required;• New housing in the centre of Govan such as Water Row and other housing and employment developments should be prioritised to increase resident population in the locale;• Initiatives to attract inward investment to Govan should be prioritised;• Redevelopment opportunities in Govan should be prioritised.				
93	Proudreed Real Estate Limited c/o LCP Management	Do you agree or disagree with the key priorities identified in the Govan and Partick SDF document? Please explain.	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. Ensuring connectivity from the new bridge to the shopping centre is key. Whilst investing in attractive and permeable public realm and placemaking initiatives will increase dwell time in the area and correspondingly increase local spend for businesses. 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 Govan town centre is crucial to encourage visitors from north of the river to visit Govan, to dwell, increase local spend and return. This should be acknowledged within the SDF as a priority.	Govan-Partick Bridge / Impacts	Comment noted. These points will be acknowledged within the SDF. In terms of retail policy development, it should be noted that the Council will publish a Main Issues Report (MIR) / Evidence Report in spring 2020 as an inception stage in the preparation of the next City Development Plan. This would be the stage where this proposal would be considered. The Development Plan Scheme 2019 - 2020 sets out the timeline for preparation of the new City Development Plan. https://www.glasgow.gov.uk/CHttpHandler.ashx?id=15247&p=0	Amend SDF to recognise that new connections can present challenges as well as opportunities.	Change
94	Proudreed Real Estate Limited c/o LCP Management	Do you agree or disagree with the key priorities identified in the Govan and Partick SDF document? Please explain.	In terms of ensuring positive local outcomes via the strategic proposals, a key priority should be 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 recommendation is similar to the action put forward on page 12 in relation to the innovation cluster.	Govan-Partick Bridge / Impacts	Comment noted. The role of the shopping centre within Govan is acknowledged. The Council consider a masterplan-led approach to be the best planning policy approach for strategic sites, to allow the best balance between the required degree of certainty with regard to development scale, mix and form, whilst at the same time allowing flexibility over time. The Council would be keen to engage further in this regard.	No modification required	No change
95	Proudreed Real Estate Limited c/o LCP Management	Do you agree or disagree with the overall strategic direction outlined within the Govan and Partick SDF document? Please explain.	It is positive that the SDF document supports development and investment in Govan as a priority. Design interventions and placemaking approaches in the local town centre have the potential to offer significant benefits for Govan if they respond to identified local need. 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 & City Deal initiatives currently emerging and reflected in the SDF. In particular, Govan Cross Shopping Centre lies at the centre of the innovation district, as well as the cultural cluster, therefore further investment in the town centre is required in the area to make this a success and encourage visitors to dwell, boost local spend and return in the future. Whilst the strategic initiatives identified in the SDF have the potential to provide a variety of benefits to the City, it is important that there are tangible, positive local / community opportunities		Support noted. The Action Plan is being amended in response to this and similar comments. This will clarify the role of key stakeholders, prioritised list of actions and approximate timescales.	Amend action plan as noted.	Change

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			and benefits for Govan. 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.				
96	Resident 1(GPRes1)	Do you agree or disagree with the overall strategic direction outlined within the Govan and Partick SDF document? Please explain.	I agree with the overall strategic direction. I particularly value the emphasis on connectivity, placemaking, and social inclusion. I also like the ambition of creating a world class cultural cluster.	Strategic Approach	Support noted.	No modification required.	No change
97	Resident 1(GPRes1)	Are there any other aspects which need further consideration within the document? Please explain.	In my view there needs to be some thought put into how potential developments may impact on other areas within the SDF. Could large retail developments on the river front diminish shopper footfall on Byre's road, for example? All areas within the SDF need to benefit.	Development Impacts	Comments noted. City Development Plan policy CDP 4 supports the 'Town Centre First' principle for a variety of uses generating significant footfall that are set out in Scottish Planning Policy (SPP). These include retail and commercial leisure as well as offices, community and cultural facilities and other public buildings. This approach reflects the need to both provide accessible locations for a wide range of goods and services and also to avoid the diversion of activity away from Town Centres.	No modification required	No change
98	Resident 1(GPRes1)	The SDF includes an initial action plan - what other actions should be added to support implementation of the planning strategies? Please explain.	Initiatives to extensively publicise this work, e.g. through public displays, via social media etc. The vision is inspiring - the more people know about it, the better.	Communication Strategy	Support noted. The updated Action Plan will identify the need for a communication strategy.	Amend the Action Plan highlighting communication strategy	Change
99	Resident 1(GPRes1)	Do you agree or disagree with the key priorities identified in the Govan and Partick SDF document? Please explain.	Yes, the priorities make sense to me. Personally, I think the focus needs to be on creating high quality public spaces that everyone can enjoy. All too often the public realm tells a story of neglect, isolation, and basic lack of care. I feel that people who live and work in Glasgow need to experience an environment that reflects back to them a healthier, more positive sense of self and of community.	Public Space / Public Realm	Support noted.	No modification required.	No change
100	Resident 1(GPRes1)	The SDF includes an initial action plan - what other actions should be added to support implementation of the planning strategies? Please explain.	Is that the immediate action plan? I guess so. :o) 1. I have no opinion on this. 2. Yes please, I love seeing new developments in the area where i live. So would be great to know there are guidances so these new developments enhance what is good about the area. 3. Yip, ongoing reviews of plans etc seems important. 4. Great idea, i'm always directing lost tourists between cultural sites. I quite like that though, always fun to help out and interact with our guests in the area.5. Great, i've really enjoyed seeing the waterfront develop as i've lived in the area. Amazing to stop and think about the changes. 6. Yes please. We have enough cars driving about, so need to allow people to move easily between places without cars. 7.	Action Plan	Support noted. The support for Action Plan is noted. The Action Plan will reflect the importance of parking management as noted.	Update SDF Action Plan in response to consultation comments.	Change

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			Please review with a mind to make as much walkable as possible. Parking is actually an issue, i'm always having to go round cars blocking dropped ramps etc when on my bike. Must be awful for anyone in a wheelchar. I'm glad to see proper enforcement of the new parking in Partick to would be very supportive of further enforcement as the overall plan takes place. 8. Sounds nice. But please don't focus on protecting exsiting views. Cities change, mostly for the better. I'd prefer to live in a bustly city, than a wide expanse empty of people.				
101	Resident 2(GPRes2)	Are there any other aspects which need further consideration within the document? Please explain.	It does seem very thorough. But i would like to see some thought given to energy consumption and production in the area. I was reading about a big water source heat pump they are building in Clydebank. Let's have that in our area please!	Energy	The City Development Plan provides detailed guidance in SG5: Resource management.	No modification required.	No change
102	Resident 2(GPRes2)	Are there any other aspects which need further consideration within the document? Please explain.	Can you stop using acronyms all the way through the report? It's pretty tricky for those of us who are reading it for the first time to remember our CDPs from our SDFs and TRAs. Annyoying for you to type up though!	Document Style	Comments noted. The document will be reviewed and where there is opportunity to clarify meaning, without substantively changing the content of the document, changes will be made.	Amend. Review text and clarify meaning where possible.	Change
103	Resident 2(GPRes2)	Do you agree or disagree with the overall strategic direction outlined within the Govan and Partick SDF document? Please explain.	Yes, I live in Partick and there are a lot of barriers in the way of me being able to easily enjoy and experience historic places in Govan (e.g. the Govan Stones), so i tend to stick to the North of the river. Continuity of place in my area is a really nice way of putting it. I have that from Byers Road to Crow Road, but not really to the river. Even the riverside museum isn't nice to get to from Partick as you are funnelled beside a really busy road.	Place Quality / Barriers to Movement	Support noted.	No modification required.	No change
104	Resident 2(GPRes2)	Do you agree or disagree with the key priorities identified in the Govan and Partick SDF document? Please explain.	Your document doesn't seem to clearly list what the priorities are. But I will do my best. Strategic Issues Lack of intergration - Strongly agree, the plans for pedestrian bridges across the Clyde will be really great. It will open up areas of Glasgow that were previously cut off. Economic and social inequalities - aye, the economic divide between the communities north and south of the river can be quite stark. Fragmented surface level connectivity, strongly agree this is a huge issue. The area has a legacy from car focussed infrastructure, so most places that i want to walk or bike to i go by a convuluted route. Cars given priority at almost all locations and pedestrians funnelled into underpasses. Gaps in the biodiversity network: Protecting the Kelvin corridor needs to be given priority. More opportunities to align with community led regeneration: Strategic spatial approaches1. Building inclusive growth: This is a noble aim, what sort of jobs would the innovative cluster bring? will they all be high-tech jobs out of reach of anyone without higher/further education? I think the strategies below help to manage such possible economic divisions, if everyone is able to move about beside each other that helps. 2. Buidling an innovative cluster, sounds great. Make sure it's easy to use active travel to move between cluster areas. Having people use private cars (or even taxis) would lead to negative effects of congestion and air pollution on the established communities. 3. Building a world class cultural cluster, go for it! I love that there's a choice of museums that i can walk to from Partick. I'm glad that people of Govan will be able to easily move to these museums in the future, and that i could easily wonder to Govan. 4. Building a new structure of liveable places, one of the reason Partick is so great to live is the high density of people. Pubs are always lively, cafes have people in them. And there's always people on the streets so i feel really safe at nights. I'd love it if new developments added to this, more people means better area in my opinion. 5. local placemaking strategy, i'm not sure what this is. Both Partick and Govan both have real identities within Glasgow. The places feel made, so the plan just needs	Priorities / Strategic Approach	Support noted. The SDF will be amended to clarify the priorities.	Amend. Clarify priorities in the document.	Change

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			to support the feel of place and communities already existing (and those who will move into and live in the area in the future of course). 6. Building integrated movement network, oh yes please. I'm happy using the Clyde tunnel, but many of my friends aren't (particularly women) so anything we can do to help connect places up and allow movement of people who feel safe would be great. Please don't funnel us pedestrians through underpasses or make us wait for ages for green lights while a load of polluting vehicles whizz past. 7. Integrated approach to townscape, i love living in tenement areas. These provide a real good city environment, but with still private spaces. Much better than semi-detached sprawl. I'd love it if the future architecture takes inspiration of what works about the old.				
105	Resident 3(GPRes3)	The SDF includes an initial action plan - what other actions should be added to support implementation of the planning strategies? Please explain.	A cycle route strategy and a green strategy. Perhaps this could be a separate report for the public so we can suggest ideas for a more ecofriendly waterfront area. There are lots of new opportunities in this area and cycle routes should be encouraged.	Cycle Strategy / Green Strategy	The SDF sets out a strategy for delivering an improved network of walking and cycling routes in the area at Fig. 4.0 and Fig 5.0. Also, the section "Townscape, Landscape and Green Network" sets out a green strategy or area as suggested. It should be noted that the River Corridor SDF also addresses these themes, in relation to the wider River Clyde context.	No modification required.	No change
106	Resident 3(GPRes3)	Are there any other aspects which need further consideration within the document? Please explain.	I wanted to point out the cycle links between town and partick/whiteinch areas should be considered. I am very keen for the cycle route to use the new bridge linked between the harbour and the riverside museum as designed making the route safer and shorter.	Cycle Route / Partick / Whiteinch	Comment noted. The SDF highlights the potential to improve cycling connections between Partick, Whiteinch and the City Centre at Fig 4.0 and Fig 5.0.	No modification required.	No change
107	Resident 3(GPRes3)	Do you agree or disagree with the key priorities identified in the Govan and Partick SDF document? Please explain.	Yes	Priorities / Strategic Approach	Support noted.	No modification required.	No change
108	Resident 3(GPRes3)	Do you agree or disagree with the overall strategic direction outlined within the Govan and Partick SDF document? Please explain.	Yes, I agree that the Clyde river area needs improvements.	Strategic Approach	Support noted.	No modification required.	No change
109	Resident 4(GPRes4)	Do you agree or disagree with the overall strategic direction outlined within the Govan and Partick SDF document? Please explain.	I agree with there being a strategy to further connect both Govan and Partick. However, it hasn't been noted that the two areas are already connected for pedestrians via one stop on the subway! There is no road connection for buses, cars and service vehicles which is what has been ignored.	Strategic Approach / Connection Across Clyde	Comment noted. The SDF recognises the need for improved connections between Govan and Partick. The section 'Building a High Quality And Highly Integrated Movement Network' will be amended to highlight the challenges for all transport modes and why the identified interventions have been prioritised.	Amend 'Building a High Quality And Highly Integrated Movement Network' section as noted, including mapping	Change
110	Resident 4(GPRes4)	Do you agree or disagree with the overall strategic	I don't agree with prime riverside locations on the already neglected Clyde and Kelvin being used for developments that are majority housing. There is a huge	Strategic Approach / Mixed Use at Rivers	Comments noted. The SDF is part of a wider framework of policies and projects	No modification required	Change

Ref	Commentator	Question	Comments	Theme	GCC Response	GCC Recommendation	GCC Action
		direction outlined within the Govan and Partick SDF document? Please explain.	amount of vacant land in Govan that can be used to build housing. The Clyde has already been neglected for decades with poor planning decisions and lack of activity. Examples such as the housing on the riverside at Pacific Quay, Riverview and Glasgow Harbour are prime examples that kill off activity on the riverside. These need to be a higher % of mixed use, with commercial and leisure facilities that bring activity into the area during the day as well as in the evenings. The Pacific Quay, Riverview and Glasgow Harbour developments look awful, outdated and are ghost towns. Good examples of mixed use in the city in recent times has been the development at the top of Buchanan Street, opposite the Buchanan Galleries.		which seek to promote a vibrant and active waterfront. Other key policies in this regard include the River Clyde SDF and SG1 'Placemaking' from the City Development Plan. Key projects include the Water Row masterplan and the City Deal waterfront projects. Whilst the City Council are making every effort to promote a mixed use and vibrant waterfront area, it does so within the context of certain limitations. For example, much of the land along the waterfront is in private ownership. Also, the historic lack of activity means it can be difficult to make a commercial case for mixed use in advance of new residential development. However, the Council share the ambition expressed for increased vibrancy and mixed-use in the area. The River Clyde SDF highlights locations along the River corridor where higher residential density is encouraged to increase vibrancy.		
111	Resident 4(GPRes4)	Do you agree or disagree with the key priorities identified in the Govan and Partick SDF document? Please explain.	It's not clear what the key priorities are?	Priorities / Strategic Approach	Comments noted. The priorities will be highlighted in the final version of the SDF	Amend SDF as required to clarify priorities	Change
112	Resident 4(GPRes4)	Are there any other aspects which need further consideration within the document? Please explain.	The Rivers. When the document refers to the River Clyde and connecting two areas, it's only considering land areas. There is a huge gap in this document for development on the actual "barrier" here, which is the river Clyde. What is proposed for activity on the water itself and how will housing and a few shops increase activity on the water? This document only refers to how people can get from one side to the other and share facilities.	River Clyde / Water Space / Water Use	Comments noted. The River Clyde SDF, which was consulted on in parallel addresses these matters in more detail. The Govan-Partick SDF will make clear reference to the River Clyde SDF and the complimentary role of each document.	Amend SDF as required to clarify relationship to River Clyde SDF	change
113	Resident 5 (GPRes5)	Do you agree or disagree with the overall strategic direction outlined within the Govan and Partick SDF document? Please explain.	I agree that Govan needs regeneration, however strongly feel that the bridge needs to land on to the proposed commercial sight across from Riverside Museum. As resident overlooking the proposed landing site, I am concerned about anti social behaviour due to a bridge crossing from Govan onto a quiet, unsupervised and large area of free space where there is overhand and protection from elements. We are also situated within a park area and woodland which is a prime site for youths hanging around. Images shown previously indicate the bridge will connect with the west side of Kelvin towards commercial development.	Govan - Partick Bridge / Alignment	Comment noted. The SDF reflects the Govan-Partick Bridge alignment as determined through technical appraisal. If the Govan-Partick bridge were aligned to the proposed commercial site across from the Riverside Museum as suggested, it would still be connected to the area east of the Kelvin via the new bridge which will connect the commercial site to the Riverside Museum. The increased flow of pedestrians and cyclists through the area will reduce the likelihood of antisocial behaviour in the area.	No modification required.	No change

Ref	Commentator	Question	Comments	Theme	GCC Response	GCC Recommendation	GCC Action
114	Resident 5 (GPRes5)	What is your comment?	<p>I agree that Govan needs regeneration, however strongly feel that the bridge needs to land on to the proposed commercial sight across from Riverside Museum. As resident overlooking the proposed landing site, I am concerned about anti social behaviour due to a bridge crossing from Govan onto a quiet, unsupervised and large area of free space where there is overhand and protection from elements. We are also situated within a park area and woodland which is a prime site for youths hanging around. Images shown previously indicate the bridge will connect with the west side of Kelvin towards commercial development. Also, the huge block of 4 buildings indicated along the river edge on Partick side will be horrendous, totally blocking out current view towards west river, The commercial development looks big enough with out the addition of these out of scale highrise buildings. Any development to east side of Riverside Museum should be nature reserve or park area similar to that suggested for Broomilaw and is unsuitable for large scale building. Glasgow City Council need to remember that there are residents already living in these areas and we don't want blocked in and our quality of location ruined by out of scale developments on every green space. If a bridge over to a social and economically deprived area is being built next to our street, it needs to be in the best place to limit the impact on current residents.</p>	Govan - Partick Bridge / Alignment / Waterfront Development / Greening	<p>Comment noted. The SDF reflects the alignment as determined through technical appraisal. The Council want a River Corridor that provides well-designed, attractive places and supports a liveable and compact city. Increasing the density of people living and working along the River Corridor by providing quality housing in appropriate locations is a key component in achieving this. The Council recognise the importance of balancing the need for investment in the River Corridor with protecting and enhancing the quality of place. The River Clyde Development Corridor 2050 SDF sets out (p.47) guidelines for achieving this, including <i>“Development proposals will be assessed against the policies contained within the City Development Plan and relevant Supplementary Guidance. SG 1 Placemaking promotes a holistic approach which takes into account the wider context to ensure the built environment, including 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. In addition:</i></p> <ul style="list-style-type: none"> <i>• building height, scale and massing should be appropriate to the location</i> <i>• design should be innovative, resilient and sustainable with the flexibility to respond to the challenges of a changing climate</i> <i>• ground floors should have active uses and active frontages</i> <i>• consideration should be given to the vertical integration of a mix of uses</i> <i>• key vistas and views should be respected</i> <i>• microclimatic conditions should be taken into account, and</i> 	No modification required.	No change

Ref	Commentator	Question	Comments	Theme	GCC Response	GCC Recommendation	GCC Action
					<i>development should provide shelter, mitigate wind tunnel effects, and avoid the creation of sterile spaces."</i>		
115	Resident 5 (GPres5)	Do you agree or disagree with the key priorities identified in the Govan and Partick SDF document? Please explain.	More benefit to Govan than Partick.	Distribution of Benefits	Comment noted. The SDF points towards significant new potential for movement and to access opportunities south of the River Clyde, from communities on the north bank. The SDF also points towards a much better integrated urban area north of the River Clyde, which will deliver significant place benefits for Partick.	No modification required.	No change
116	Resident 6(GPres6)	Do you agree or disagree with the overall strategic direction outlined within the Govan and Partick SDF document? Please explain.	Agree.	Strategy	Support noted	No modification required.	No change
117	Resident 6(GPres6)	Do you agree or disagree with the key priorities identified in the Govan and Partick SDF document? Please explain.	Agree.	Key Priorities	Support noted	No modification required.	No change
118	Resident 6(GPres6)	Are there any other aspects which need further consideration within the document? Please explain.	Not at this stage.	SDF	Comments noted	No modification required.	No change
119	Resident 6(GPres6)	What is your comment?	Pages 14, 20, 21, 22, 23 - These areas highlight the need for a highly integrated movement network and walkability between cultural sites. This is currently the weakest part of the Partick and Govan area. There are world class attractions (Glasgow Uni, Kelvingrove Museum, Kelvin Hall, Riverside Museum, Historic Govan) that are all poorly connected and hard to travel between. Creating a strong, easily identifiable, walkable route linking these keys sites should be the backbone of development in this area. The River Kelvin is a key player in these routes. With the addition of the proposed bridge connection the Riverside Museum to Govan, a continual North-South route could be created from Maryhill to Ibrox. This could incorporate links to the Kelvin walkway, Byres Road and Water Row. At present, the missing link is between the Kelvingrove Museum and Ibrox. This is also the link between Glasgow's top attractions. Creating this link is key. Starting at the low-level parking area at Kelvinhall, a route could be made along the Kelvin, under the railway and expressway bridges, link to Riverside Museum and onwards across the proposed bridge to Ibrox. Reusing the unused railway line and bridge along here would create a level walkway incorporating the key cultural sites of Glasgow, with a thriving and growing student population. This would be an easily identifiable route for tourists, unlike the current route along Ferry Rd - Old Dumbarton Rd which snakes around and baffles many tourists. The low level area outside Kelvinhall could also be used for bars, restaurants and cafes with river frontage. It would be hard to imagine a less idilic spot in Glasgow on a sunny day.	Cultural Sites / Movement / Walking Routes	Comments noted. The Govan-Partick Charrette (2015) identified the creation of a route (street) from the Botanic Gardens to Bellahouston Park via Ibrox Stadium as a core ambition for the area's urban redevelopment. The SDF will be amended to highlight this core principal. Ibrox Stadium to be added to fig.2 and fig. 4. The route along the River Kelvin is noted as an aspirational link within the Central Scotland Green Network but is not deliverable at present due to land ownership issues and funding constraints. City Deal will deliver investment to improve the connections from the Botanic Gardens to the River Clyde by providing enhanced pedestrian and cycle infrastructure on Byres Road, Old Dumbarton Road and Ferry Road.	Amend maps as noted.	Change

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			This route, as well as linking key current sites, would also engage with other sites, currently under development, such as the residential developments to Beith Street, the developments at the former Western Infirmary and at the former DW Henderson's shipyard, while connecting the key urban centres of Byres Road and Govan Cross. This backbone would help mitigate the current barriers of the Clyde, railway and expressway which has hampered connection North-South. This may not be applicable at this stage of the SDF, but I believe it is the key to improving both banks of the Clyde and making the most of what Glasgow already has to offer here.				
120	Resident 7 (GPres7)		I am a resident of Craigton and have read the The Govan and Partick Strategic development Framework document. My feeling is that there is not anything there that directly affects our area apart from an active transport route to Bellahouston Park and Pollok Park from the new Govan Partick bridge that is shown on diagrams as a future proposal. I presume an active transport route means something for pedestrians and cyclists. As an individual I support the bridge and the active transport route from the new bridge to Bellahouston Park, subject to the detail design, as being part of a complete route from the Kelvingrove Park to Bellahouston Park and not just a part route as was initially envisaged at the early stages of the project. I also support the active transport route from the new bridge to Ibrox Stadium as this may encourage fans to leave their cars and walk or cycle to the game.	Active Travel Routes	Support noted. The maps will be amended to show Ibrox Stadium more clearly in relation to the proposed new routes.	Amend maps	Change
121	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 Yaker 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.		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 River 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.	The River SDF Action Plan 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	No change
122	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		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 Clyde SDF states (pg.16) that water activation and interaction should be a core factor in the analysis and decisions over potential future climate adaption measures and/or	No modification required.	No change

Ref	Commentator	Question	Comments	Theme	GCC Response	GCC Recommendation	GCC Action
			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. 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 .A report entitled A new dawn for the Upper Clyde? That considered the management of 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.		the tidal reach of the Clyde.		
123	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.		Comments, support and request to engage in proposals to activate Canting Basin are noted.	No modification required.	No change
124	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.		Comments and level of interest from Glasgow Kayak Club members noted.	No modification required.	No change
125	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 dingy's 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.		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 River SDF. The Canting Basin is proposed as an opportunity to test water activation and demand.	No modification required.	No change
126	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.		Comments on the need for boat storage in light of development proposals are noted The River 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.	The River SDF Action Plan 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	No change
127	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		Comments on the need for kayak/boat storage at Kelvin Harbour are noted. The	The River SDF Action Plan is to be amended	No change

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			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.		River 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.	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	
128	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.		Comments on the need for kayak/boat storage at Kelvin Harbour are noted. Water use and activation is promoted in the River 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.- Facilities, such as changing rooms showers etc.	The River SDF Action Plan 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	No change
129	Scottish Environment Protection Agency		Energy - There may be an opportunity to explore renewable energy solutions through the SDF, utilising the River Clyde, perhaps linked as an action to the proposed innovation district. 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.	Energy / River Clyde	The City Development Plan provides detailed guidance in SG5: Resource Management.	No modification required	No change
130	Scottish Environment Protection Agency		Flood Risk - A number of the sites 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. 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 floodplain is protected from inappropriate development or use in line with SPP and the City Development Plan (CDP). There may be instances where it would be more	Flood Risk Management / Functional Flood Plain	Comments noted. The SDF will be redrafted to recognise flood risk management as an increasingly important strategic issue for the area. It will also be recognised explicitly in the document that the River Clyde SDF will address the matter in more detail. With regard to flood risk management and climate change adaptation, the Govan-Partick SDF should be read in conjunction with the River Clyde SDF.	Amend. The Govan-Partick SDF will highlight the strategic approach to flood risk management around the River Clyde being developed through the River Clyde SDF, particularly due to predicted climate change impacts on tidal levels.	change

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			sustainable to allow land to continue to serve its important function as floodplain. We therefore recommend that the SDF recognises flood risk as a strategic issue. Individual proposals to develop, change the use of land or introduce a mix of 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. There may be opportunities, in higher risk areas, to explore delivery of quality open space and multifunctional blue/green networks. This would support the wider aspirations of the SDF and could form part of the audit proposed under Item 9 of the Action Plan. There is an ongoing requirement to ensure that forthcoming development emerging from the SDF and CDP2 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 undertake a full update of the River Clyde Flood Management Strategy. We recommend that this is recognised in the emerging priorities section of the SDF and as an item within the Action Plan. We recognise the aspirations to deliver a number of new bridge crossings through the SDF. 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 do not result in an elevation of land within the functional floodplain.				
131	Scottish Environment Protection Agency		Thank you for consulting SEPA on the Strategic Development Framework (SDF) for Govan & Partick. We understand that the SDF provides a structure for the future development and regeneration of the area and that it will be Supplementary Guidance to the City Development Plan. We consider that the SDF offers a significant opportunity to embed environmental considerations within the regeneration of Govan & Partick. We support the aspirations of the framework and welcome the references to climate change and green/blue networks. As the SDF focuses on the area around the River Clyde and River Kelvin, we consider the safeguarding existing functional flood plain from inappropriate development or use and supporting measures to protect and improve the water environment should also feature strongly in the SDF. Doing so would help to deliver the aspirations of the framework. We have offered advice on the SDF in Appendix 1 enclosed. We would welcome continued engagement with Glasgow City Council as the SDF is refined and associated Action Plan is delivered.	Strategic Approach / Stakeholder Engagement	Comments noted. The SDF will be redrafted to recognise flood risk and water quality as strategic issues. The River Clyde SDF, which was consulted on in parallel addresses these matters in more detail. The Govan-Partick SDF will make clear reference to the River Clyde SDF and the complimentary role of each document.	Amend SDF as required to recognise flood risk and water quality as strategic issues.	change
132	Scottish Environment Protection Agency		Water Environment - We support the establishment of green corridors and the identification of opportunities for integrated green infrastructure. There are a number of opportunities for improvements to drainage and the water environment through the delivery of the SDF. We recommend that these issues are explored within the Action Plan (potentially under Item 9).The drainage in this area is mostly combined with some formally natural watercourses now surface water drains. There is opportunity with development to remove surface water from the sewer and return to the surface. Any surface water removed will reduce pressure on the sewage system leading to improved water quality in the River Clyde benefiting the wider objectives, and water brought to the surface can increase environmental and amenity value. As an example, surface water could potentially be separated and directed to Elder Park. This could then combine with	Water Environment / Surface Water Management / River Clyde Water Access	Comments noted. The SDF will be redrafted to recognise the opportunity to enhance the environment of the area. The River Clyde SDF, which was consulted on in parallel addresses these matters in more detail. The Govan-Partick SDF will make clear reference to the River Clyde SDF and the complimentary role of each document.	Amend SDF as required to recognise benefit of improved surface water management.	change

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			drainage connecting to the open channel of watercourse to the east of Shieldhall Waste Water Treatment Works. There is also a watercourse within the Pacific Quay area that could be enhanced. Public access to the Clyde is very limited in this area; we therefore agree that access should be improved if we are to facilitate its full potential as a valued and utilised part of the city. We would support measures to achieve this outcome particularly where it is delivered with quality multifunctional green spaces.				
133	Scottish Natural Heritage		‘The Way Forward’ set out on page 10 is welcomed, in particular, we welcome the intention to establish a steering group to “provide direction to the SDF and maintain focus on place based outcomes through Council and stakeholder activity over time” (page 10). We consider a “collaborative and interdisciplinary” approach (page 4) key to delivering the objectives of the framework. The ‘whole place’ approach and the development of an ‘investment plan’ to ensure an integrated and multifunctional network are also supported (page 12).	Strategic Approach / Stakeholder Engagement / Place Based Outcomes	Support noted.	No modification required.	No change
134	Scottish Natural Heritage		The “holistic approach to placemaking” (page 24) and the ambition to create “a network of linking green spaces and routes, which will integrate the River Clyde landscape corridor to its hinterland” (page 17) are welcomed. We consider that there is merit in explicitly acknowledging the importance and value of green infrastructure and landscape in the key aims of the Placemaking Strategy (page 19). The spatial representation of the existing and proposed green networks (Figure 6.0, page 26) is strongly supported. We think that the SDF could usefully be clearer on how this ambition will be secured.	Placemaking Strategy / Green Infrastructure / Landscape / Action Plan	Support noted. The SDF will be amended to explicitly acknowledge the importance and value of green infrastructure and landscape in the key aims of the Placemaking Strategy	Amend SDF as required to explicitly acknowledge the importance and value of green infrastructure and landscape in the key aims of the Placemaking Strategy	change
135	Scottish Natural Heritage		We support many of the actions set out in the ‘Immediate Action Plan’ (page 27), in particular, we support the ambition to “Establish a governance group” and the intention to “Provide site specific spatial guidance for key sites” (action 2). We consider that this is critical to the delivery of the framework’s objectives and we would be happy to provide advice. The intention to “Prepare a biodiversity and landscape audit report” is welcomed and we would be happy to work with the Council (we do however note that there is some text missing from this action).	Action Plan / Stakeholder Engagement / Text Edit	Support noted.	Amend SDF to restore missing text.	Change
136	Scottish Natural Heritage		We support the ‘Emerging Priorities’ of the Govan & Partick SDF, in particular: the strategic spatial approaches towards “Developing a local placemaking strategy”; “Building a high quality and highly integrated movement network”; and “Developing an integrated approach to townscape, landscape and the green/blue and grey network” (page 8). We agree that the new pedestrian bridge link is “central to the ambitions of the SDF” (page 5) and could be transformational in terms of creating a highly integrated movement network. We consider that the SDF provides an opportunity to connect the River Clyde, the River Kelvin and the Forth and Clyde Canal to create “a city-scale high quality green, blue and movement network”, as set out on page 7 of the ‘River Clyde 2050 SDF’. To achieve this ambition, we think it important that the ‘Govan & Partick 2050 SDF’ aligns with the ‘River Clyde 2050SDF’.	Strategic Approach / River Clyde 2050 SDF	Support noted. The Govan-Partick SDF will make clear reference to the River Clyde SDF and the complimentary role of each document.	Amend SDF to make clear reference to the River Clyde SDF and the complimentary role of each document.	change
137	Strathclyde Partnership for Transport	What is your comment?	Building a high quality and highly integrated movement network Page 22 paragraph 2 - “At the level of urban design and space management, unlocking this potential can take advantage of a shifting policy environment which is seeking to better integrate spatial and transport planning to promote a place-based approach, which prioritises local movement requirements over regional or strategic transport corridors”. It must be recognised that the approach set out in this sentence cannot apply to all streets in the SDF area, for example the Clyde Tunnel access routes and the Expressway are strategic transport connections and	Place and Movement Rebalancing	Comments noted. Delete: "...which prioritises local movement requirements over regional or strategic transport corridors". Add key bus corridors to map.	Amend SDF to clarify impacts of public transport corridors on the urban function and character of the area.	Change

Ref	Commentator	Question	Comments	Theme	GCC Response	GCC Recommendation	GCC Action
			other connections such as the north south connection provided by Byres Road cannot be rerouted without significant impact on surrounding roads. It should also be recognised that in terms of public transport use, the key bus corridors provide both local and strategic functions and changes which impact on journey times and journey time reliability can and do affect the viability and frequency and therefore the attractiveness of these services.				
138	Strathclyde Partnership for Transport	What is your comment?	Building a high quality and highly integrated movement network. Page 22 paragraph 1 - It is noted that the document recognises the area benefits from key public transport nodes and established active travel routes. This is welcome as SPT has invested significantly in providing facilities at both Govan and Partick transport interchanges in recent years. We suggest the report should be amended to recognise that not only does the area benefit from key public transport nodes and established active travel routes, but also key public transport corridors. The bus network is essential to providing connectivity between areas and should be recognised.	Public Transport Nodes / Public Transport Routes	Comments noted. The importance of public transport corridors in relation to the levels of connectivity in the area is acknowledged. Public transport corridors also have important impacts on place quality and connectivity by other modes in the area.	Amend SDF to highlight key public transport corridors	change
139	Strathclyde Partnership for Transport	What is your comment?	Building a new structure of liveable places Pages 16 and 17 General - The proposals set out in this section are supported and welcomes. Govan- Partick is a highly accessible area by a range transport modes which is likely to be enhanced by the proposals set out in this SDF. Therefore measures that improve the attractiveness of the area as a place to live, and increase the numbers of people living in an area where they need not be reliant on private car use for their everyday travel needs is to be welcome. This should be reflected in the density of the development considered. Creating a network of linking greenspaces and routes also provides the opportunity to encourage walking and cycling and is supported.	Liveable Places	Support noted.	No modification required.	No change
140	Strathclyde Partnership for Transport	What is your comment?	Building a world class cultural cluster - Page 15 -The way forward bullet 5 - “Review the impact of potential barriers” - It is not clear what the barriers are to and what is expected to be achieved by a review. This point needs clarified. Also, see previous comment in relation to the quality of place and movement.	Cultural Cluster / Barriers	Comment noted. The aim of the review would be to clarify the impact of elements of urban place character on the likelihood of the formation of a world class cultural cluster spanning across the River Clyde and to identify potential mitigation strategies where required.	Amend SDF to clarify purpose of bullet point.	change
141	Strathclyde Partnership for Transport	What is your comment?	Building a world class cultural cluster Page 14 - General - Building on the existing cultural capital in the area the create a cultural cluster is supported and the importance of wayfinding and high quality connections between attractions is recognised and supported. The need to develop high quality places and an integrated movement strategy which understands the multi-functional nature of streets are identified as priorities in their own right. Therefore, to ensure a consistent and coherent approach to issues relating to the quality of place and the multi -functional role of streets and spaces, these matters should be considered not in relation to individual themes, but as a priority in their own right, to avoid the emergence of competing interests. Further comment on these issues is set out below. Proposals to have a wayfinding strategy to promote links between key locations is welcome. Such a strategy should consider linkages beyond the SDF Boundary.	Cultural Cluster / Multifunctional role of Streets and Spaces	Support noted. The spatial strategy set out in the SDF is to a large extent based on an assessment of the areas existing assets and constraints to development. The quality of place and the multi -functional role of streets and spaces is a strategic theme which cuts across all elements of the SDF. Unfortunately, competing interests are unavoidable in this regard. It should be noted that it is Scottish Government policy (Designing Streets) that street design should consider place before movement. The key will be establishing processes to resolve these competing interests in a way which balances sectoral needs with	No modification required.	No change

Ref	Commentator	Question	Comments	Theme	GCC Response	GCC Recommendation	GCC Action
					the best overall place outcomes.		
142	Strathclyde Partnership for Transport	What is your comment?	Building inclusive growth through economic development and increased access to opportunities. Page 9, paragraph 2 - “The physical isolation of Govan from the north of the City will be addressed by the new bridge.” - It should be recognised that while the proposed bridge will go some way to reducing disconnect between Govan and the north of the river, the very nature of the built environment between the bridge landing point and Dumbarton Road is challenging and unattractive. It is acknowledged that proposals set out later in the document will consider and hopefully in part address some of these issues, however the level of severance created by the Expressway, Castlebank Street and to a lesser extent the railway, should not be underestimated. On this basis while, the bridge will result in there beings a physical connection between the north and south of the River, and is therefore supported, the distances involved and the exiting built environment means that barriers remain. The role of public transport in providing access to opportunities should also be considered.	Inclusive Growth / Govan - Partick Bridge / Barriers to Urban Integration	Comment noted. The text will be amended to read: “The physical isolation of Govan from the north of the City for pedestrians and cyclists will be addressed by the new bridge.” The level of severance created by the Expressway, Castlebank Street and to a lesser extent the railway is acknowledged. This location is highlighted within the Placemaking Strategy map on p.21 for this reason. The role of public transport in increasing access to opportunities is acknowledged and SDF will amended to clarify this point.	Amend SDF as noted	change
143	Strathclyde Partnership for Transport	What is your comment?	Page 22 - way forward bullet 1: Develop a specific ‘movement and integration’ plan for the SDF area and protect key routes as identified in the SDF - Generally the development of an integrated movement plan is welcomed, supporting the priorities of the SDF and strengthen the transport choices available to people living working and visiting Govan-Partick. However this must recognise the role of all travel modes and access requirements, including for servicing and deliveries and public transport.	Movement and Integration Plan / Public Transport	Comment noted. Text will be added to recognise the role of all travel modes and access requirements.	Amend the text to recognise the role of all travel modes and access requirements	change
144	Strathclyde Partnership for Transport	What is your comment?	Page 22 - way forward Figure 5.0 - It is noted that this plan does not include the area’s key public transport corridors These should be notes as they are essential to the successful operation of the Transport interchanges and the effective and efficient operation of the bus network. As per our points above, it is essential that consideration is given to the movement functions of the area and that any traffic displacement impact from such reconfigurations are fully understood for areas identified as requiring Place— Movement Reconfiguration and Rebalancing.	Public Transport Corridors / Traffic Displacement	Comment noted. The map will be amended to highlight the area’s key public transport corridors. Public transport corridors also have important impacts on place quality and connectivity by other modes in the area.	Amend map to highlight the public transport corridors.	change
145	Strathclyde Partnership for Transport	What is your comment?	Placemaking Strategy Page 19. The way forward bullet 3 - a renewed framework of walkable streets - It is essential that the identification of specific walkable streets is identified as part of wider movement strategy so as reduce the opportunity for conflict between competing aspirations, priorities and transport modes.	Walkable Streets / Movement Strategy	It should be noted that it is Scottish Government policy (Designing Streets) that street design should consider place before movement. The key will be establishing processes to resolve competing interests in a way which balances sectoral needs with the best overall place outcomes.	No modification required.	No change
146	Strathclyde Partnership for Transport	What is your comment?	Placemaking Strategy Page 20 bullets 2 (strengthen key streets) and 7 Define a place movement hierarchy) and focus zone 1(placemaking zones) - While the principle underpinning these actions is welcome it should be recognised that there are a range of movement activities that must be accommodated in successful places. While focusing on creating place and people based environment, certain movement functions are also essential, for example facilitating servicing and deliveries and providing for efficient public transport services, where relevant. The steps to strengthen key streets in terms of place and movements and the definition of a place-movement hierarchy should fall from the integrated movement plan.	Placemaking Strategy / Place and Movement Rebalancing	Bullet 7 has been amended to recognise that there are a range of movement activities that must be accommodated in successful places. The SDF spatial strategy highlights that a rebalancing of place and movement within the area is a key step in unlocking the areas social and economic potential. A planned approach to balancing place and	Amend Placemaking Strategy as noted	Change

Ref	Commentator	Question	Comments	Theme	GCC Response	GCC Recommendation	GCC Action
					movement is well recognised in public policy (e.g. Designing Streets). It has also been implemented successfully in major cities such as London (see e.g. TFL Street Types). As such there should be no concern that such an approach would create insurmountable technical challenges.		
147	Strathclyde Partnership for Transport	Do you agree or disagree with the overall strategic direction outlined within the Govan and Partick SDF document? Please explain.	The strategic direction of urban repair and economic revitalisation is supported as it will support social, economic and environment improvements and enhance the vitality of this area of the city. There is sufficient flexibility within the framework to allow it to respond to changing circumstances while still being effective.	Strategic Approach	Support noted.	No modification required.	No change
148	Strathclyde Partnership for Transport	The SDF includes an initial action plan - what other actions should be added to support implementation of the planning strategies? Please explain.	There are no additional actions that we feel should be added to support implementation of the planning strategies. However SPT should be added as a key lead for action 6 – Movement and integration plan and Action 7 review of existing infrastructure and proposed transport proposals. These actions are welcome and supported, however they could result in significant impacts on the transport network not only beyond the SDF area, but also beyond the City boundary and therefore it is essential that SPT has a key role.	Action Plan	Support noted. Amend action plan to clarify SPT role.	Amend action plan as noted.	Change
149	Strathclyde Partnership for Transport	Are there any other aspects which need further consideration within the document? Please explain.	There is the need to consider the positive role that the river can play in the area. The document only considers the river in terms of a barrier that needs bridge – literally, but it does not consider the role the river could play in supporting high quality places and the vitality of the area. This should be considered within the SDF to ensure that an active, attractive riverfront supports the other priorities within the SDF	River Clyde / Clyde Waterfront	The River Clyde SDF, which was consulted on in parallel addresses these matters in more detail. The Govan-Partick SDF will make clear reference to the River Clyde SDF and the complimentary role of each document.	Amend SDF to clarify role of River Clyde SDF.	Change
150	Strathclyde Partnership for Transport	Do you agree or disagree with the key priorities identified in the Govan and Partick SDF document? Please explain.	We generally support the key priorities set out the SDF. These priorities support the strategic direction.	Strategic Approach	Support noted.	No modification required.	No change
151	The Coal Authority		Thank you for your notification received on the 4 December 2018 in respect of the above consultation. I can confirm that within the area of the identified site there are mine entries, recorded and likely unrecorded coal workings at shallow depth. Any built development proposed within the areas of past coal mining activity will need to consider the risks that this may pose and what investigations and remedial measures are necessary to ensure the safety and stability of the development. The Coal Authority provides the LPA with downloadable data in respect of Development Risk and Surface Coal Resource plans and any sites proposed for future development should be assessed against this information.	Coal Workings / Historical Mines	The Council offer pre-application advice for all scales of development. A key element of this would be identifying whether the proposal was in an at risk area in relation to historic mining activity, using the data provided by the Coal Authority.	No modification required.	No change
152	The Glasgow Barons/The Pearce Institute	The SDF includes an initial action plan - what other actions should be added to support implementation of the planning strategies? Please explain.	The provision of future culture and sport facilities in the current economic climate. This is a bullet point at the bottom and is one of only two places mentioning culture in the whole document. There is nothing wrong with the people of Govan, but the cultural context they find themselves in is stagnant and often mediocre.	Action Plan / Culture and Sport Facilities / Culture of Place	The SDF makes specific reference to culture as a strategic theme. The SDF will be amended to make more explicit reference to the everyday culture(s) of the place(s) within the area and also to the challenges within the area related to	Amend SDF as noted.	Change

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					poverty and social exclusion.		
153	The Glasgow Barons/The Pearce Institute	Are there any other aspects which need further consideration within the document? Please explain.	Culture is not addressed at all. We need to remember, culture eats strategy for breakfast. I mean culture in the broadest sense of the way people do things around here. Govan has entrenched divisions that cannot be solved but can be continually managed, such is human nature. There is a great deal of urban regeneration research that shows the successes and failures of cultural transformation around the world. One deeply concerning aspect is exceptionalism - one set of rules for you, another set of rules for me. This exists in class division, employability, ethnicity and of course sectarianism. Also, the generational definition of masculinity in Govan is entrenched old school. If we can tend towards a culture of parity and equality between people who work and live here, then some kind of reconciliation and group urge to work collaboratively is possible. There is some good work being done, but budget-wise, it's peanuts compared to the overbearingly bricks and mortar budgets. WE	Culture / Culture of Place / Cultural Transformation / Exceptionalism / Masculinity / Reconciliation	The SDF is primarily a spatial planning tool. However, the SDF does make specific reference to culture as a strategic issue for the area. Addressing the full scope of the issues raised in the comment is beyond the SDF. However, it is hoped that the altered spatial context envisaged by the SDF can contribute to a shift in the challenging social and economic conditions of Govan in particular.	No modification required.	No change
154	The Glasgow Barons/The Pearce Institute	Do you agree or disagree with the key priorities identified in the Govan and Partick SDF document? Please explain.	DISPARITIES: I need to see how the gap between the haves, most of whom don't work in Govan, and the have nots, most of whom do, is being directly addressed in this plan. Thriving Places is mentioned, and the principal is good. However, having seen the strategy for it, I can't see how increased community engagement is going to lead to jobs, other than those in the third sector for people who don't live in Govan. Often it seems that, if you live in Govan, you have no value to anyone unless you're volunteering for a third sector organisation. Will anyone here actually be allowed to fulfil their potential for working their way out of unemployment, which is the key factor driving deprivation.	Social Inequality / Govan Thriving Place / Employment / Deprivation	The SDF is primarily a spatial planning tool. However, it is hoped that the altered spatial context envisaged by the SDF can contribute to a shift in the challenging social and economic conditions of Govan in particular. The SDF recognises the limitations of spatial planning, but seeks to position the planning strategy in relation to the work of the broadest range of agencies and local actors.	No modification required.	No change
155	The Glasgow Barons/The Pearce Institute	Do you agree or disagree with the key priorities identified in the Govan and Partick SDF document? Please explain.	I agree with the housing priorities, particularly mid-priced rental. Govan simply doesn't have enough people with enough collective income to create a critical mass for a tipping point of continual improvement. Govan's economy is defined by the 70% or so housing stock rented out by housing associations, which guarantee nobody will be driven out by gentrification. There are clear pros and cons to this.	Housing / Collective Place Income / Social Housing / Gentrification / Community Stability	Support noted.	No modification required.	No change
156	The Glasgow Barons/The Pearce Institute	Do you agree or disagree with the overall strategic direction outlines within the Govan and Partick SDF document? Please explain.	It's difficult without more detail.e.g. the Govan Graving Docks have already had one development opportunity shot down. It's difficult to see how another could do better with such a complex site. The Water Row consultation was excellent in comparison, and I think there will be buy in. A great many of the Victorian infrastructures, from PI to Elder Park to Ibrox Stadium, create a dominance to this day that modern architecture e.g. Pirie Park Primary and Govan Cross shopping centre, simply cannot counterbalance. This creates a dominant nostalgia which weighs some people's aspirations locally. The Govan Partick footbridge is implied with "Opportunity to improve population health and wellbeing", but unless this means Govanites can freely access the labour market of zero hour contracts dominated by students, and educated North-Siders, I'm not sure how it's going to help. How many of the employees created in construction and subsequent economic development will come from Govan? I think we're all working very hard to align ourselves with the new future possibilities, and I know CGAP and J&B Glasgow are co-ordinating. So, yes, overall I agree, and it must be added that more coordinated, proactive activity now in the build up to completion of major projects needs to happen to lay the strategic ground work. It's hard to see how Govanites' wellbeing will improve if they still can't afford to buy anything in Partick.	Strategic Approach / Heritage / Nostalgia / Aspirations / Engagement / Govan - Partick Bridge / Barriers to Employment / Poverty	The comment flags up the complexity of factors which impact on the area and residents. As stated above the SDF does not aim to address every part of this complex challenge. However, it does aim to provide an improved spatial structure which provides an enhanced foundation for the wider process of change required.	No modification required.	No change

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157	University of Glasgow	Are there any other aspects which need further consideration within the document? Please explain.	(1) The document would benefit from a list of definitions of names/terms to avoid misunderstanding or misinterpretation and to help achieve consistent messaging across partners. For example what is meant by Innovation District, Innovation Cluster, Innovation Campus, knowledge cluster? Another example is how is a development site identified as bring Strategic or just a development opportunity?	Document Style / Language	The final version of the SDF will be edited to ensure clarity and consistency of terms.	Amend SDF to ensure clarity and consistency of terms.	Change
158	University of Glasgow	Are there any other aspects which need further consideration within the document? Please explain.	(2) The SDF could provide a more detailed overview of existing assets and their contribution in the area (including QEUH, James Watt Nanofabrication Centre, medical devices, Precision Medicine) and emphasise the importance of building on current success and how these assets can be used to compliment, leverage and harness further business and industry growth. The current constraints and challenges of current assets should also be clearly outlined with the SDF highlighting how the spatial strategy aims to address or overcome these challenges/constraints.	Innovation Assets / Spatial Strategy	The SDF will be amended to highlight key existing and proposed innovation assets as suggested. The action plan will highlight the opportunity to work in partnership to unlock the potential of the Innovation District	Amend SDF mapping to highlight spatial concentrations and distribution of innovation assets within the SDF area.	Change
159	University of Glasgow	Are there any other aspects which need further consideration within the document? Please explain.	(3) The Innovation District has three key economic anchors consisting of the University of Glasgow Gilmorehill Campus in the North, the QEUH to the south west and Pacific Quay to the South East. There are however other major sites in Govan and the west end offering opportunities to establish further areas of core economic activity which are linked (physically, intellectually and digitally) to the three economic anchors. The sites of economic opportunity for the Innovation District shown on Figure 1.0 Page 13 do not align with the sites indicated on Strategic Development Prospects Figure 7.0 page 28. Clarity is need on what has been considered when identifying strategic sites for Innovation.	Key Economic Locations / Strategic Sites for Innovation	The diagram at Fig 1.0 highlights the Key Development Sites which are available for development or are currently under development within the SDF area considered to be of strategic importance in relation to the Innovation District at the time of writing. It is acknowledged that other locations could be brought forward, which may also have significant value for the development of the Innovation District. The Council will publish a Main Issues Report (MIR) / Evidence Report in Spring 2020 as an inception stage in the preparation of the next City Development Plan. This would be the process for bringing forward new sites for consideration. The Development Plan Scheme 2019 - 2020 sets out the timeline for preparation of the new City Development Plan. https://www.glasgow.gov.uk/CHttpHandler.ashx?id=15247&p=0	No modification required.	No change
160	University of Glasgow	Are there any other aspects which need further consideration within the document? Please explain.	(4) The University has aspirations to grow and establish multiple clusters of innovation research and industry in order to remain globally competitive and generate the critical mass that is attractive for investment. Clusters including: digital, life sciences and precision medicine, medical devices, nanofabrication, fintech, creative and cultural industries, social innovation health and big data etc. will all be important to create the critical mass of the Innovation District.	Clusters Development /	The action plan will highlight the opportunity to work in partnership to unlock the potential of the Innovation District	Amend SDF as noted.	change
161	University of Glasgow	Are there any other aspects which need further consideration within the document? Please explain.	(5) A stakeholder list identifying all stakeholders and partners and their roles would be useful.	Stakeholder Engagement	Comment noted. The action plan will highlight the opportunity to work in partnership to unlock the potential of the Innovation District	Amend action plan as noted.	change
162	University of Glasgow	Are there any other aspects	(6) The place making strategy should refer to exemplar projects and examples of	Placemaking Strategy /	The SDF has been informed by research	No modification	No change

Ref	Commentator	Question	Comments	Theme	GCC Response	GCC Recommendation	GCC Action
		which need further consideration within the document? Please explain.	good place making in order to set the standards aspired to in the SDF. Examples should show different development use types such as good quality sustainable housing, successful Innovation Districts, creative and flexible workplace environments and good examples of sustainable and innovative infrastructure design. References to exemplars would help to galvanize a common understanding of development aspirations and guide overall standards for the SDF.	Exemplar Projects	across a broad range of exemplars in the thematic areas suggested, looking at practice both nationally and internationally. The value of exemplars in creating an inspiring vision which can galvanise a common understanding is recognised. There will be opportunities through the partnership structures being put in place to jointly deliver priorities to further explore and promote best practice.	required.	
163	University of Glasgow	The SDF includes an initial action plan – what other actions should be added to support implementation of the planning strategies? Please explain.	Additional actions should include:• Preparation of a Science and Innovation Audit to understand current provision, strengths and deficiencies in order to inform the Innovation District.• In addition to the establishment of Governance Group (page 27, Action 1) it is recommended that a Partnership Steering Group is also established in order to focus on specific site development and to facilitate a joined up approach to addressing operational matters in order to bring sites forward for use and to coordinate infrastructure requirements across multiple stakeholders.	Action Plan / Science & Innovation Audit / Stakeholder Engagement	The action plan will highlight the opportunity to work in partnership to unlock the potential of the Innovation District.	Amend SDF to address noting UoG as a key lead.	change
164	University of Glasgow	Do you agree or disagree with the key priorities identified in the Govan and Partick SDF document? Please explain	Currently the SDF is not clear on what the key priorities are and or if priorities have been considered in terms of level of importance or urgency. There will be some priorities which must be planned and delivered early in order to unlock sites and at present the spatial plan does not clearly drawn these out. On page 8 there is a list of Strategic issues and a further list of 7 Strategic Spatial Approaches. The report then expands on each of the 7 spatial approaches and provides a number of bullet points outlining the intended way forward. The issues outlined as the way forward do not provide indicative timescales or identify key stakeholders or partners required to drive issues forward. The University would like to see key priorities clearly articulated and would recommend:• The SDF could be shorter in length by editing any unnecessary repetition and by clearly articulating the priorities under each chapter;• Identifying a scale of importance for priorities and/or identifying time critical priorities and dependencies as this would help to focus short to medium term thinking and in turn help to inform a deliverable Action Plan;• A medium and long term action plan should also be considered in order to measure success and progress towards a shared vision.	Strategic Priorities / Action Plan	The Action Plan will be amended to give greater clarity with regard to priorities and timescales. The SDF will be reviewed and any unnecessary repetition will be removed.	Amend SDF to give greater clarity with regard to priorities and timescales.	change
165	University of Glasgow	Do you agree or disagree with the overall strategic direction outlined within the Govan and Partick SDF? Please explain.	On the whole yes, subject to consideration and incorporation of changes outlined in other answers. The University of Glasgow welcomes and fully supports the creation of a Strategic Development Framework for Govan and Partick as we believe this will help to shape and drive the strategic thinking needed to maximise the economic development potential and urban regeneration needed to support the West End and Waterfront Innovation Quarter. The University understands that the focus of the SDF is to establish a spatial framework and set strategic direction to help the city achieve its ambition set out in its Strategic Plan: ‘To have a world class city with a thriving, inclusive, economy where everyone can flourish and benefit from the city’s success.’ The SDF notes that in order to maximise the potential of Glasgow’s urban core, particularly focused on the potential of the River Clyde, it should be recognised as a national priority within the overall Scottish spatial plan and infrastructure investment plan for the next 20 years. (Page 6, paragraph 5) The University of Glasgow would like to see a strengthening of this core message; the establishment of a West End and Clyde Waterfront Innovation District should be recognised as a development of national	Strategic Approach / National Importance / National Planning Framework	Support noted. The nationally unique economic development opportunity presented by the Clyde Waterfront & West End Innovation Quarter is acknowledged and the text will be amended to reflect this. At present it is not clear exactly what form the NPF4 will take. However, it is anticipated that there will be opportunity to influence NPF4 and the comments are noted in that regard.	Amend SDF to emphasise the unique economic development opportunity of the Innovation District.	CHANGE

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			economic importance and for it to be included in the next iteration of National Planning Framework as a priority development.				
166	University of Glasgow	Do you agree or disagree with the overall strategic direction outlined within the Govan and Partick SDF? Please explain.	Key sites of strategic economic importance that form part of the Innovation District, such as the Clyde Waterfront Innovation Campus, should be awarded sufficient planning status in order to protect the sites for business innovation uses and industry growth. A planning mechanism which supports economic development through streamlined planning processes, such as a Simplified Planning Zone or Enterprise Area, should be identified in order to support and encourage sustained economic investment and business growth. A planning designation which also gives financial incentives and skills support should also be considered. Streamlining the planning process will be fundamental in building momentum and confidence in investors to deliver new development on challenging brownfield sites which will in themselves will act as a catalyst for wider urban regeneration.	Policy Designations of Key Sites	The Council share the University's aspiration to build the momentum of the Innovation Quarter. The Council consider a masterplan-led approach to be the best planning policy approach for strategic sites, to allow the best balance between the required degree of certainty with regard to development scale, mix and form, whilst at the same time allowing flexibility to adopt to uncertain funding and market conditions over time. This model has been successfully applied at the University's expansion into the former Western Infirmary site.	No modification required.	No change
167	University of Glasgow	Do you agree or disagree with the overall strategic direction outlined within the Govan and Partick SDF? Please explain.	The University of Glasgow fully endorses the City Deal initiatives which will seek to support and enhance the significant investment the University are making through its campus development programme. Key infrastructure projects including the Govan to Partick foot and Cycle Bridge are important to complete missing physical connections between strategic sites. Additional infrastructure including digital technologies, drainage, flood prevention and strategic transport network must be enhanced and prioritised in order to achieve the ambitions and opportunities of the Innovation District.	City Deal / Infrastructure	Comment noted. The Action Plan is being amended in response to this and similar comments. This will clarify the prioritised list of actions and approximate timescales. The SDF will be amended to make more explicit reference to infrastructure investment required to support the Innovation District	Amend action plan as noted.	Change
168	University of Glasgow	What is your comment?	page 12. The section on Research and Industry is of key interest for the University and it would be beneficial to have a prioritised list of actions and approximate timescales for their completion. The section on Research and Industry should explicitly call out the infrastructure investment required to support the Innovation District to ensure early investment takes account of future proofing for expansion, desire to harness future technologies including 5G, coordination of city wide infrastructure including transport, utilities, ground remediation, floor defences, climate adaptation etc.	Research and Industry / Action Plan / Infrastructure	The Action Plan is being amended in response to this and similar comments. This will clarify the prioritised list of actions and approximate timescales. The SDF will be amended to make more explicit reference to infrastructure investment required to support the Innovation District	Amend action plan as noted.	Change
169	University of Glasgow	What is your comment?	page 13. The Innovation District Plan Figure 1.0 should consider strengthening digital and technological links in addition to spatial and social links. Figure 1.0 should highlight all sites, both located at Linthouse near the Clyde tunnel, currently under investigation and consideration for the Clyde Waterfront Innovation Campus led by the University of Glasgow. These sites should show strong links to QEUE and the Gilmorehill Campus.	Digital and Technological Links/ Spatial and Social Links	Fig 1. will be amended to emphasise the key links from the Clyde Waterfront Innovation Campus to QEUE and the Gilmorehill Campus. The map will also be amended to reflect the important connection between Clyde Waterfront Innovation Campus and Central Govan / Govan-Partick Bridge, which will form a key link to the Gilmorehill Campus. Text will be amended to emphasise digital and technological links also.	Amend SDF mapping as noted.	change
170	University of Glasgow	What is your comment?	Page 27, Immediate Action Plan. Action 3. A masterplan is suggested for the Innovation District. The University of Glasgow should be noted as a key partner in	Action Plan / Innovation District Masterplan /	The University will be listed as a key partner for the Innovation District	Amend action plan as noted.	Change

Ref	Commentator	Question	Comments	Theme	GCC Response	GCC Recommendation	GCC Action
			any master planning process. It is not clear what level of masterplan is envisaged and if this would be a broad based parameters masterplan covering the whole Innovation District or would more detailed site specific masterplans be prepared for each identified innovation campus/cluster.	Stakeholder Engagement	masterplan. It would be expected that the Council would work closely with key partners to specify the scope of the masterplan.		
171	Unlock Employment & Training Limited	The SDF includes an initial action plan - what other actions should be added to support implementation of the planning strategies? Please explain.	Employability Hub in Govan	Employability Hub / Govan	Comment noted. The Council are working through local partnership structures to improve employability support in Govan. This includes through the Govan Jobs Match programme.	No modification required	No change
172	Unlock Employment & Training Limited	Are there any other aspects which need further consideration within the document? Please explain.	Govan Town Centre is a vibrant local center with a strong and coherent historic townscape which exhibits some finecivic architecture.Govan is not a Vibrant Local Centre I live and I Work in Govan I Run Unlock Employment The lack of Employment opportunities In Govan has decimated and nearly destroyed the Heart of Govan Centre I intend to change this from the inside out Employment opportunity I do not see within this document	Govan / Unemployment / Town Centre / Vibrancy	Comment noted. Govan Town Centre is a key area within the wider economic development approach for the area and for the River Clyde Corridor.	No modification required	No change
173	Unlock Employment & Training Limited	Do you agree or disagree with the key priorities identified in the River Clyde SDF document? Please explain.	To Early to say	Strategic Approach	Comment noted	No modification required	No change
174	Unlock Employment & Training Limited	Do you agree or disagree with the overall strategic direction outlined within the River Clyde SDF document? Please explain.	Yes! Any investment is good investment	Strategic Approach / Investment	Support noted	No modification required	No change
175	Walmer Crescent Association		[F]ormer industrial areas' (Pacific Quay) 'and adjacent residentail areas' (Cessnock, Ibrox, Plantation) 'are lacking in high quality public space and green space' (p16). 'The aim [is] to build a critical mass of quality space and biodiversity' (p25). Festival Park has been allowed to degrade over the past decade. The water features used to host ducks, moorhens, visiting herons, frogs and tadpoles and local families (many from ethnic minorities) with small children were frequent visitors to explore their delights. The water features have now been allowed to silt up, and part of the dense tree screen to the south has been a green oasis. Festival Park is the only remnant of the Glasgow Garden Festival which, according to a recent Radio 4 item from the Mitchell Library on a par with that of the 1938 Empire Exhibition. It should be cherished as part of the approach to 'provid[ing] physical and social infrastructure required for highly liveable places which are attractive and healthy' (p16).	Festival Park / Public Space / Green Space	Comment noted. The SDF reflects the wider work which is ongoing to improve Glasgow's green network and open spaces.	No modification required	No change
176	Walmer Crescent Association		[T]he propensity to walk between locations is hugely sensitive to factors such as distance and route quality' (p14). As the crow flies, the 'historic town centre' and subway station at Cessnock are not far from the new development at Pacific Quay. The experience of walking between the two is such that (a) using the otherwise convenient subway for travel to the attractions of Pacific Quay or the SEC site is barely an option, (b) the businesses at Cessnock are cut off from the potential economic living in the Cessnock area.	Walking / Cessnock / Pacific Quay / Lack of Connectivity	The SDF at fig.6 and fig.7 ', identifies the need for an intervention to connect these locations. Also the Consultative Draft River SDF highlights the same need at p.31, stating "Future development of the area should further urban integration with the neighbouring townscape and provide new pedestrian and cycle links on	No modification required	No change

Ref	Commentator	Question	Comments	Theme	GCC Response	GCC Recommendation	GCC Action
					a north south axis— linking to Cessnock Subway to the South and Finnieston to the north." .		
177	Walmer Crescent Association		[To build a new structure of liveable places one way forward is to] 'define an approach to place which...invites mixed-use development..and infrastructure which supports the delivery of vibrant, liveable spaces' (p17). The impenetrable wedge blocking direct routes from Cessnock to running parallel to Brand Street. The zoning of this wedge for industrial use is a similar hangover from the past. It is now irrational and results in two streets (actually roads) with split personalities - Brand Street is residential on one side and industrial on the other; Govan Road is industrial on one side and has Festival Park on the other. Rezoning the wedge for residential or mixed use would open the possibility of live-work units complementing the creative industry cluster, and of opening up the wedge for north-south walking and cycling routes.	Industrial Land Use / Brand Street / Connectivity	The Council will publish a Main Issues Report (MIR) / Evidence Report in spring 2020 as an inception stage in the preparation of the next City Development Plan. This would be the stage where the issue of land use re-designation for industrial areas could be considered. The Development Plan Scheme 2019 - 2020 sets out the timeline for preparation of the new City Development Plan, which includes an open consultation. https://www.glasgow.gov.uk/CHttpHandler.ashx?id=15247&p=0	No modification required.	No change
178	Walmer Crescent Association		As well as new development locations, the existing street network has many locations where environmental quality and public space can be significantly enhanced...' (p16). Alexander Thompson's Grade 'A' listed tenement faces a strip of neglected land with overgrown trees hiding the building. A setting appropriate to its international significance would enhance its attraction as a cultural asset	Walmer Crescent / Built Heritage / Public Space	The trees referred to form part of the setting of the Listed Building and the Conservation Area. GCC would be open to discussion with the land owner on the specification of works to the trees, in this context.	No modification required.	No change
179	Walmer Crescent Association		The Association asks that in the light of the above observations the following changes are made; 1. Language is added which ensures that the contribution of the historic built environment to the area's cultural capital is recognised. 2. An action is added to the Immediate Action Plan (p27) to review the zoning of the areas marked as Core Economic Zones on the map in Fig 1 (p13) for compatibility with the placemaking movement aims of the SDF. 3. For the avoidance of doubt, the direct link between Cessnock station and 'historic town centre' and Pacific Quay is included in the maps in Fig 2 (Building a World Class Cultural Cluster) and Fig 5 (Integrated Movement Network) as well as in Figs 4, 6 and 7. 4. Language is added which prioritises the restoration of neglected or decayed existing green spaces such as Festival Park over the creation of new parks or green areas.	Built Heritage /Cultural Capital / Action Plan / Core Economic Zones / Cessnock - Pacific Quay Link / Green Spaces	(1)The SDF will be amended to ensure that the contribution of the historic built environment to the area's cultural capital is recognised. (2) See response to comment 177 above. (3) Maps will be amended as suggested. (4) The SDF will recognise that the Council is preparing an Open Space Strategy (OSS) for the City. The OSS will provide a means of co-ordinating the policies and actions of different Council services with responsibility for open space with a view to providing multiple benefits for the City's people and its environment.	Amend SDF as noted	change
180	Walmer Crescent Association		The Association strongly supports the general approach of the consultation document, with its intention to act as a stimulus for 'place based urban management' which can 'raise the sense of aspiration for place quality' (p4). The aim of 'building a high quality and highly integrated movement network' (p8) is particularly welcome.	Strategic Approach	Support noted.	No modification required.	No change
181	Walmer Crescent Association		The omission of the substantial built heritage in Govan and Partick from the list of cultural attractions (p14) is surprising. The streets of tenements, so characteristic of Glasgow, as well as the conservation areas and listed buildings on both sides of	Built Heritage /Cultural Capital	The SDF mapping will be amended to ensure that the contribution of the historic built environment to the area's	Amend SDF to recognise contribution of the historic built	change

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			the river represent considerable historical/cultural asset		cultural capital is recognised explicitly. These assets form the core urban structure which guides the overall strategic spatial approach of the document.	environment to the area's cultural capital	
182	Walmer Crescent Association		The process of [change over the last few decades] has left a fragmented pattern in terms of land use, environmental quality and density of occupation' (p16). This is well illustrated on a line north from the Victorian tenements and shop premises of Cessnock Moving from the residential area there is first the impenetrable industrial wedge between Brand Street and Govan Road, next Festival Park, then derelict land with a planning application for residential development, and finally the 'regeneration' developments of Pacific Quay with their acres of car park at the river.	Walking / Cessnock / Pacific Quay / Lack of Connectivity / Surface Car Parks	Fig 4.0 will be amended to identify this area as a "Significant Placemaking / Urban Restructuring Opportunity outwith Major Development Sites".	Amend fig.4. as noted.	Change
183	Walmer Crescent Association		The Walmer Crescent Association recognises that a strategy document is necessarily general and may need to deal in abstractions. At the same time, without strong and unambiguous guidance the planning and design decisions needed to achieve the admiral aims of the consultation document will not be made.	Document Style / Planning Guidance	Comment noted. The SDF addresses an extensive geographical coverage within an urban context. To address the range of issues, in a manner which provides a coherent overall vision at this scale of urban area, it is necessary to do this in high level way in the first instance. The SDF is not a development masterplan, which resolves every issue in detail. However, the importance of detailed decisions is implicitly recognised in the SDFs emphasis on place quality and liveability.	No modification required.	No change
184	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.	Action 9 on page 27 – the sentence 'Prepare a biodiversity and landscape audit report which outlines the key conditions and opportunities of the SDF area for landscape and' is not finished, or perhaps cut by the table format. This should be addressed in the final version. There are several other sentences cut in this way in the document and care should be taken to ensure that this will not be the case in the final version. Regarding the action, we are concerned with the long timeline for the preparation of this audit report. We would suggest that within this period not only can an audit report be prepared, but also monitoring of the progress of protection and enhancement of biodiversity can be undertaken, with a report on the state of biodiversity produced every five to 10 years. We also strongly suggest that the audit report is prepared as soon as possible before any further development takes place, in order to take stock of the existing baseline conditions. From here on, any biodiversity enhancement measures and areas for protection can be devised.	Biodiversity Audit / Action Plan / Document / Editing /	Comment noted. The Action Plan will be amended to clarify timescales.	Amend action plan as noted.	Change
185	Woodland Trust Scotland	What is your comment? (please provide as much detail as possible, including what you would like to see changed and why)	p.24 and p.25 Townscape, landscape and green network p. 25 'This should include the creation of new public greenspaces in the large development sites which offer opportunities for urban restructuring.' – this goes hand in hand with the provisions in the Glasgow Open Space strategy so perhaps make specific mention of the strategy here, which can be used as guidance for developers.	Glasgow Open Space Strategy	Add this text to SDF: To conform to Scottish Government planning guidance, the Council is preparing an Open Space Strategy (OSS) for the City. The OSS will provide a means of co-ordinating the policies and actions of different Council services with	Amend as noted	Change

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					responsibility for open space with a view to providing multiple benefits for the City's people and its environment.		
186	Woodland Trust Scotland	What is your comment? (please provide as much detail as possible, including what you would like to see changed and why)	p. 25: We note that the rest of this sentence is missing in the draft pdf version 'Future proposals should pay attention to protecting the lines of any remaining trees and shrubs within development sites (or existing green corridor) especially around the edges of sites or along streets and where there is an opportunity seek to create a new or restored' – this sentence is not finished, we would assume it is missing the word 'landscape'.	Document /Editing	This will be corrected. Restored text says "linear corridor".	Amend SDF to insert the word 'landscape'.	change
187	Woodland Trust Scotland	What is your comment? (please provide as much detail as possible, including what you would like to see changed and why)	A tree survey should be required for future developments in areas where there are trees to identify any ancient or veteran trees. Scottish Planning Policy states that any veteran trees, or indeed any important trees with nature conservation value should be protected from the adverse impacts of development: '216. Ancient semi-natural woodland is an irreplaceable resource and, along with other woodlands, hedgerows and individual trees, especially veteran trees of high nature conservation and landscape value, should be protected from adverse impacts resulting from development. Tree Preservation Orders can be used to protect individual trees and groups of trees considered important for amenity or their cultural or historic interest.' The Woodland Trust runs a project trying to identify and map notable, veteran and ancient trees: https://ati.woodlandtrust.org.uk/ . This could be used by the Council, planners, communities and developers to map out trees with the purpose of informing future development decisions.	Tree Survey / Development Sites / Tree Protection	The Council will publish a Main Issues Report (MIR) in late 2019 as an inception stage in the preparation of the next City Development Plan. This would be the stage where this proposal would be considered. The Development Plan Scheme 2019 - 2020 sets out the timeline for preparation of the new City Development Plan, which includes an open consultation in late 2019. https://www.glasgow.gov.uk/CHttpHandler.ashx?id=15247&p=0	No modification required.	No change
188	Woodland Trust Scotland	What is your comment? (please provide as much detail as possible, including what you would like to see changed and why)	p.24: 'The green environment of the area was heavily impacted by the very intensive development for industrial and residential uses. Large areas remain lacking in high quality green space and the ecological quality is often low in terms of supporting biodiversity. Improving performance on these measures will contribute substantially to achieving the key social and economic aims of the SDF.' – this recognition is fantastic and we wish to see this recognised by more local planning authorities. Also needs to be recognised for any new developments.	Ecological Quality / Green Space /	Support noted.	No modification required.	No change
189	Woodland Trust Scotland	Are there any other aspects which need further consideration within the document? Please explain.	Some sentences have been cut off due to the document formatting. These are the last sentence on p.25 and action 9 on p.27. There could be others, but these are the ones we noted.	Document /Editing	This will be corrected.	Amend SDF as noted.	change
190	Woodland Trust Scotland	Do you agree or disagree with the key priorities identified in the Govan and Partick SDF document? Please explain.	We are unsure if key priorities are specifically identified in the document, rather these are called 'strategic approaches' identified to address the 'strategic issues' and placed in the emerging priorities section. This being said, we agree with the 'strategic approaches' particularly with the following ones: '4. Building a new structure of liveable places6. Building a high quality and highly integrated movement network7. Developing an integrated approach to townscape, landscape and the green/blue and grey network'	Strategic Approach	Support noted.	No modification required.	No change
191	Woodland Trust Scotland	Do you agree or disagree with the overall strategic direction outlined within the Govan and Partick SDF document? Please explain.	Woodland Trust Scotland agrees with the strategic direction of this SDF and admire the approach taken to the sustainable development of this area, truly appropriate giving consideration to economic, social and environmental matters in policy and we hope that this approach will be reflected in practice. Furthermore, we are pleased to see that it is recognised that by enhancing the natural environment, opportunities are created for economic and social development, making this place, a place where people want to live and work.	Strategic Approach	Support noted.	No modification required.	No change

