

Respondent Ref. Number	Organisation if applicable	Comment Number	Comments	Section/PR (as of draft)	GCC Response	GCC Recommendation	GCC Actions
66		1	Hi all proposals look great and will enhance the area and quality of life for residents.		Support noted	No modification required.	No change
		2	I have moved here October 2020 and love it but would like to see more things for kids (grandkids) and all children/parks play areas etc.	Parks and Open Spaces	Comment noted. The LDF highlights the Council's upcoming play sufficiency assessment, and that future provision in Drumchapel should seek to meet the requirements of this.	No modification required.	No change
		3	I would like more for Drumchapel in terms of shops sports facilities to boost the local economy.	Local Shops and Facilities	Comment noted.	No modification required.	No change
		4	I have shopped local in last few years (pandemic) and will continue to but need more businesss to allow local businesses to thrive.	Improving the Town Centre; Local Shops and Facilities	Comment noted. The Council will work with landowners to support retail expansion and improvement as appropriate in Drumchapel town centre/shopping centre.	No modification required.	No change
						No modification required.	
67	Scottish Canals	5	Scottish Canals welcomes the opportunity to engage with this Consultation particularly in terms of any interface with the Canal and potential opportunities to improve connections and active travel along, to and from the towpath and the wider path networks in the area. Together with habitat enhancements for improved biodiversity.	Active Travel; Green and Blue Connections	Comment noted.	No modification required.	No change
		6	The Forth & Clyde Canal is part of the GCC's City-wide Site of Importance for Nature Conservation (SINC). As part of this, habitat enhancements along the canal access points should reflect its importance for biodiversity.	Green and Blue Connections	Comment noted.	No modification required.	No change
		7	The increased connectivity to the Canal is welcomed with the proviso that it is achieved in a manner which is safe for pedestrians and cyclists on both the link paths and the towpath., together with the wider routes within the Drumchapel area.	Active Travel	Comment noted.	No modification required.	No change
		8	Consideration of perhaps an aim to shift the perspective of the narrative around the canal from primarily seeing it as a heritage asset/nice to have somewhere nearby to characterising it as a transport asset in its own right, i.e., something much more fundamental to wider sustainable transport opportunities, as well as a means for improving public health etc. That should hopefully in turn lead to a greater focus on the active travel links to the canal.	Active Travel	Comment noted. This is considered a more relevant comment to the city-wide context and has been passed to GCC Liveable Neighbourhoods/Active Travel Strategy team.	No modification required.	No change
		9	Proposals will benefit from Improved Wayfinding throughout the Town Centre and along existing and/or proposed access routes. This may include destinations that can be reached by the Canal with distances.	Places, Population and Heritage; Active Travel	Add text to PR44	Text added to PR44	CHANGE
		10	Drumchapel Road and Duntreath Avenue may benefit from being elevated from "aspirational route enhancements" to "actual route enhancements".	Active Travel	Comment noted. Any delivery commitments would be made at a later stage.	No modification required.	No change
		11	Potential to include an at-grade crossing from Great Western Road as an alternative to the circuitous link from the Towpath to Duntreath Avenue. A link to the train station via Golf Drive, with the installation of an improved signalised crossing.	Active Travel	Comment passed to GCC Liveable Neighbourhoods/Active Travel Strategy team.	No modification required.	No change
		12	GCC have indicated an intention to undertake infrastructural improvements on the Kirkhope Drive route to the station and Sunnyside Drive which will support a re-allocating of space away from carriageway and towards active	Active Travel	Comment noted. Comment passed to GCC Liveable Neighbourhoods/Active Travel Strategy team.	No modification required.	No change

			travel, providing segregated infrastructure. This would be a positive improvement.				
		13	A expansion in priority of the Towpath access being referred to as a transport priority as well as a heritage/place of quality.	PR34	Comment noted. Improved links to the canal are supported in the LDF, but it is not intended to place these as more of a priority than other key active travel goals.	No modification required.	No change
		14	Consideration of these including access to the Canal.	PR36-43	Comment noted. Not proposed to expand references to canal in this section.	No modification required.	No change
		15	Consideration of including access to other public transport options via the Canal.	PR42	Comment noted. As previous.	No modification required.	No change
		16	Include improved lighting onto towpath	PR43	Add action under Active Travel topic to identify opportunities to take forward in alignment with the emerging City Lighting Strategy.	Action added under Active Travel topic: "Identify opportunities for lighting interventions in alignment with the emerging City Lighting Strategy."	CHANGE
		17	<p>Future Project Considerations: As each potential project evolves from the LDF, Scottish Canals will expect to be engaged with and consulted on in more specific terms. Considerations may involve:</p> <ul style="list-style-type: none"> • The canal is designated as a Scheduled Monument. Works that interface with the canal will require Scheduled Monument Consent from Historic Environment Scotland. • Boundaries of Scottish Canals ownership to be shown on location plans. • Details of any Public Realm areas adjacent to the towpath including proposals for lighting and maintenance and also details of security to make it safe and accessible to all. • The proposals will benefit from provision of litter bins along the access routes to the Canal to reduce littering. • If required, all interfaces with the canal, including construction methodologies adjacent to the canal structure, will require Scottish Canals Third Party Works (TPW) approval. Further details of the TPW process will be provided in future as necessary. • Full construction details of and works to be undertaken on or adjacent to the Canal. • Scottish Canals will not be in a position to accept maintenance liability for any structures proposed on our land. • Construction of any structure on land owned by Scottish Canals will be subject to the relevant Legal Agreement. 	Action Programme	Comment noted.	No modification required.	No change

			<ul style="list-style-type: none"> • If there is any aspiration to discharge surface water into the canal rather than the wider Scottish Water network then early engagement with Scottish Canals will be required. • Access to the sites should be retained at all times by Scottish Canals for any necessary canal maintenance. All building work must be co-ordinated with any planned works for the canal/towpath. 				
68	Historic Environment Scotland	18	We welcome preparation of this LDF and support its co-ordinated approach to development.		Support noted	No modification required.	No change
		19	In particular, we welcome the proposals highlighted on the heritage map included on page 27 and the actions included within the 'Action Programme' where we are named as a partner. We also welcome the specific guidance statements that seek to support planning initiatives relating to the historic environment.	Page 27 Heritage Map	Support noted	No modification required.	No change
		20	We are pleased to note the document's ambition of increasing interpretation and promotion of the heritage assets located within and in proximity to Drumchapel, such as the Antonine Wall World Heritage Site and the Forth and Clyde Canal.	Heritage	Support noted	No modification required.	No change
		21	<p>In terms of the heritage map (page 27), we are supportive of the elements that highlight and interpret the Antonine Wall World Heritage Site. What is outlined in the draft LDF appears to be in line with the Antonine Wall Management Plan. We would request that any interpretation/signage relating to the Wall should align with the branding guidance. Considerable investment has already taken place in Drumchapel including a Roman themed playpark, a range of Roman themed sculptures and interpretation through the 'Rediscovering the Antonine Wall' Project. It would be beneficial if any further interpretation and signage could highlight and connect to these installations.</p> <p>However, please be aware that any proposals in the document that extend into the scheduled areas for the Antonine Wall and the Forth and Clyde Canal would require Scheduled Monument Consent (SMC) from us in advance. Any application for SMC is considered on its own merit and we cannot say whether the proposals highlighted in the LDF would be likely to receive consent or not. However, in general, proposals for improved access and interpretation tend to be of benefit to scheduled monuments, and we would welcome improvements in the condition of the monuments where possible. We would encourage detailed pre-application discussions with us.</p> <p>For awareness, the scheduled monuments on the heritage map are:</p> <ul style="list-style-type: none"> • Antonine Wall, Cleddans Burn to Peel Glen Road (SM6838) • Antonine Wall, Peel Glen Road to Castlehill (SM6839) • Antonine Wall and Fortlet, 950m W to 335m ENE of Cleddens (SM6836) • Forth and Clyde Canal: Duntreath Avenue – Blairdarie Road (SM6776) 	Heritage, Page 27	Support and comment noted.	No modification required.	No change
		22	Finally, we welcome that a strong emphasis is given in this LDF to vacant, derelict and underused land and buildings. The promotion and encouragement of the reuse of empty buildings continues to be a priority for us. We have published guidance on the Use and Adaptation of Listed Buildings. While focused on listed buildings, the advice contained in this	Priorities, Places, Population and Heritage	Support and comment noted	No modification required.	No change

			document can equally be applied to unlisted building. Our Buildings at Risk Toolkit also offers guidance for vacant buildings.				
69	SPT	23	<p>3. Do you have any comments or suggestions about the proposed Vision, Priorities or Outcomes of the LDF</p> <p>Suggest that the Getting around outcome recognises that Drumchapel needs to be connected within a network of places not just moving to, within and around it.</p>	Getting Around	<p>Comment noted. The outcome statement as contained in the structure table should remain simple and will be left the same. However, some text will be added to the <i>Getting Around</i> section introduction.</p>	Add text to <i>Getting Around</i> section introduction.	CHANGE
		24	<p>5. If you have any comments or suggestions about the proposed Principles for Getting Around.</p> <p>SPT is supportive of the principles set out in relation the getting around topics.</p> <p>It is essential that the principles proposed in relation to active travel and public transport complement each other. The document notes that there are parts of the area that are below base level of public transport accessibility, however it also highlights that a large proportion of the area are highly accessible in with the standards set out in SG11: Sustainable Transport. It is essential that the principles support the existing transport network and where localised road network changes are proposed, to create more attractive environments for active travel, these do not negatively impact the public transport network by creating additional delay or mileage. Many of the routes identified as future active travel routes are also part of the local bus network and there any road space reallocation proposed must consider the potential impact on bus operations.</p> <p>Opportunities to improve active travel links to the bus network and should also be considered alongside integration of the active travel and rail stations.</p> <p>These principles also links to principles PR8 &PR9 in improving the town centre. We support action to improve the quality of bus infrastructure in the area. Action to explore reconfiguring the road space on Kinfauns Drive must ensure the street continue support bus operations.</p>	Getting Around	<p>Comment noted.</p> <p>Edit PR42.</p> <p>Comment passed to GCC Liveable Neighbourhoods/Active Travel Strategy team.</p>	PR42 edited	CHANGE
		25	<p>8. The LDF includes an initial Action Programme (pages 62-72 here) – do you agree with the actions set out? Are there other actions which should be added?</p> <p>SPT looks forward to working with GCC and partners to take forward to the actions identified.</p> <p>As noted above it is essential that a complementary approach is taken to active travel and public transport project and that road space reallocation promotes public transport use alongside active travel. This should be a key consideration as part of the Kinfauns Drive design study.</p>	Action Programme	<p>Support noted</p>	No modification required.	No change
70	Scottish Water	26	<p>I have reviewed the development framework and overall I agree with the contents. We would however highlight that the Summerhill Road area of drumchapel is at significant flood risk from both pluvial and fluvial sources. Scottish Water have also completed a project in this area to deal with sewer incapacity. We have been working closely with your colleagues in the GCC flooding team regarding the surface water problems experienced in this area.</p>		<p>Comment and support noted. Comment passed to MGSDP/GCC Flood Management</p>	No modification required.	No change

			Scottish Water would request that no surface water is discharged to the combined sewer all surface water should be dealt with at source or look at draining to a watercourse. We will continue to work with GCC in this area and on the outputs of the surface water management plan, but we will need to have a clearer understanding and more detail of any proposed development before we are able to fully confirm things like connection points or Drainage Impact Assessment requirements.				
71		27	<p>I am a former resident of Drumchapel and proud to be so. This area taught me so much. I grew up here, as a child in poverty.</p> <p>We had substandard housing, where ice formed inside your windows in winter, gas fire in living room and no other heating, unless you could afford to plug in one after you assessed your power card or gas key in the meter. The houses were damp, cold and inferior, and yet it was here I found a home. This was all I knew, until I was fortunate enough to go to high school somewhere else.</p> <p>I am proud of my area, of where I came from and would happily return for the sense of community. But the Government doesn't invest in places like this! Why?</p> <p>I raised my kids here, until I couldn't anymore due to social factors. Please save Drumchapel! It's a good place, a good community and was built on good spirit and hope. If we don't have hope, what do we have?</p> <p>Invest in the future, close the attainment gap and show everyone that Drumchapel is the place to be. Don't close the pool, the clubs or stop investing in the parks or you will contribute to the youth having nowhere else to go.</p>		Comment noted. The LDF begins one of its priorities to "Develop a new distinctive identity for Drumchapel as an attractive place to live in and visit..." The LDF supports investment in parks and open spaces in line with Glasgow's Open Space Strategy. The LDF also supports sustainable community facility provision from a spatial planning perspective. However, the creation and operation of different types of facilities are outwith the control of Planning.	No modification required.	No change
72	Wireless Infrastructure Group	28	<p>We have the telecoms infrastructure at the top of the water tower.</p> <p>We reviewed the Drumchapel Local Development Framework and noted the tower itself and the surrounding land forms part of the proposals.</p> <p>We would like to be part of any consultations on the water tower or surrounding land that could affect our infrastructure.</p>		Comment noted.	No modification required.	No change