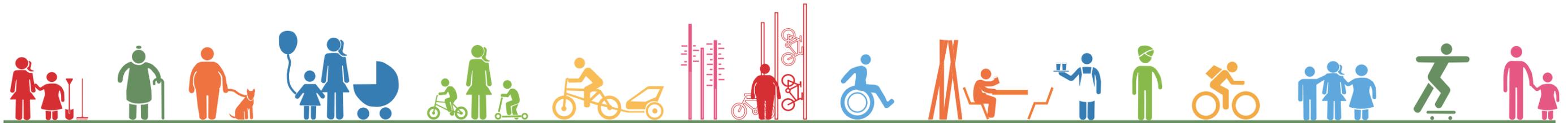


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GLASGOWS LIVEABLE NEIGHBOURHOODS



POLLOKSHIELDS EAST TO GORBALS

LIVEABLE

NEIGHBOURHOODS

Stage 2 Report

DESTINATION LAURIESTON

December 2023



Document History

DOCUMENT HISTORY

Revision	Purpose description	Originated	Checked	Reviewed	Authorised	Date
1.0	First draft issue to client	BF	DJ	UF	UF	13.12.2023

Client Signoff

CLIENT SIGNOFF

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1. Introduction 4

- 1.1 Project Context
- 1.2 Project Location
- 1.3 Engagement
- 1.4 Document Structure

2. Site Analysis 9

- 2.1 Overview
- 2.2 Site Context Plan
- 2.3 Current Conditions
- 2.4 Site Assessment
- 2.5 Constraints and Opportunities Plan

3. Design Evolution 13

- 3.1 Overview
- 3.2 Inspiration
- 3.3 Zonal Plan
- 3.4 Engagement Stages

4. Concept Design 17

- 4.1 Overview
- 4.2 Rendered Masterplan
- 4.3 Detailed Plan
- 4.4 3D Visualisation 1
- 4.5 3D Visualisation 2
- 4.6 Lighting Strategy
- 4.7 Outline Specification

5. Preliminary Cost Plan 23

- 5.1 Narrative

Appendices 24

1. INTRODUCTION



1.1 Project Context

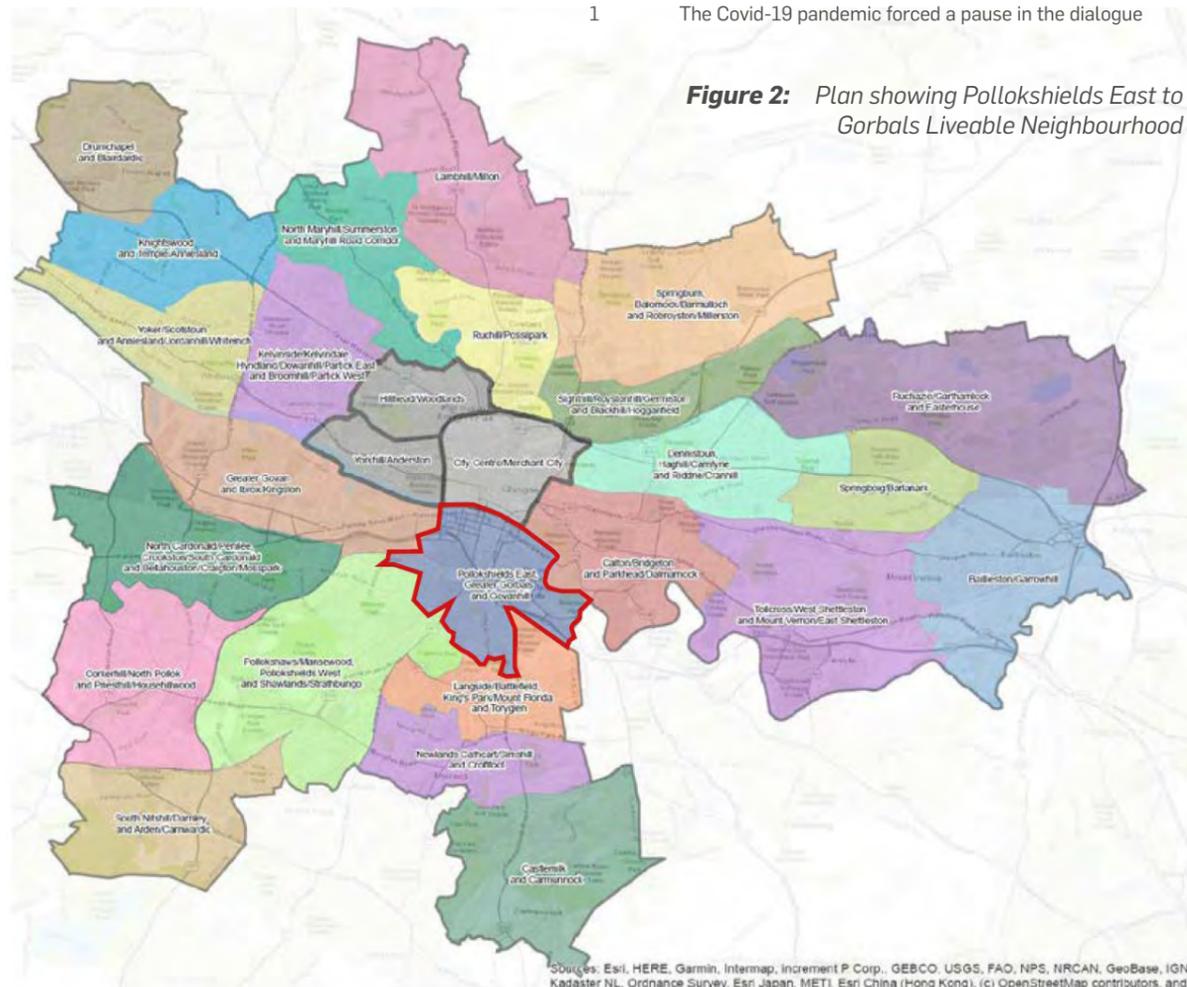
This 'Destination Laurieston' site was identified as an intervention opportunity in the Stage 1 Report for Pollokshields East to Greater Gorbals Liveable Neighbourhood (see **figure 2**), along with sites in Albert Drive ('Re-imagining Albert Drive Streetscape') and around Crown Street Retail Park (locations shown on **figure 3**). The report included assessment and engagement work undertaken in a number of neighbourhoods in this study area to identify a range of intervention opportunities that could help support one or more of the Liveable Neighbourhood Programmes four theme. Those themes being *Everyday Journeys*, *Active Travel*, *Local Centre* and *Streets for People* (see **figure 1** for more detail). The site in this report scored particularly well in relation to *Streets for People* and *Everyday Journeys*.

In terms of deliverability and broader public support Destination Laurieston has been the focus for improvement over the last 10 years. Work undertaken by New Gorbals Housing Association (NGHA), the Citizens' Theatre and Network Rail had been progressing to improve the railway arches¹. This document sets out the engagement undertaken with NGHA, refer to **section 1 (pages 6/7)** and **section 3**. The site is also the location of and surrounded by several 'live' project, including a new link through one of the railway arches, the Citizens' Theatre and Laurieston Living (see **figure 3**).

For further information on the Liveable Neighbourhoods programme visit the following website: <https://www.glasgow.gov.uk/liveableneighbourhoods>

¹ The Covid-19 pandemic forced a pause in the dialogue

Figure 2: Plan showing Pollokshields East to Gorbals Liveable Neighbourhood



Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and

Figure 1: Diagram describing the key themes of the Glasgow Liveable Neighbourhood Programme

EVERYDAY JOURNEYS



The transport sector is Scotland's major contributor of carbon emissions. The majority of journeys made by car are short. By improving the conditions for walking and cycling within neighbourhoods there is a significant opportunity to reduce carbon emissions and improve health outcomes. For example, journeys to schools and other local amenities. However, it is also recognised that the needs of different age groups, genders and physical abilities is crucial in designing suitable streets and infrastructure.

ACTIVE TRAVEL



Glasgow has an ambitious target to make walking and cycling considered as first choice modes of travel. A key element of this will be the implementation of a city-wide segregated active travel network. The Liveable Neighbourhoods approach will create the bridge between the front door and the city-wide segregated network.

LOCAL TOWN CENTRES



Glasgow's network of centres is a key strength of the City in moving towards an ambition of creating liveable neighbourhoods. Many of Glasgow's local centres are busy social spaces that provide many functions beyond retail and commercial. With the major challenges created by retail competition and the shift to online shopping there is a significant opportunity to strengthen the position of many local town centres in Glasgow by harnessing their role as social and community destinations, improving their accessibility and environmental quality.

STREETS FOR PEOPLE



Over time Glasgow's streets and public spaces became dominated by the needs of motorised transportation. This includes vehicle movement and parking. International best practice has shown that as space is reallocated and vehicle speeds and flows are reduced, there is significant potential to improve the quality of street spaces. This creates opportunities to increase the range of people and activities that are on the street. It also creates space for increased green infrastructure, which is an important tool in climate adaptation and mitigation.

1. INTRODUCTION

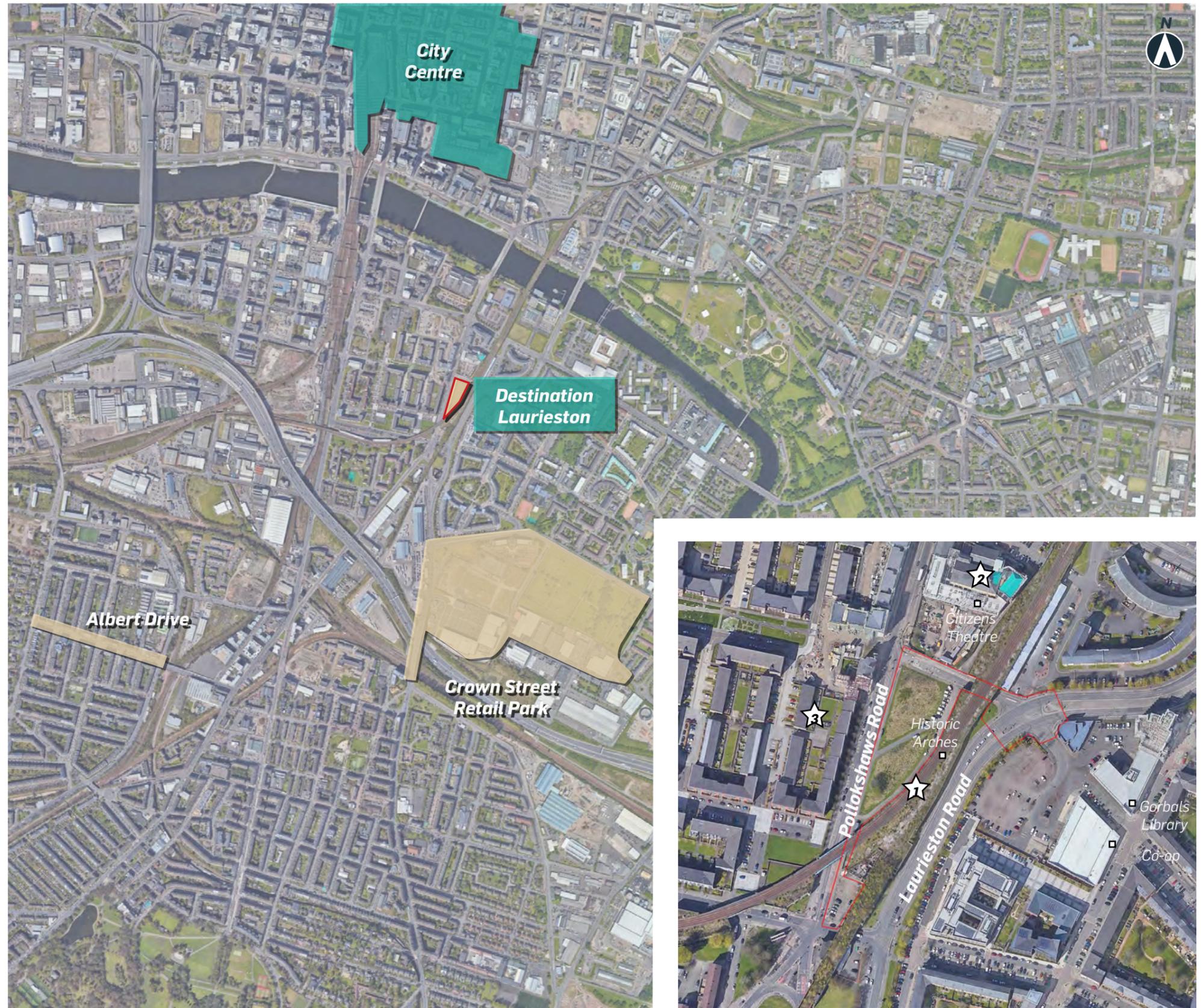


1.2 Project Location

The site comprises an area of disused land situated to the east of Pollokshaws Road, bound to the north by Cleland Street and to the east by a line of historic railway arches. The Citizen's Theatre, currently undergoing re-development sits to the north of the site, while recently developed mixed-tenure housing sits to the west in Laurieston and Crown Street, an area of housing and mixed use development sits to the east, beyond Laurieston Road.

The site is well connected to the City Centre via active travel with both the South City Way, a protected cycleway running alongside Pollokshaws Road into the centre and Pollokshaws Road its self being a bus priority corridor. Recent work has also enhanced the east west permeability for pedestrians with a new footpath linking through one of the historic arches, creating a new link between Laurieston to the west and Crown Street to the east.

Figure 3: Map showing the study area set within a city-wide context with inset plan showing local context, including location of current 'live' projects



Live Projects

- ☆ 1 Archway Link
- ☆ 2 Citizens' Theatre Redevelopment
- ☆ 3 Laurieston Living

1. INTRODUCTION

1.3 Engagement

This section summarises the overarching engagement, methods and activities undertaken during Stage 2. It details the engagement undertaken on the three projects that emerged from the Pollokshields to Greater Gorbals Liveable Neighbourhood, including:

- Re-Imagining Albert Drive Streetscape
- Destination Laurieston
- Crown Street Retail Park Link

1.3.1 PURPOSE

Through a collaborative approach to engagement, involving the public and key stakeholders we have undertaken further community engagement within the Pollokshields East to Gorbals Liveable Neighbourhood helping these areas to become even better places to live, work and enjoy daily life.

Engagement undertaken during Stage 2 aimed to inform residents and stakeholders of the three projects being taken forward into concept design. To seek feedback from stakeholders in each of the project areas on the developing designs, opportunities, and constraints, informing the development of the designs.

Engagement undertaken during Stages 0-1 aimed to:

- Inform people about the selected project(s)
- Seek feedback on the concept designs.
- Identify if there is anything missing in terms of opportunities and constraints.
- Generate content – attendance numbers, photos, feedback for stage 2 report, inform designs

1.3.2 ACTIVITIES

A range of in person and digital activities have been undertaken during Stage 2. These have been summarised over the following pages for all three areas. Project specific findings are summarised within each project section

Website

During stages 0-1 a dedicated website was launched on 31st January 2023 to act as the main communication point for Pollokshields East to Gorbals - <https://pollokshields-east-to-gorbals-in-glasgowgis.hub.arcgis.com/pages/latest-news>

Visitors to the website could find out more about Liveable Neighbourhoods, and the 'Latest News' section was updated to promote all stage 2 events and hosted the survey.

In Person Members Briefings

Follow up briefings from stage 0-1 were held at Glasgow City Chambers on 19th May 2023 for Pollokshields East to Gorbals, with 6 in attendance representing the following Wards: Ward 8 (Southside Central), Ward 6 (Pollokshields) and Ward 5 (Govan).

Meeting purpose:

- To present the ideas and opportunities emerging from Stages 0-1.
- To give Elected Members the opportunity to validate / challenge the key messages coming from communities and to add to these as part of the prioritisation process.

Internal Glasgow City Council Drop-In event

A drop-in session was held on the 14th September for Officers within Glasgow City Council, ranging from Planning and Heritage, Parking, Flooding and Drainage departments.

The purpose was to provide an opportunity to raise awareness of the projects at stage 2 design and to seek feedback on designs including opportunities and constraints from an internal perspective. A total of 18 Officers attended.

Survey

A survey was made available for people to complete online, at libraries and drop-in events between 19th September and 6th of October asking for feedback on initial designs, seeking feedback on the opportunities and constraints of the designs. After the designs were further developed a second survey was open from 16th

November – 30th November enabling people to leave further feedback on the concept designs. A full summary of all the feedback for Destination Laurieston is provided in **Appendix B**

Drop-ins

A series of Drop-in, 'Meet the Designer' and public showcase events took place in both September and November 2023. The events took place in each respective neighbourhood area, updating and informing residents and stakeholders of the three projects being progressed to concept design. The first stage (stage2a) informed stakeholders of the six projects and the emerging ideas for the designs. The follow up stage (stage2b) showcased the concept designs, presenting a series of graphicrich plans and visualisations.

The purpose of both stages was to seek feedback from stakeholders in each of the three project areas on the developing designs and ideas, giving those in attendance or viewing online the opportunity to highlight anything we may have missed. Feedback has informed the refinement of each concept design (see section 3 for more details) and was useful to:

- Inform people about the selected project(s)
- Seek feedback on the concept designs.
- Identify if there is anything missing in terms of opportunities and constraints.
- Generate content – attendance numbers, photos, feedback for stage 2 report, inform designs. section 3

Stage 2a: Drop-In Events

The following drop-ins took place in September 2023:

- Re-imagining Albert Drive, Pollokshields Library, 4-7pm on 19th September.
- Destination Laurieston and Crown Street Retail Park, Gorbals Library, 4-7pm on 21st September.

Figure 4: Website providing a digital presence for the project during stage 2

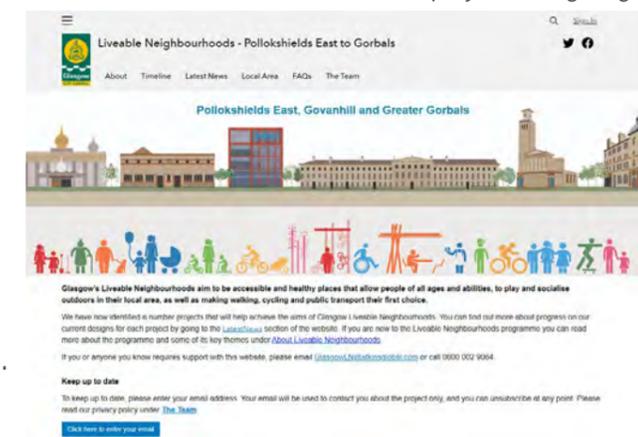


Figure 5: Online surveys ran during both stages of consultation

Liveable Neighbourhood Stage 2 Feedback Form Follow-up

1. Which of the projects would you like to comment on?

- Transforming Kildrostan Triangle
- Creating Safer Routes: Mansewood & Hillpark
- Improving Connections: Shawlands and Strathbungo
- Destination Laurieston
- Re-imagining Albert Drive Streetscape
- Crown Street Retail Park Links

2. Do you think our concept design captures all the site's /area's opportunities and constraints?

- Yes
- No

3. If not, let us know what we've missed?

Enter your answer

4. Do you have any other comments/feedback?

Enter your answer

[+ Add new](#)

1. INTRODUCTION



Stage 2b: Meet the Design Team Drop-In Events

The following drop-ins took place in November 2023:

- Destination Laurieston and Crown Street Retail Park Link: New Gorbals Housing Association, 3:30 -5pm, on 16th November
- Re-imagining Albert Drive, Pollokshields Library, 5:00-6:30pm, on 23rd November

Public Showcase

In addition to the dedicated 'Meet the Design Team' sessions, a public showcase of the designs were displayed in the following locations from November 16th – November 30th for members of the public to view in their own time. Flyers were available at all the venues with information of the drop in sessions as well as links to the online survey.

- Pollokshields Library
- New Gorbals Housing Association

1.3.3 COMMUNICATIONS

To promote the engagement during Stage 2, several communication channels were utilised including:

- Notifications emailed to key stakeholders and local community groups identified through Stakeholder Mapping
- Promotion of the Story Map websites to all stakeholders
- Social media posts through Glasgow City Council's channels and local groups
- Leaflets and surveys left at drop-in venues to promote completion of the surveys.

In addition, an email address and freephone number were available for people to speak directly to the project team.

A full list of all stakeholders is listed in **Appendix A**.

Figure 8: Photos from the stage 2 consultation drop-ins and showcase exhibitions in September and November 2023

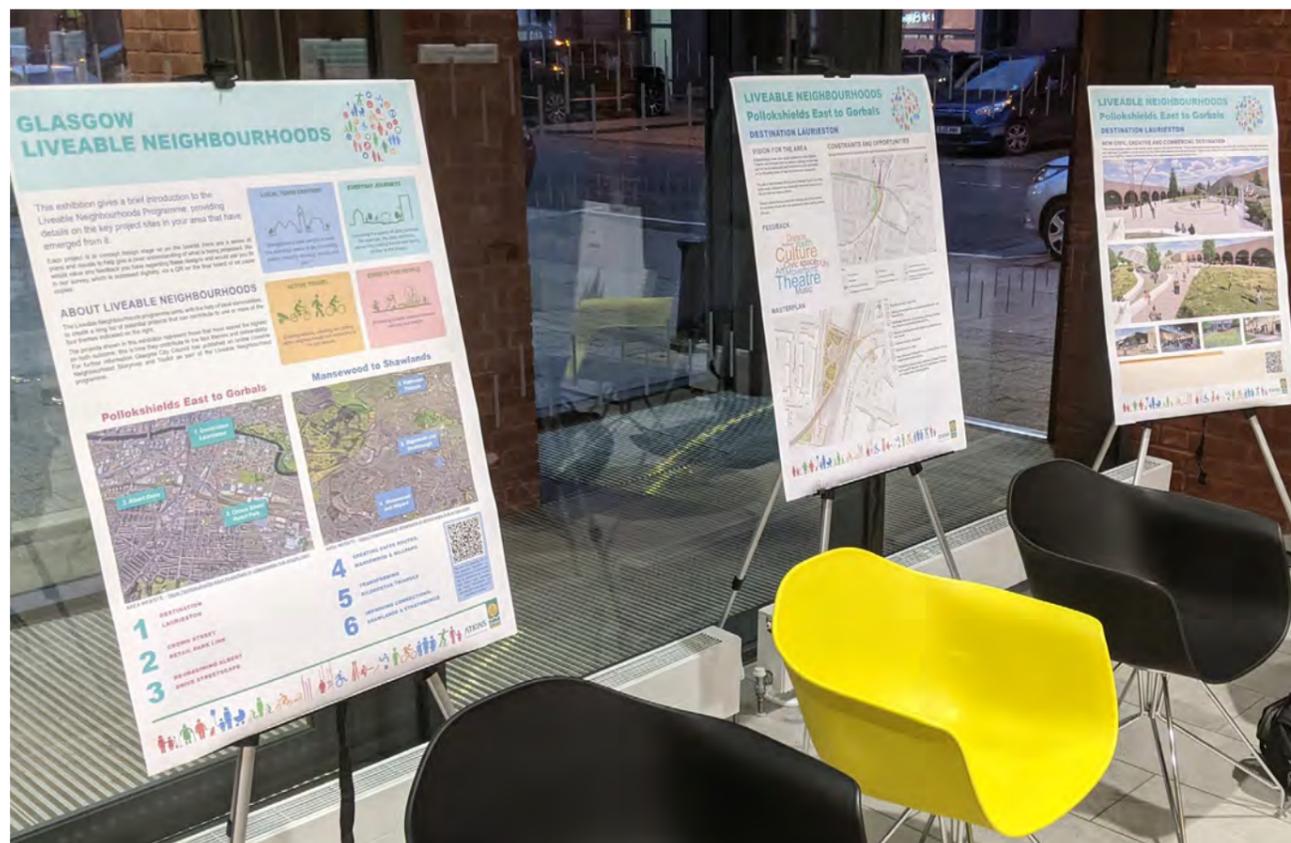


Figure 9: Leaflets circulated before each of the drop in sessions and exhibitions in September and November 2023

LIVEABLE NEIGHBOURHOODS
POLLOKSHIELDS EAST TO GORBALS

TELL US ABOUT YOUR NEIGHBOURHOOD:

1. DESTINATION LAURIESTON
2. CROWN STREET RETAIL PARK LINK
3. RE-IMAGINING ALBERT DRIVE STREETSCAPE

JOIN US IN SEPTEMBER

- Re-imagining Albert Drive Streetscape
Tuesday 19 September, 4pm - 7pm
Pollokshields Library
- Destination Laurieston & Crown Street Retail Park Link
Thursday 21 September, 4pm - 7pm
Gorbals Library

COMPLETE A SURVEY

Available online (scan the QR code or use the link to our website below) and paper copies available at your local library.

The survey will be open until Saturday 30th September

CONTACT US

Tel: 0800 002 9064
Email: GlasgowLN@atkinsglobal.com
Web: pollokshields-east-to-gorbals-in-glasgow.org.uk

LIVEABLE NEIGHBOURHOODS
POLLOKSHIELDS EAST TO GORBALS

TELL US ABOUT YOUR NEIGHBOURHOOD:

1. DESTINATION LAURIESTON
2. CROWN STREET RETAIL PARK LINK
3. RE-IMAGINING ALBERT DRIVE STREETSCAPE

TAKE A LOOK AT THE PROPOSALS

Exhibition boards will be displayed until Thursday 30th November at the following locations:

- Re-imagining Albert Drive Streetscape
Pollokshields Library
- Destination Laurieston
New Gorbals Housing Association, 200 Crown Street
- Crown Street Retail Park Link
New Gorbals Housing Association, 200 Crown Street

COMPLETE A SURVEY

Available online (please scan the QR code or use the link to our website below).

The survey will be open until Thursday 30th November

JOIN US FOR OUR MEET THE DESIGNER EVENTS

- Re-imagining Albert Drive Streetscape
Thursday 23rd November: 5:00pm - 6:30pm
Pollokshields Library
- Destination Laurieston
Thursday 16th November: 3:30pm - 5:00pm
New Gorbals Housing Association, 200 Crown Street
- Crown Street Retail Park Link
Thursday 16th November: 3:30pm - 5:00pm
New Gorbals Housing Association, 200 Crown Street

CONTACT US

Tel: 0800 002 9064
Email: GlasgowLN@atkinsglobal.com
Web: pollokshields-east-to-gorbals-in-glasgow.org.uk

1. INTRODUCTION



1.4 Document Structure

This report is structured to help provide a clear and concise breakdown of the assessment, analysis and design thought that has led to the emergence of a concept design for the site (set out in **section 4**).

Figure 9 sets out the key sections in the document and a summary of their purpose and scope.



Figure 10: Diagram showing structure of the document by briefly describing sections 2 - 5

2. SITE ANALYSIS



2.1 Overview

This section sets out a brief review of the key attributes and current condition of the site and its context. Setting out some of the key opportunities and constraints that will guide an emerging design for the site.

2.2 Site Context Plan

The site is located along a key public transport and active travel route that heads south from the City Centre. Pollokshaws Road is both a dedicated route for buses and taxis and incorporates a protected cycleway, between Queen's Park and the City Centre. To the west of Pollokshaws Road is a new mixed use housing development, with apartments, townhouse and terraced development, intersected by linear areas of parkland.

Laurieston Road sweeps past the western edge of the site, beyond the raised railway line, provide a key vehicular connection to the City Centre. To the East of Laurieston Road is the Crown Street area, a local centre for the area with mixed use development including community services, retail uses (inc. a large Co-op), parks and healthcare provision.

To the north of the site is the soon-to-be re-opened Citizen's Theatre, a key cultural destination that adds to the existing cultural sites in the area, including the O2 Academy.

Figure 11: Plan showing site within wider context

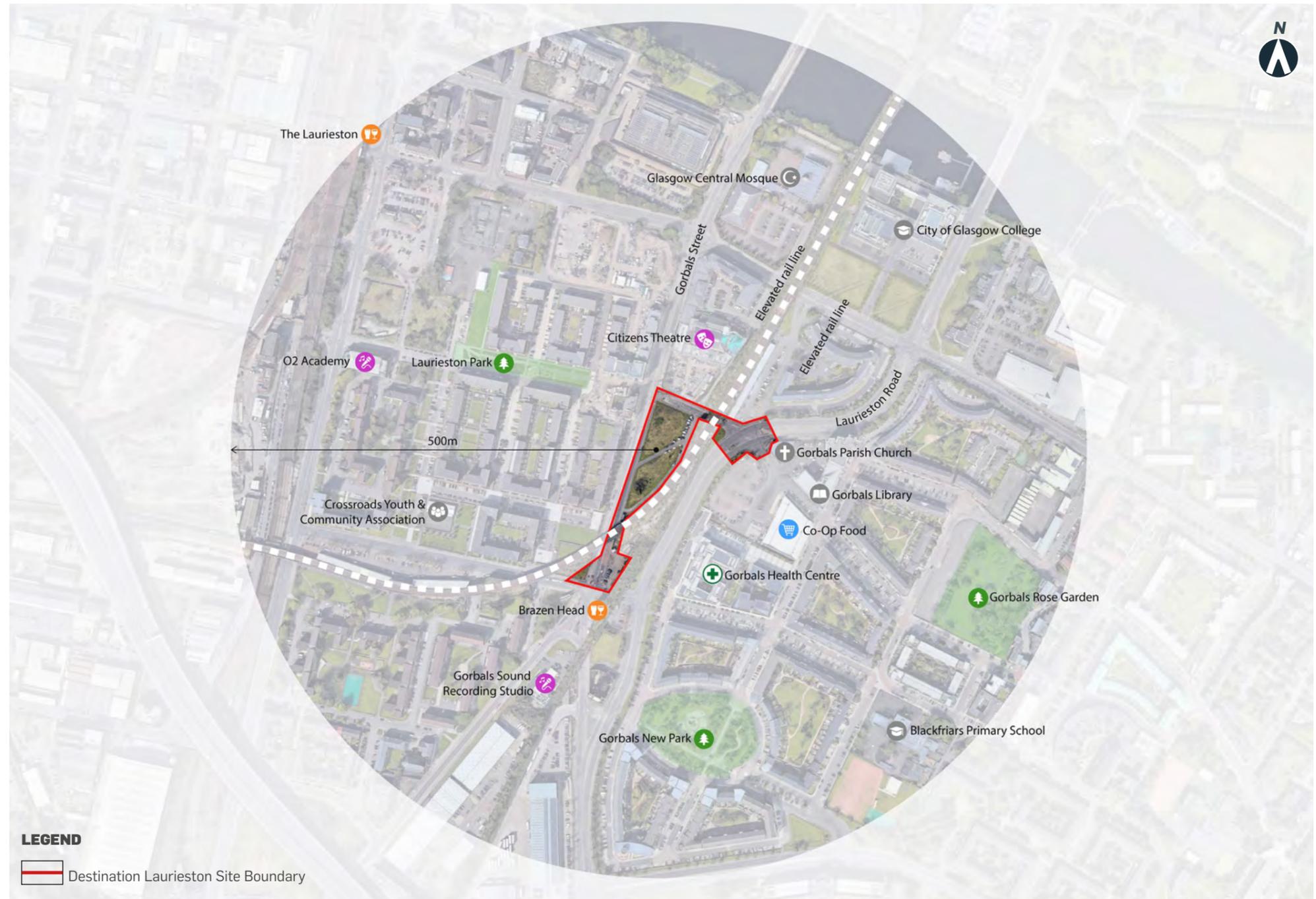


Figure 13: Word cloud for Destination Laurieston

Figure 12: Series of images showing key buildings, services and features in the local area



2. SITE ANALYSIS

2.3 Current Conditions

2.3.1 PHOTOGRAPHIC STUDY

Figure 14: Aerial plan identifying site photo locations and orientations.



Existing green space with poor amenity value



New archway link



New pathway link



Existing mature vegetation



Historical arches



2. SITE ANALYSIS

2.4 Site Assessment

The majority of the site comprises areas of vegetation with rough grassland and several semi-mature trees. These areas are bound by existing footways and an cobbled lane that runs alongside a line of historic railway arches / vault to the east and southeast of the site, currently lying vacant or being temporarily occupied. In addition to the arches the site is bound by new four storey residential development to the west and a car park associated with Citizens Theatre to the north.

The vegetated areas have been divided up by several new footpaths, one of which connects to a new link through the historic arches, forming a continuous connection east towards Crown street.

The site has incorporated a large signalised junction on Laurieston Road to explore opportunities to improve linkages east and an area immediately south of the railway bridge along Pollokshaws Road to provide for a potential gateway feature, on the corner of Cumberland Street.

Key

-  Site boundary
-  Existing footpaths
-  Existing informal crossings
-  Existing segregated cycle-way
-  Signalised crossings for pedestrians
-  Bus stops
-  Bus Routes
-  Existing green space



Figure 15: Diagram of connections, opportunities and constraints



2. SITE ANALYSIS

2.5 Constraints and Opportunities Plan

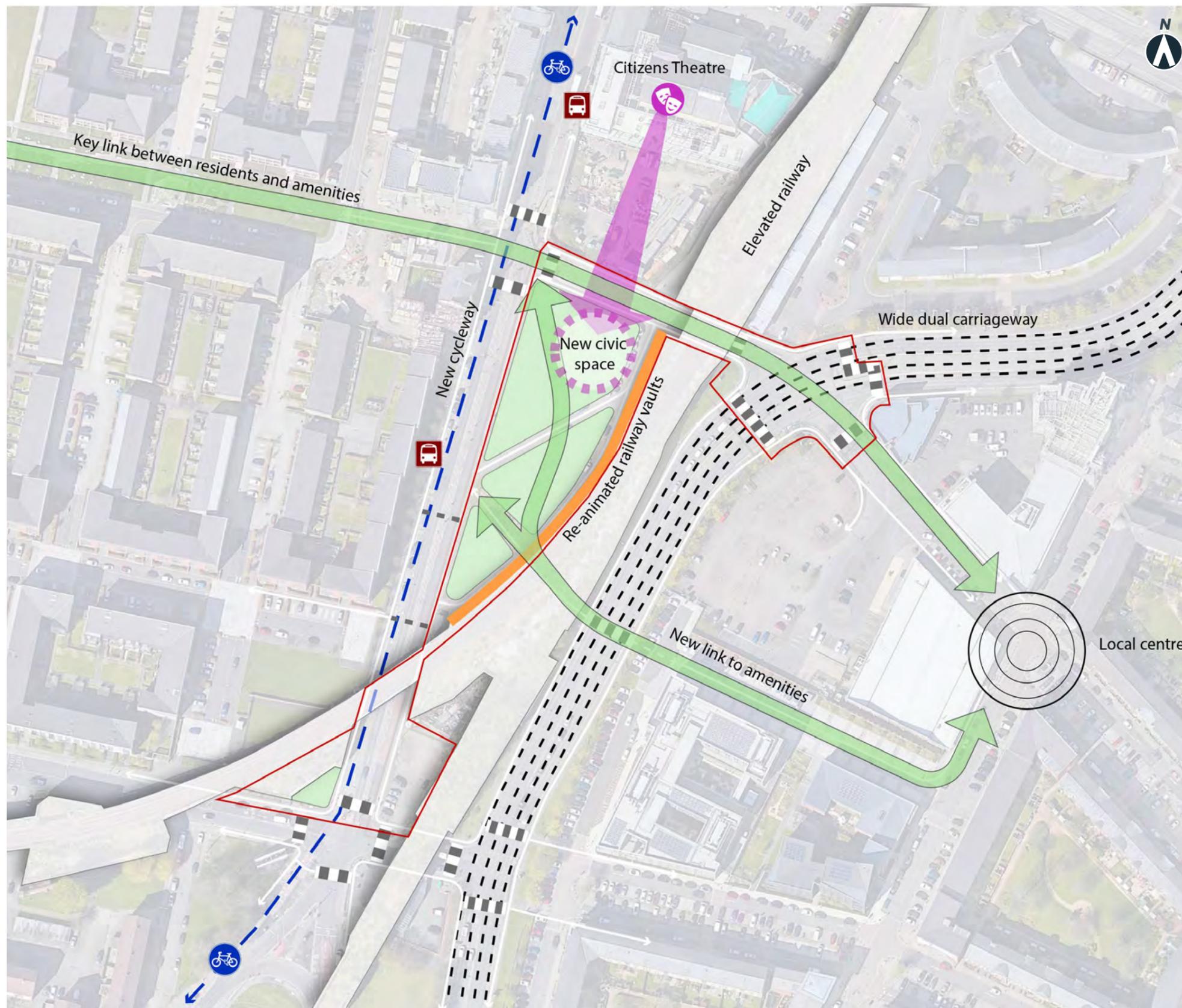
Figure 16 indicates the key opportunities and constraints for the site, these principally include:

- The creation of a new civic space to support Citizens Theatre;
- Building upon recent improvements to links to the Local Centre west, along both Cleland Street and through the new archway link; and
- Re-animating the historic railway arches/vaults.

Figure 16: Diagram of connections, opportunities and constraints

Key

-  Site boundary
-  Road traffic
-  Existing bi-directional cycleway
-  Signalled crossing for pedestrians
-  Bus stops
-  Active retail frontages
-  Existing green space area
-  Potential new civic space
-  Potential cultural and events links
-  Potential to enhance active travel and public transport links



3. DESIGN EVOLUTION



3.1 Overview

This section sets out the emergence of a zonal design plan for the site, informed by the site analysis work in **section 2** and inspiration from other best practice high street/mixed-use streets from across the UK and Europe. It concludes with a summary of how these initial ideas were engaged on and the continued sense-checking that took place to ensure the final concept design was robust and deliverable.

3.2 Inspiration

Laurieston has many positive attributes, such as historic architecture, a growing and mixed community, with housing for families and young professionals and new cultural destinations. With this in mind the evolution of the site has sought to celebrate, respond to and enhance these attributes where possible. **Figure 17** shows some relevant precedents that have offered inspiration for the design of a zonal plan for the site.

Figure 17: Palette of inspiration for the design approach



Railway arches converted to retail and food/beverage spaces with spill out areas



Low maintenance, pollinator friendly, planting



Skate-able landscape forms



Space for outdoor events



Gateway features, enhancing existing structures

3. DESIGN EVOLUTION



3.3 Zonal Plan

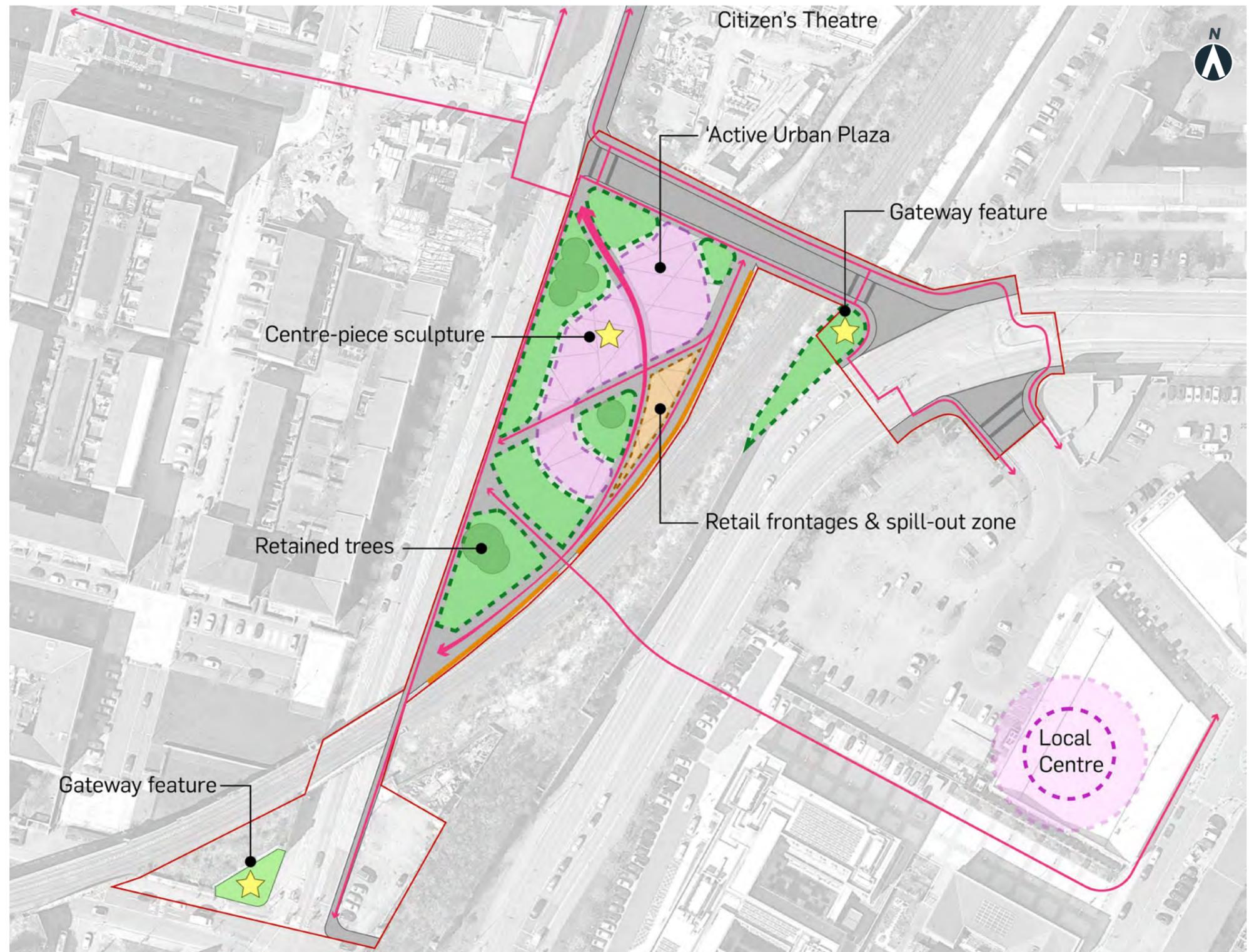
An initial zonal plan diagram set out the key potential design features for Destination Laurieston (see **figure 18**), many of which were informed by our understanding of the site and area and the palette of inspiration. These included:

- Creation of a new active urban plaza, to complement the adjacent Citizen's Theatre, accommodate new artwork and offer a area for retail/leisure spill-out from the adjacent arches/vaults.
- Reactivating the archways with a new coherent, attractive and accessible public realm, lighting and signage.
- Retention and enhancement of certain areas of green space with new tree and wild flower planting, helping to frame the new plaza with integrated seating.
- Enhanced footway and footpath provision with new lighting and wayfinding features, such as gateway features at key entry points to the site from the south and east.

Key

- ★ Gateway features
- Retail spill out
- Civic space for events and plaza
- Naturalistic planting
- Retail frontages

Figure 18: Zonal Diagram for Destination Laurieston



3. DESIGN EVOLUTION



3.4 Engagement Stages

As set out in **section 1** a range of engagement has been undertaken as part of stage 2. This has helped inform and, most importantly, sense-check the design as it has progressed over the course of the last three months. The following sets out the key stages of the engagement, concluding with a selection of some feedback received.

3.4.1 EMERGING DESIGNS AND IDEAS

A Drop-In event and online design workbook was made available in September, giving the community an early opportunity to view and comment on the initial zonal plan diagram for Destination Laurieston and an early sketch (see **figures 19 and 20**).

There were 4 responses to an online and paper survey that was made available for a month in September/October, while 7 people attended the drop in.



Figure 19: Early sketch showing proposals for Destination Laurieston



Figure 20: Exhibition material displayed as part of emerging designs and ideas in September

LIVEABLE NEIGHBOURHOODS
Pollokshields East to Gorbals
DESTINATION LAURIESTON

THE AREA:

Establishing a new civic space adjacent to the Citizen Theatre and fronted onto by historic railway viaducts that can act as a community and leisure focus for residents in the housing areas of New Gorbals and Laurieston.

The site is well situated off the newly installed South City Way cycle route, in between two residential areas and formed by a line of historical railway arches. Recent works will see a new link through one of the arches to Laurieston Road with new associated paths cutting across the site.

OPPORTUNITIES, IDEAS AND INSPIRATION:

- Site boundary
- Road traffic
- Existing segregated cycleway
- Signalised crossings for pedestrians
- Bus stops
- Active retail frontages
- Existing green space area
- Potential new civic space
- Potential cultural and events links
- Potential to enhance active travel and public transport links

Sculpture / gateway features
 Retail frontages to activate
 Street art
 Places for outdoor events
 Historical planting

Please add your thoughts here, chat with us, or scan the QR code to access the survey:

Do you think we have a good understanding on the site's opportunities and constraints?

ATKINS

3. DESIGN EVOLUTION



3.4.2 DEVELOPED CONCEPT DESIGN

In November a public showcase exhibition (see **figure 21**) and a 'Meet the Designer' session was held and an updated online design workbook was made available (see **figures 22**). It displayed a developed concept design and visualisations for Destination Laurieston.

There were 9 responses to an online and paper survey that was made available for two weeks in November, while 2 people attended the 'Meet the Designer' drop in.

Figure 21: Exhibition material displayed as part of public showcase of concept design for Destination Laurieston in November

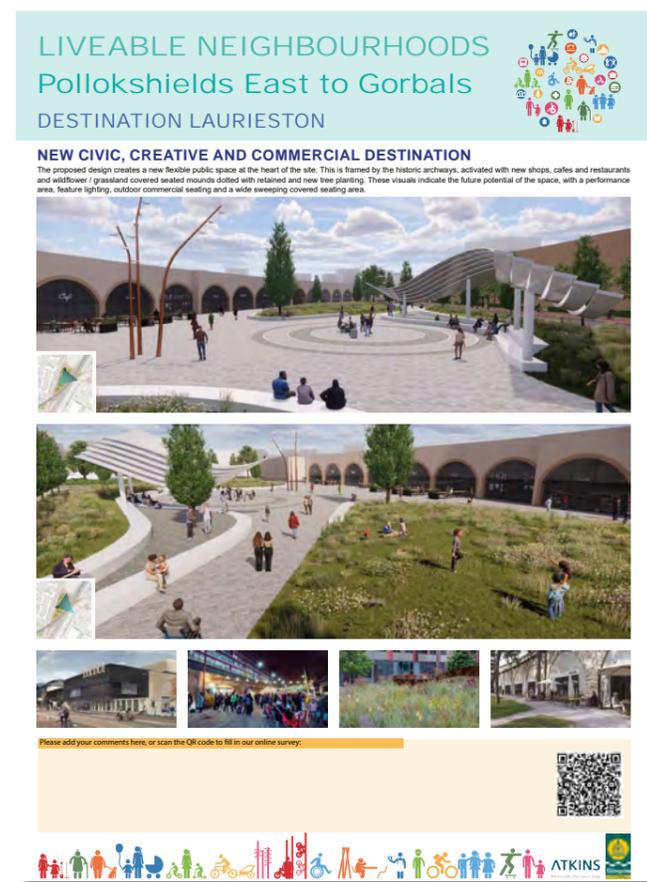


Figure 22: Selected pages from the design workbook accessible on the project website

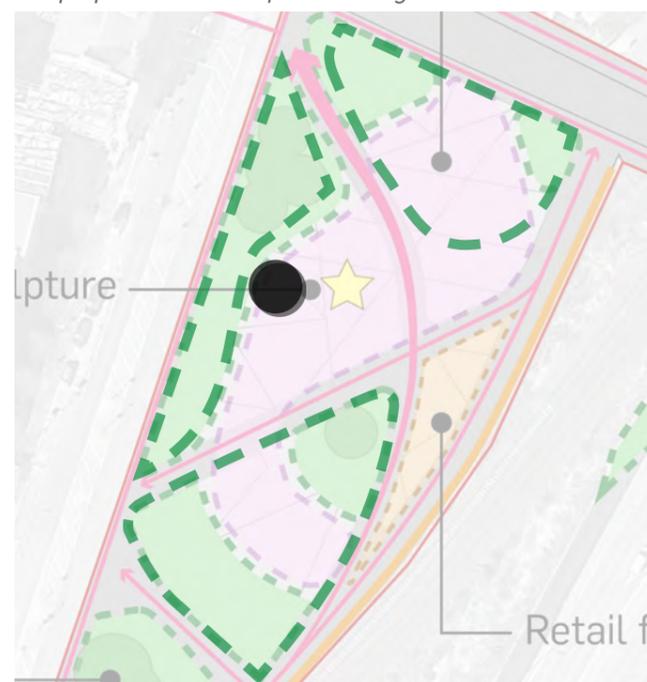


3.4.3 GCC WORKSHOPS/MEETINGS

In addition to community engagement there were a series of workshops and meetings held with departments within Glasgow City Council, as well as New Gorbals Housing Association and The Citizens Theatre. These helped refine the design to ensure it aligned with stakeholder needs and demands.

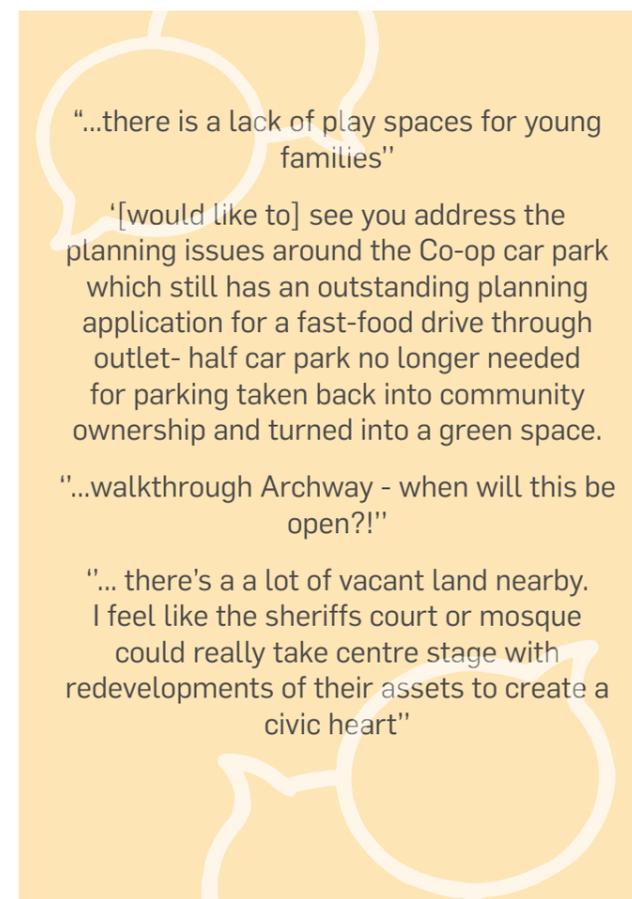
Following these discussions, the Zonal Plan was altered to simplify the arrangement of hard and soft landscape areas. This resulted in smaller areas of soft landscaping being incorporated into larger blocks of green space to better frame the new urban plaza (see **figure 23**). Discussions also led to the introduction of a covered seating area for the new plaza, allowing the space to be more usable throughout the year.

Figure 23: Image showing enlarged areas of green space and proposed location of new seating area



3.4.4 KEY FEEDBACK THEMES

Some of the key themes that emerged from feedback during engagement stages 2A and 2B related to play space, vacant land and local links. Below are a selection of comments that reflect these themes, for the full list of feedback refer to appendix B.



4. CONCEPT DESIGN



4.1 Overview

This section illustrates a concept design for the site with both a general arrangement plan and series of images and visualisations helping to communicate the design's key attributes. The section also demonstrates the design's ability to respond to issues around parking and lighting and sets out a palette of materials and landscape treatments.

4.2 Rendered Masterplan

The proposed design creates a new flexible public space at the heart of the site. This is framed by the historic archways, activated with new shops, cafes and restaurants and wildflower / grassland covered seated mounds dotted with retained and new tree planting. These visuals indicate the future potential of the space, with a performance area, feature lighting, outdoor commercial seating and a wide sweeping covered seating area.

Figure 25: Plan showing general arrangement drawing



- 1 Bicycle parking / cycle hire
- 2 Existing trees retained and supplemented with new tree planting
- 3 Wildflower Meadow, incorporating pollinator friendly, low maintenance herbaceous planting
- 4 Stepped amphitheatre with space for performances and events
- 5 Gateway feature / sculpture
- 6 Spill out area for retail
- 7 New enhanced connection to Laurieston Road, linking underneath railway arches
- 8 Potential to include improvements to Cleland Street, such as buff coloured, anti-skid aggregate surfacing and raised table crossing points

4. CONCEPT DESIGN



4.3 Detailed Plan

This zoomed in plan illustrates the key central space within the design.

Figure 26: Detailed plan



Stepped amphitheatre with canopy structure

Mid-level terrace

Wildflower meadow with existing and proposed trees. Areas of landscape will in general comprise low-level planting to ensure inter-visibility is retained across the space.

Bicycle parking / cycle hire

Long concrete bench

Landmark lighting columns

Space for performance and events

Space for retail spill-out and outdoor dining

Long concrete bench

Connection to Laurieston Road linking underneath railway arches

4. CONCEPT DESIGN



4.4 3D Visualisation 1

Figure 27: 3D Visualisation showing a new sweeping public realm characterised by feature surface treatment and sculptural lighting features and framed by a bespoke canopied seating area, raised seating around areas of landscaping and leisure uses in the re-animated historic arches.



4. CONCEPT DESIGN



4.5 3D Visualisation 2

Figure 28: 3D Visualisation showing the flexibility of the new hard and soft landscape treatment, facilitating play, rest and socialising.



4. CONCEPT DESIGN



4.6 Lighting Strategy

The lighting strategy for Destination Laurieston proposes the enhancement of existing street lighting and introduction of new lighting features to make the space feel welcoming, safe and dynamic. Existing features, such as the railway arches to the south and the under-bridge areas (both in the south and north) could be illuminated with colourful and creative architectural lighting installations - enhancing the identity of the area.

Proposed features, such as the canopy structure, could also be illuminated to enhance the design. New lighting columns could be architectural features in their own right, with materials chosen to enhance the local identity. Columns, such as the 'Ful' by Escofet, could be chosen, as they have a unique design and the corten finish will compliment the existing corten features on the corner of Bedford Street and the pedestrian link to Laurieston Street. Exact details of lighting will be determined at the detailed design stage.

- Existing Retained Street Light
- ★ Potential Architectural Lighting
- ☆ Potential Street Light
- ★ Potential Low-Level Lighting

Figure 29: Plan showing existing and proposed street and feature lighting

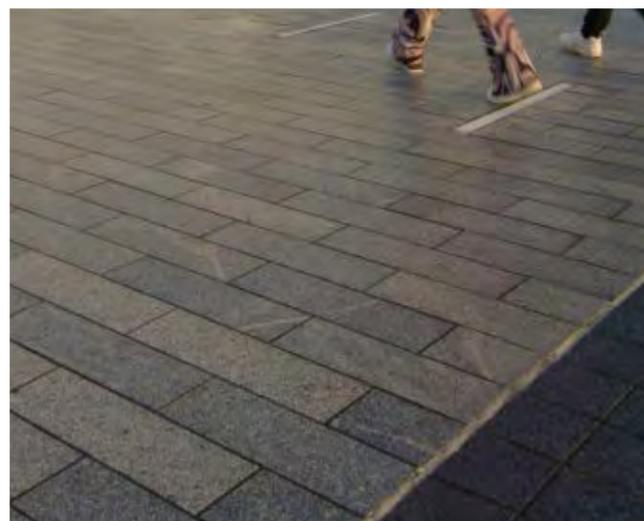


Figure 30: Examples of potential lighting installations

4. CONCEPT DESIGN



4.7 Outline Specification



4.7.1 GRANITE PAVING

A high quality paving material, such as granite, is recommended for this area. This would help to give the area a strong identity and it would also be functionally appropriate, as it needs to be hard wearing and durable to cope with occasional use by large vehicles. A smaller unit size, such as the example shown would also be appropriate, as it'll be more robust and will be visually cohesive with the existing granite cobbles found on site.



4.7.4 CORTEN STEEL PAVING BANDS

Corten steel is often used to accentuate the post-industrial heritage of an area and would be a suitable material to use for certain aspects of the design. This would also compliment the proposed lighting columns, as well as the existing corten steel features on the corner of Bedford Street and within the new pedestrian link to Laurieston Street. A narrow band, such as the one shown in the example could be implemented to accentuate routes through the site.



4.7.2 CONCRETE

Concrete is highly durable and can be cast into a multitude of shapes. The terraced seating area would likely be built from concrete cast in situ. However the exact details of this would be confirmed during the detailed design phase.



4.7.5 BESPOKE CANOPY STRUCTURE

A bespoke canopy structure has been shown within the design to create shelter for people sitting on the terraced amphitheatre and to frame the view towards the existing railway arches.

Details of materiality would take place during the detailed design phase of works.



4.7.3 TIMBER TOPPED SEATING

Timber is a tried and tested material for outdoor seating and can be neatly integrated into bespoke concrete forms as illustrated by the example image.



4.7.6 SHEFFIELD CYCLE STAND

The 'Sheffield' cycle stand is the chosen cycle stand by Glasgow City Council. They have a robust and simple design which is easily recognisable. More stands need to be provided in the local area to encourage cycling within the city.



4. CONCEPT DESIGN

4.8 Sustainability

4.8.1 POLICY CONTEXT

Scotland Climate Change Plan 2018-2032: Securing a green recovery on a path to net zero

The Climate Change Act 2019 commits Scotland to net-zero emissions of all greenhouse gases by 2045, with an initial commitment to reduce emissions by 75% by 2030 (compared with 1990). The Climate Change Plan focuses on the requirements of seven key sectors to meet this target: electricity, industry, buildings, transport, agriculture, waste, and land use, land use change and forestry (LULUCF). An update to the Plan was published in 2020, through a strategic environmental assessment it “boosted” existing and/or identifies new policies and proposals in the plan, including adding an eighth sector of Negative Emissions Technologies.

Glasgow Climate Emergency Implementation Plan

Glasgow City Council (GCC) declared a climate and ecological emergency in May 2019. This has set Glasgow a target to become a carbon neutral city by 2030 following a decision of the GCC City Administration Committee. In the Climate Plan one of the five key themes relates to the creation of a well connected and thriving city. This themes sets out the aim of supporting ‘decarbonisation of transport systems by helping to improve infrastructure for walking, cycling, wheeling and reducing the need to travel’.

4.8.2 CONSTRUCTION INDUSTRY STANDARDS

The construction industry has emerging guidance on responding to the climate emergency through organisations such as the RIBA, London Energy Transformation Initiative (LETI), and the UK Green Building Council. An excellent way to ensure compliance with best practice standards throughout design and construction is to adopt one of the industry-recognised rating systems such as BREEAM. For this Liveable Neighbourhood project the design will be assessed during the next design stage through external procurement.

4.8.3 CIRCULAR ECONOMY

Our design methodology and approach will incorporate the circular economy principles: to eliminate waste and pollution; to keep products and materials in use and to regenerate natural systems.

‘We aim to make our local economy restorative by intention and regenerative by design.’

Glasgow’s Climate Plan

An assessment of the existing public realm will be conducted to consider the ability to retain, reuse, recycle or be responsible with the existing materials.

Retain - surface treatment, trees, greening and other features already successful in contributing to a functional, sustainable and pleasant public realm.

Re-use - existing slabs and paving (particularly where they may have heritage value), as well as identifying opportunities to embed waste materials from building redevelopment from nearby sites.

Recycle - existing slabs, paving and waste materials from building redevelopment from

nearby sites as aggregates within new materials where possible.

Responsible procurement of materials, products, and components, sourced locally as a default, which eliminate waste and support reuse and end of life recovery.

4.8.4 SUSTAINABILITY COMMITMENTS

Circular Economy

- During construction the development must aspire to maximise the opportunity to achieve 0% to landfill and all waste is either reused, recycled or recovered (excluding hazardous waste). During operation the development must achieve at least 50% recycling and composting rates with an aspiration of 60%.
- Systems will support efficient waste management and the capacity to recycle and also benefit the user experience through considering impacts such as waste collection vehicles and visual amenity.

Manage water and flood risk

- Implement sustainable drainage systems, such as bioswales, raingardens, bioretention areas, permeable surfaces, where possible to mitigate surface water flooding.
- Implement rainwater harvesting solutions in the public realm.
- Use reclaimed / recycled water for maintenance of green areas.
- Minimise water consumption through use of drought resistant planting in summer months.

Improve access to nature and enrich biodiversity

- Protect and enhance biodiversity and habitat protection.

- Increased tree planting and urban greening to attract wildlife.
- Incorporate nature based solutions where possible, such as raingardens, bioswales, pocket parks, parklets and green walls.
- Increased use of native planting and species resilient to changing natural conditions, such as drought, flood, heat, frost and pest.

‘...improving public transport and active travel networks and reducing the number of private vehicles on the road, enabling those vehicles which are on the road to transition to cleaner fuel alternatives.’

Glasgow’s Climate Plan

Enable sustainable transport

- Enable a multi modal transport approach through creating synergies with wider infrastructure.
- Enable active travel and encourage micro mobility.
- Promote use of cleaner vehicles (cars, operational fleet for construction and future maintenance), car share clubs and increased implementation of EV charging points.
- Design the public realm to improve efficiency of travel and freight/logistics operations.

5. PRELIMINARY COST PLAN



5.1 Narrative:

The information consists of concept design plan that does not fully detail the anticipated works/specification.

The estimate may be optimistic in its nature it excludes engineering/specification.

Risk has been incorporated in the estimate at 10%,

We have not incorporated an allowance for inflation.

The estimate has been based on the assumption that the works will be competitively tendered to organisations what have the expertise to complete the works.

External factors may also impact the current day costs. The main assumptions and exclusions are detailed in the Cost Plan. As the design develops the cost estimate will evolve along with the assumptions that have been made.

Included:

- Prelims at 20%
- OHP at 10%
- Risk at 10%

Excluded:

- Inflation (priced at Jan 2024)
- Design Team Fees
- Allowance for Design Development
- VAT
- Fees/Costs associated with Statutory Approvals, Surveys etc.
- Disposal of Hazardous Materials
- Additional Mains Power supply/capacity
- Any uplift for optimism bias

Assumptions

- All disposals to be offsite
- All topsoil to be imported
- All street lighting to be retained
- Existing mains power is adequate
- New kerbing throughout
- High level allowance for drainage works

Figure 31: Destination Laurieston cost plan

Glasgow City Council Laurieston Stage 2 Cost Plan



Jan-24

Works Cost Estimate

Element	£
Site Preparatory Works	£ 79,193
Hard Landscaping	£ 190,866
Soft Landscaping	£ 47,222
External Fixtures	£ 26,300
Services	£ 32,646
PRIME COST ESTIMATE	£ 376,227

OH&P, Contingency & Traffic Management

Element	%age	£
Main Contractors Preliminaries	20.00%	376,227 £ 75,245
Main Contractors OH&P	10.00%	451,472 £ 45,147
Design Development Contingency	10.0%	496,620 £ 49,662
Temporary Works; traffic management	1 sum	5,000 £ 5,000
		£ 551,282

Inflation Estimate

Element	excl
Design Inflation - Allowance for design development	
Subtotal	£ -
ESTIMATED COST LIMIT EXCLUDING INFLATION	£ 551,282





APPENDICES

Appendix A: Stakeholder Contacted

Appendix B: Stage 2 Feedback

Pollokshields East to Gorbals Liveable Neighbourhoods

Stakeholders Contacted

Category	Stakeholder
Accessibility	<p>Arthritis Care</p> <p>Euan's Guide</p> <p>Centre for Sensory Impaired People</p> <p>Glasgow Access Panel</p> <p>Glasgow Disability Alliance</p> <p>Guide Dogs Scotland</p> <p>RNIB</p> <p>Scottish Disability Equality Forum</p>
Active Travel	<p>Bike for Good South Hub</p> <p>Soul Riders</p> <p>Women on Wheels</p> <p>Get Glasgow Moving</p> <p>Sustrans Scotland</p> <p>Living Streets Scotland</p> <p>Paths for All</p>
Community Council	<p>Crosshill & Govanhill Community Council</p> <p>Hutchesontown Community Council</p> <p>Oatlands Community Council</p> <p>Pollokshields Community Council</p>
Community Group	<p>Crossroads Youth and Community Association</p> <p>Govanhill Community Development Trust</p> <p>Friends of Queens Park</p> <p>Pollokshields Trust</p> <p>Community Renewal Trust (Govanhill)</p> <p>Oatlands Development Trust</p> <p>Big Noise Govanhill</p> <p>Glasgow SE Foodbank</p> <p>Greater Govanhill</p> <p>Pollokshields Heritage Group</p> <p>The Dixon Community</p> <p>The Well Multi-Cultural Resource Centre</p>

Pollokshields Area Network
Pollokshields Mutual Aid and Community Food Point
The Bowling Green
Nan McKay Community Hall
MILK
Oatlands Community Hub
Pollokshields Development Agency
East Pollokshields Quad
New Victoria Gardens
Ready Steady Grow
South Seeds
The Hidden Gardens
Govanhill Thriving Places
Govanhill Baths
Youth Community Support Agency
Givin it Laldie
Bridging The Gap
The Deep End
Pollokshields Burgh Hall

Education

Annette St Primary
Blackfriars Primary
Bunsgoil Ghaidhlig Ghleann Dail
Cuthbertson Primary
Glendale Primary
Govanhill Nursery
Holy Cross Primary
Holybrook Academy
Holyrood Secondary
Hutchesons Grammar
Pollokshields Primary
St Alberts Primary
St Francis Primary

Glasgow City Council

Community Council Officers
Neighbourhood Liaison Officers
Housing Officers

	<p>Economic & Planning Officers</p> <p>Spatial Strategies Officers</p> <p>Roads Officers</p> <p>Govan Area Partnership</p> <p>Southside Central Area Partnership</p> <p>Pollokshields Area Partnership Officer</p>
Housing Associations	<p>Govanhill Housing Association</p> <p>Loretto Housing Association</p> <p>Urban Union (Laurieston Living)</p> <p>Southside Housing Association</p>
Place of Worship	<p>Blessed John Duns Scotus</p> <p>Glasgow Central Mosque</p> <p>Glasgow Elim Pentecostal Church</p> <p>Glasgow Gurdwara Guru Granth Sahib</p> <p>Gorbals Parish Church</p> <p>Govanhill Free Church</p> <p>Govanhill Trinity</p> <p>Langside Synagogue</p> <p>Madrassa Taleem ul Islam</p> <p>Madrassa-Tul-Madinah (Dawat-E-Islami)</p> <p>Masjid Noor</p> <p>Masjid-E-Khazra</p> <p>Pollokshields Church of Scotland</p> <p>St Albert's Catholic Church</p> <p>St Francis RC Church</p> <p>St Margaret's Polmadie Church</p> <p>St Ninian's Scottish Episcopal Church</p> <p>Victoria Evangelical Church</p>
Political	<p>Ward 5 (Govan)</p> <p>Ward 6 (Pollokshields)</p> <p>Ward 8 (Southside Central)</p>
Other	<p>Gorbals Library</p> <p>Govanhill Library</p> <p>Pollokshields Library</p> <p>Collective Architecture</p>

Mike Hyatt Landscape Architects

Tramway

Glasgow Centre for Population Health

Glasgow Chamber of Commerce

Glasgow Third Sector Forum

Glasgow Council for Voluntary Sector

Glasgow Bus Partnership

NHS Greater Glasgow and Clyde

Community Activist Panel

Glasgow's Schools Young People's Forum

One Parent Families Scotland

Simon Scotland

Destination Laurieston

Stage 2a Feedback (September-October 2023)

Do you think we have a good understanding of this site's /area's opportunities and constraints?	If no, let us know why?	Do you have any other comments/feedback?
	<p>mostly yes but the new archway path is limited use without a crossing point nearer to it, doesn't address how unpleasant that huge (and yet not that busy) road is dividing the area. And try cycling along Cleland Street into the Coop car park- the road sign blocks the light if you stop in the bike box and you have low visibility to oncoming traffic because you're downhill.</p>	<p>the arches are in use so those using them should get supported to find a new space if they are being kicked out</p>
No	<p>House prices are astronomical- local people will never be able to buy</p>	
No	<p>It's a car-centric hell hole, with unused buildings. Carlton Place should become mixed/social housing administered by Gorbals Housing Assoc. SCWay links are great but hobbled by dangerous design in places. Corner radii are too wide and at Cumberland Street cars turn left at an ahead-only junction through the bike and pedestrian Green Phase. I predict a death here. The convoluted bike infra at this junction southbound, involving 2 x 90 degree turns is quite rightly ignored to allow passage of up to 20 bikes at the same time. Bike capacity increase has not been taken into account. Pollokshaws Road speeds are very high. Bike Path Maintenance is poor and Glass is a huge problem especially after events at Hampden Park.</p>	<p>This form is terrible for editing! Make the box bigger.</p>

No	<p>I'd like to see you address the planning issues around the Co-op car park which still has an outstanding planning application for a fast-food drive through outlet. I would like to see the half car park no longer needed for parking taken back into community ownership and turned into a green space. I am the Community worker in Gorbals parish Church. We are a busy church open every day to a wide variety of people and activities. I am disappointed to see that we were not included as an asset in the current plans.</p>	<p>AS above to consider acquiring the unwanted part of the car park for community use and include it in the plan.</p>
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Stage 2b Feedback (November 2023)

Do you think our concept design captures all the site's /area's opportunities and constraints?	If not, let us know what we've missed?	Do you have any other comments/feedback?
Yes		
No	I think the redevelopment of the area is great, but there's a lot of vacant land nearby. I feel like the sheriffs court or mosque could really take centre stage with redevelopments of their assets to create a civic heart	
Yes	I think the redeveloping citizen theatre to look more nice and extending the row of new shops and cafes along right towards the Clyde near the mosque would really activate the strip. There's significant land that's not been used properly and makes it look shabby. More ambitious lighting features such as light art would be really cool to see here too.	I think this would be a good civic spot but also the Glasgow mosque should really look at a full scale redevelopment like the city college. It could create a really nice community quarter, capitalising on housing developments nearby. And the building itself pales to other countries. A radical regeneration of the mosque would set it apart in the UK so Glasgow has great opportunity to celebrate the diversity here
Yes		The sheriffs court and buildings along the Clyde are an eyesore. We need to activate the the frontages and rebuild these assets including GCM - it's the largest mosque of Glasgow and personally know friends who say there's always congestion and the building is not state of art. Activating the Clyde frontages can seamless invite people from the city inwards towards south side and into new civic spaces that are high quality.
No	If you want people to be invited towards the new civic spaces. The Areas leading into spaces need to be appealing.the streetscapes and buildings near the Mosque need to regenerated so that those travelling into these spaces, are encouraged to stop and take a look. The arches need to utilised	

	by activating them with shops and cafes along till the Clyde - this could create smaller spots in laurieston to creating a thriving community	
Yes		Great to see public realm here, however I think laurieston suffers from the abysmal buildings by the Clyde. To create a more inviting and appealing draw towards the civic heart, the road leading to the bridge and streets on bank need upgraded. The sites near the river could do with a regeneration themselves directing a nice flow of movement towards the civic heart space
	Paths for All welcomes the opportunity to respond to this consultation. We do not have the local knowledge to comment on the detail of the proposals but would like to make some general points. We will limit these to aspects that have direct relevance to the work and objectives of Paths for All. We support Liveable Neighbourhoods - Glasgow's approach to blending the 20-minute neighbourhood concept with the place principle. We agree that the global climate crisis as well as the COVID-19 pandemic has had a significant impact on local neighbourhoods and town centres highlighting the importance of local public space and the need to re-prioritise the balance of streets. We support the intention to rebalance the way streets are designed and used to make them more people friendly and to place active travel and public transport as the first choices for transport in the city.	Paths for All is Scotland's walking charity. Established in 1996, we work in partnership with 30 national organisations with a shared vision of a healthier, happier, greener Scotland, where everyone can be active every day. Walking is the easiest and most accessible way to be active, and our work to change the way people move, travel, and enjoy life in Scotland is focused on the following three themes: • Walking is for everyone. • Walking is for everywhere. • Walking is for every day. Our strategy sets out our vision for tackling physical inactivity, poor mental health, increased health and transport inequalities and the climate emergency. You may be interested in our recently published National Opinion Survey on Walking & Wheeling 2023. https://www.pathsforall.org.uk/resource/resource/national-opinion-survey-on-walking--wheeling-2023
No	It's a good proposal overall as this part of the Laurieston has been neglected for too long and represents a great opportunity to provide recreational space for Laurieston which are currently missing. However, it's worth making sure that this part of the city is connected as much as possible to Gorbals as well. At the moment the Laurieston Road A728 feels oversized and represents a physical and a mental barrier between those two neighbourhoods. Point 8 is absolutely essential to ensure that Gorbals residents are willing to go there. At the moment the crossing is oversized, it's prioritising motor vehicles. The	

	<p>proposal should also consider pedestrianising Cleland Street as it would form a joint space between Citizen's Theatre and this square. I live near the street and it's rarely used. Please see example of Nowy Teatr in Warsaw on how opening a space like this can boost local economy and encourage people to spend more time together</p>	
No	<p>Cycle route connection between South City Way and arch 12/Cleland St</p>	<p>Entrance feature could be an abstract version of statues on Citizen's Theatre or features of Caledonian Rd Church</p>



LN

GLASGOWS LIVEABLE NEIGHBOURHOODS

