

# **Drumchapel Local Development Framework**

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## **Area Overview**

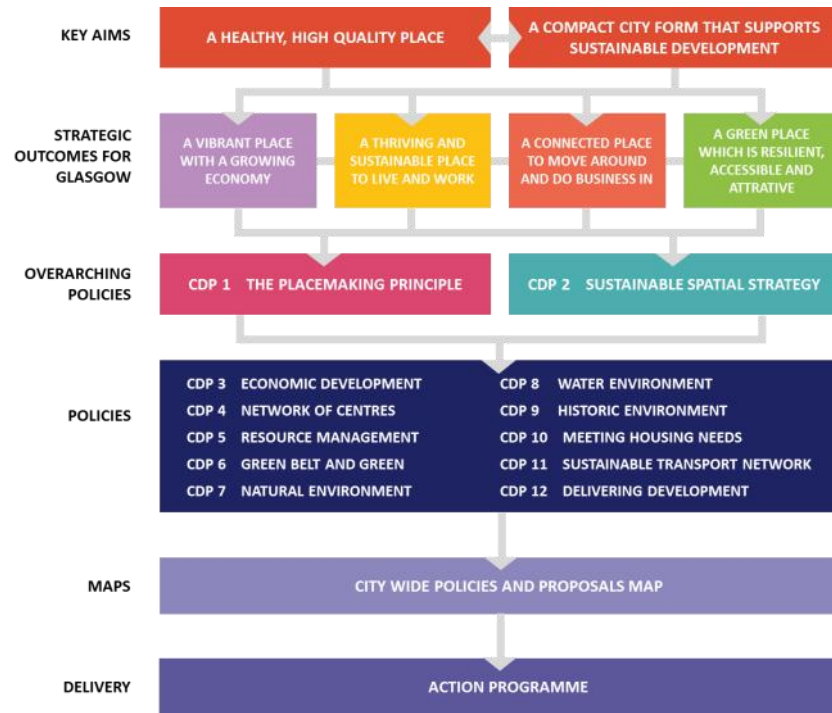
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# INTRODUCTION

Glasgow's City Development Plan, which was adopted in March 2017, sets a 10 year planning framework for the City for the future use of land and infrastructure. The figure below describes the structure of the Development Plan, and the key aims, strategic outcomes and policies for the city.

Figure 1: Structure and content of the City Development Plan



The City Development Policy 2— Sustainable Spatial Strategy will be supported by spatial planning guidance that will form supplementary guidance. This will take the form of Strategic Development Frameworks (SDF) and Local Development Frameworks (LDF). The SDFs and LDFs have been identified through a process of examining local areas and identifying what opportunities and challenges exist and

where there would be most benefit from a co-ordinated intervention.

In line with that, a number of Local Development Frameworks are proposed across the City to deliver planning change at a local level where it is recognised that an additional layer of planning intervention is required. It is recognised that while these areas do not face the same scale of challenge or degree of change as those areas identified as strategic priorities in the Plan (SDFs), these areas still face important challenges and also offer significant opportunities to justify more detailed consideration and action focused intervention to be delivered through the proposed Local Development Frameworks.

Overarching principles applicable to all of the LDFs are:

- To create an overall framework within which individual planning applications could be assessed,
- To develop a Framework for the City district which provides a strong context for making funding bids for regeneration and directing development activity.
- To provide basis for partnership working with relevant agencies, groups and the public. In this regard the concept of planning as primarily a social / democratic activity would be important.
- To make planning central to regeneration activity in the area, to try to ensure that all the activity ongoing and in the future contributes to the development of a cohesive whole.

## AREA BACKGROUND AND OVERVIEW

Drumchapel is a community lying on Glasgow's north-western edge. It borders Bearsden (East Dunbartonshire) and Clydebank (West Dunbartonshire), as well as the Glasgow neighbourhoods of Old Drumchapel and Blairdardie to the South.

Drumchapel's location at the edge of the city and urban form mean that it has access to extensive natural space, and the environment feels much more open and closer to the countryside than most of Glasgow. There is a strong local identity with many residents having lived in the area for several decades, even since the original scheme was built.

However, the area's past lack of local amenities, and sub-standard housing that was later demolished or refurbished, is well known. These factors, as well as the closure of major local employers such as Beattie's Biscuits, Goodyear and Singers, contributed to the area's physical decline.

Drumchapel suffered social and economic disadvantage similar to that seen in the other 'big four' peripheral housing schemes built in the same period as a result of Glasgow's slum clearances: Pollok, Easterhouse, and Castlemilk.

There has, however, been substantial investment in the area in recent decades. In 1999 Drumchapel was designated a Social Inclusion Partnership, with a budget of £2.8 million. New housing has been developed in many parts of Drumchapel in the 2000s, replacing older housing stock or making use of the Vacant and Derelict Land (VDL) sites prevalent in the area. Glasgow Housing Association have also completed development of sites in the centre of the area off Linkwood Drive.

Drumchapel has a history of stalled development, with housing sites in the north-west of the area and sites in Dalsetter Business Village being prime examples. Unlocking the potential of these sites and others will be key in the renewal of the area, particularly in retaining and growing the population and creating an attractive living environment for residents.

For the purposes of this document, Drumchapel is also divided into the six smaller sections of Central, North East, East, South, West and North West which are introduced below:

**Area Overview** | Drumchapel Local Development Framework



Figure 1 VDL sites on Linkwood Drive/Kinfauns Drive and the historical residential development (housing sites recently developed by GHA in red)

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## AREA BACKGROUND AND OVERVIEW, CONTD

Central



Central Drumchapel incorporates Drumchapel Park, Glasgow Club Donald Dewar, Langfaulds Primary School and Drumchapel High School. Kinfauns Drive, one of the main artery roads in Drumchapel, intersects much of the area. This area is home to a mix of housing types, including refurbished 1950s tenements, two tower blocks, semi-detached houses from the 2010s and recently completed terraces. There is a large proportion of Drumchapel's VDL sites in this neighbourhood, as well as some accessible open greenspace and woodland. One of Drumchapel's three church buildings (St Pius X) with listed building status lies in the north of the area.

North East



St. Clare's and Camstradden primary schools, as well as Drunmore School and Chesters Nursery School, are found in this area of Drumchapel. The majority of housing in this area is post-2000s semi-detached. VDL sites lie in the centre and north of the area, bordering Garscadden Wood. The North East area is in a valley between two hills and almost entirely enclosed by woodland, providing good access to greenspace but poor connections with the rest of Drumchapel.

## AREA BACKGROUND AND OVERVIEW, CONTD

East



East Drumchapel includes large VDL sites north of Kinfauns Drive and the woodland on their perimeter. The area borders Garscadden Burn Park to the south, as well as woodland to the east. Housing is a mix of semi-detached houses, cottage flats and tenements. The area is home to property owned and run by Drumchapel Housing Co-operative, Hanover Housing Association and Pineview Housing Association. East Drumchapel has access to a variety of greenspace and good access links out of the area.

South



Garscadden Burn Park borders South Drumchapel to the north, with the railway to the south. This area incorporates Drumchapel Train Station. Drumchapel South has the best access to transport in area, with access to the bus routes that pass Drumchapel Shopping Centre to the west. One of Drumchapel's main parades of shops is found on Drumchapel Road, while Surehaven Healthcare and the NHS' Glenkirk Centre lie adjacent to the former hospital site.

## AREA BACKGROUND AND OVERVIEW, CONTD

West



West Drumchapel's housing is predominantly post-2000 semi-detached, with 1950s tenements in the south of the area. Great Western Road borders West Drumchapel on its western edge and the area benefits from the presence of Drumry Train Station nearby. There are several VDL sites in the centre of the area and adjacent to Antonine Primary School, which is located in the east. Great Western Retail Park lies to the south of West Drumchapel. Cleddans Burn Park is accessible to those in the north-west of the area, and the Growchapel project is in development which will be located next to the existing playing field.

North West

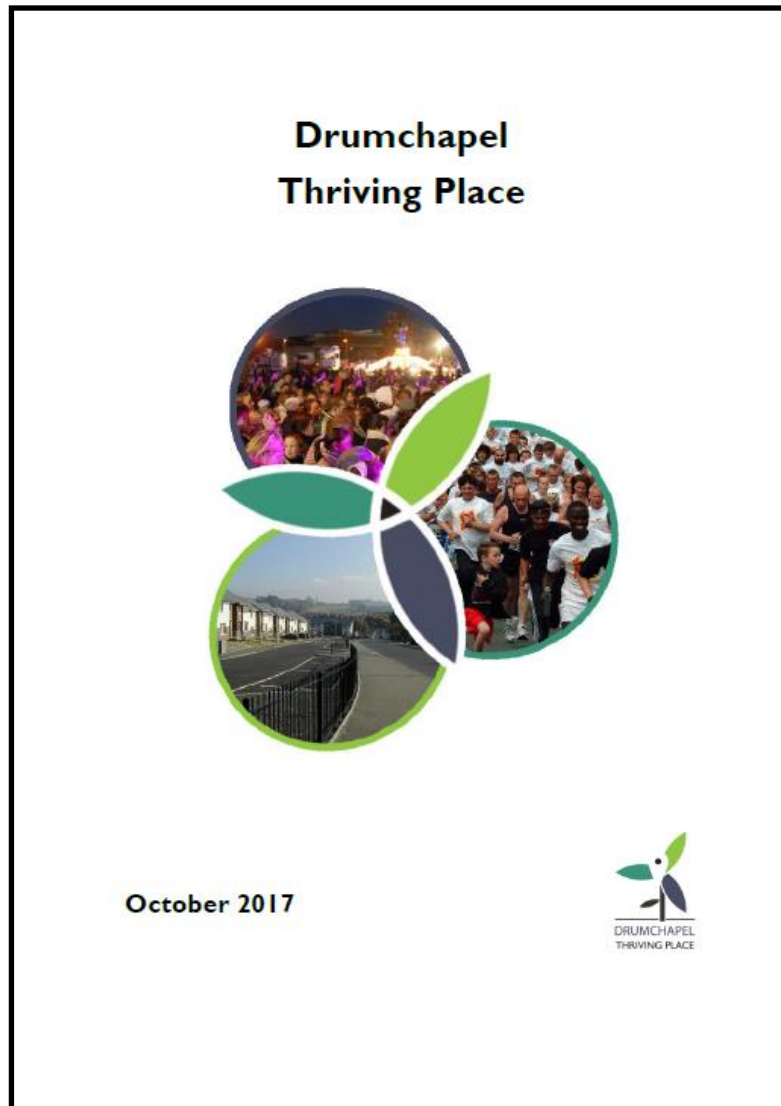


Lying to the west of Kinfauns Drive, with much of the neighbourhood on an incline, North West Drumchapel is somewhat removed from the rest of the area. There are few bus routes and both Drumry and Drumchapel Train Stations are a considerable distance away. A parade of shops is found on Ladyloan Place, and Drumchapel Baptist Church is located on its own at the northern edge of the area. The area has excellent access to natural space, with Cleddans Wood to the south-west and Garscadden Wood to the north-east. None of the housing in this neighbourhood of Drumchapel is from the original 1950s development, having been demolished and mostly replaced with semi-detached houses and flatted dwellings.

## STRATEGIC CONTEXT - OTHER PLANS AND PROPOSALS

In addition to the City Development Plan, the Drumchapel Thriving Place locality plan was published in 2017 to set out local priorities (based on consultation with people who live in Drumchapel), planned improvements and delivery timescales identified by the Community Planning Partnership.

Also of immediate relevance is Glasgow City Region's Economic Recovery Plan in Response to Covid-19. This includes proposals relating to job creation in the post-covid economy, green growth and a new Community Wealth Building approach to addressing vacant and derelict land.

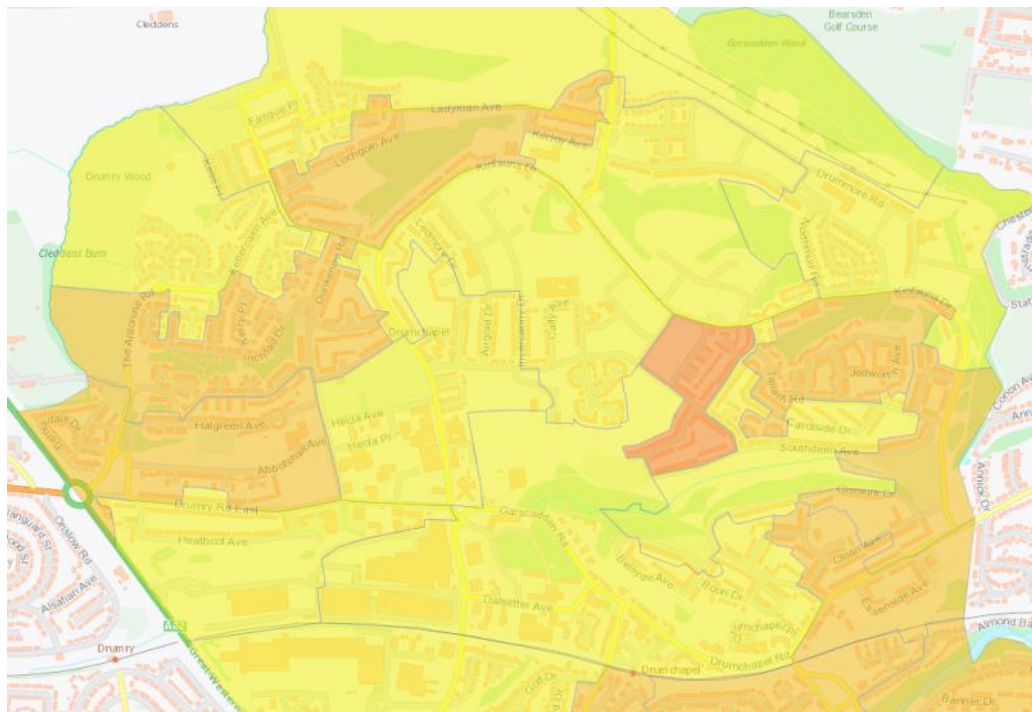




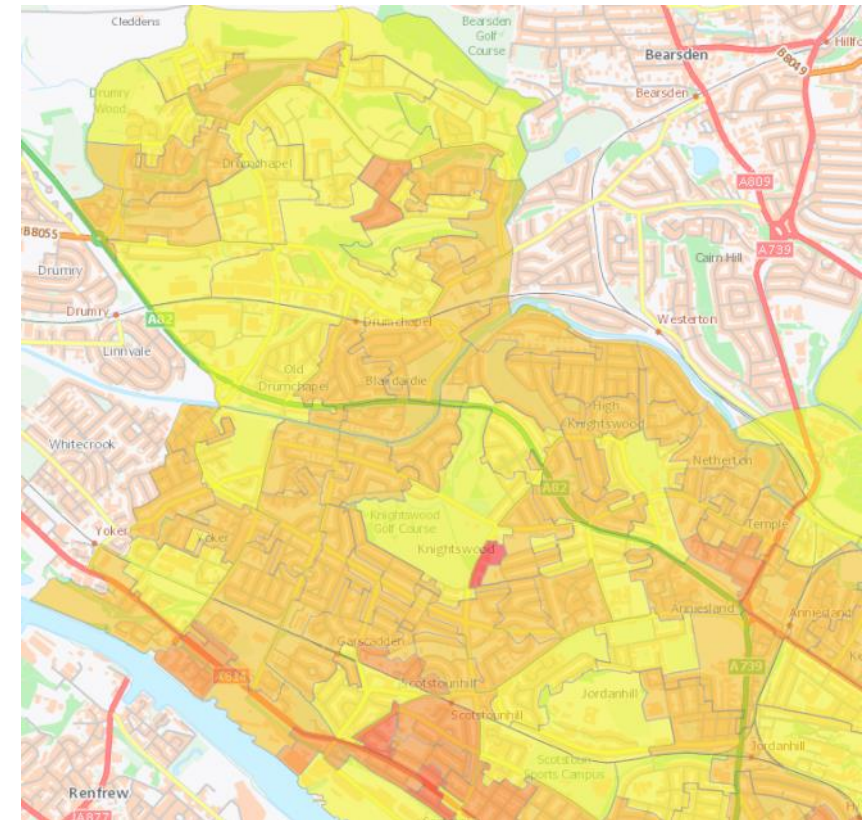
# PROFILE OF THE AREA: DEMOGRAPHICS

## POPULATION, DENSITY & GROWTH

- The population of Drumchapel is currently 12,648, falling from 13,453 in 2001.
- Demolition and depopulation in the late 20th century means that the population density in many zones is relatively low, as can be seen in comparison to other parts of West Glasgow
- The main contributor to density is the remaining post war tenemental housing



Population Density



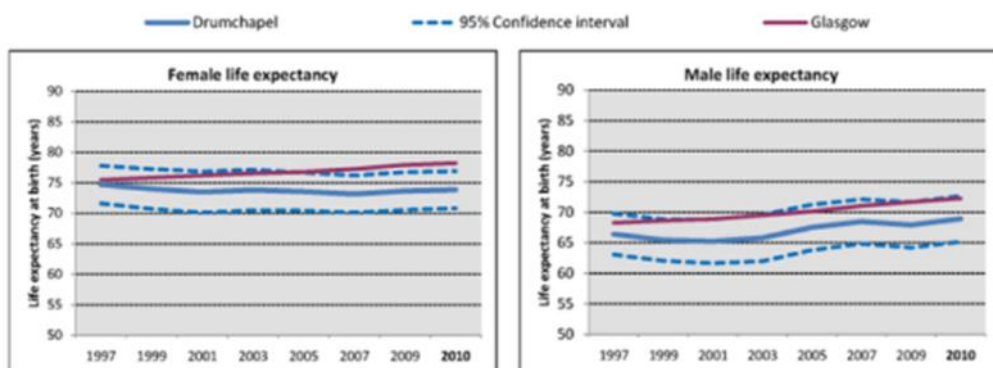
Source - National Records of Scotland 2019 mid-year estimates

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## PROFILE OF THE AREA: DEMOGRAPHICS

### GENDER & AGE DISTRIBUTION

- Women in Drumchapel live, on average, five years longer than men. The estimates of male and female life expectancy are slightly lower than the Glasgow average.
- Drumchapel has a very high proportion of children (25% of the population) and one of the highest rates of child poverty (48%) in Glasgow.
- Nearly a quarter (24%) of local people are under 16 years of age, compared with 16% across Glasgow.
- There is a smaller working age population (16 - 64 years old) in Drumchapel (64%) in comparison to Glasgow as a whole (70%)
- 12% of local people are aged 65 or older, compared with 14% across the city.



Data Sources: Statistics.Gov.Scot and Census 2011

### POPULATION DIVERSITY

- Drumchapel is less diverse than the city, with 5% of local people being from minority ethnic groups, compared to 11% across Glasgow.
- 6% of local people were born outside the UK, compared with 12% citywide.

### POPULATION HEALTH

- The overall health of the population is below the Glasgow average (see below table lowest item)

Group	ID	Indicator	Count	%	Difference from Glasgow	Time Period
Population	P1	People aged 0 - 15	3,194	24.6%	+52%	2012
	P2	People aged 16 - 64	8,359	64.4%	-8%	
	P3	People aged 65 - 74	795	6.1%	-15%	
	P4	People aged 75 and over	628	4.8%	-28%	
Cultural	C1	People from an ethnic minority	638	4.9%	-58%	2011
	C2	People who are married, in a civil partnership, or co-habiting	3,531	36.7%	-12%	
	C3	Single parent households	1,190	55.7%	+38%	
	C4	Householders living alone	2,096	16.3%	-23%	
	C5	People with religious affiliation	7,381	56.5%	-9%	
Environment/Transport	E1	People who travel to place of work or study by walking, bike or public transport	3,415	48.5%	-4%	2011
	E2	People living within 500m of vacant or derelict land	8,597	65.6%	+9%	
	E3	Households with one or more cars	2,172	38.1%	-23%	
	E4	Overcrowded households	1,045	18.3%	+5%	
Socio-economic	S1	Owner occupied households	1,267	22.2%	-51%	2012
	S2	People with grade D or E social classification	2,713	56.9%	+67%	
	S3	People in employment	4,363	47.3%	-17%	
	S4	People claiming Employment and Support Allowance	640	4.9%	+43%	
	S5	People claiming out of work benefits	2,900	35.8%	+68%	
Education	ED1	Adults with qualifications at Higher level and above	2,580	26.3%	-46%	2011
	ED2	Young people not in education, employment or training	173	20.9%	+78%	
Poverty	PO1	People in income deprivation	4,725	36.4%	+70%	2012
	PO2	People of working age in employment deprivation	2,500	30.7%	+61%	2011
	PO3	Children in poverty	1,710	47.9%	+49%	
Health	H1	People in "good" or "very good" health	9,557	73.2%	-6%	2008 - 2012
	H2	People limited "a lot" or "a little" by disability	3,515	26.9%	+18%	
	H3	Male life expectancy	68.9 years		-5%	
	H4	Female life expectancy	73.9 years		-6%	

Drumchapel Demographic information (Source: Glasgow Centre for Population Health)

## PROFILE OF THE AREA: HOUSING & INCOME / EMPLOYMENT

### HOUSING DENSITY

- With a population density of 34 people per hectare, it is one of the more densely populated Outer Urban Areas.
- This is mostly attributable to higher density housing types in much of the area, including modern tenements and high-rise flats. (<https://www.glasgow.gov.uk/CHttpHandler.ashx?id=42939&p=0>)

### HOUSING TENURE

- 71% of the housing stock in the Drumchapel is social rented
- The vast majority of the remaining stock is owner occupied, with a very small private rented proportion

### INCOME & EMPLOYMENT

- In 2016, Drumchapel had one of the highest rates of unemployment (14%) in Glasgow which was more than double the Scottish rate at the time (6%) and higher than the rate across Glasgow (9%).
- 32.7% of working age residents in Drumchapel claimed out of work benefits from 2008-2013 compared to Glasgow overall at 19.6%

<b>Economic activity (All people aged 16 -74)</b>	<b>N/Hood %</b>	<b>City%</b>
Economically active	<b>60.00%</b>	64.49%
Economically inactive	<b>40.00%</b>	35.51%
Never worked and long term unemployed	<b>12.55%</b>	9.05%
Full time students	<b>7.72%</b>	13.73%
Retired	<b>10.18%</b>	11.32%
<b>Car Ownership</b>		
Proportion of Households with one or more cars or vans	<b>38.60%</b>	49.18%

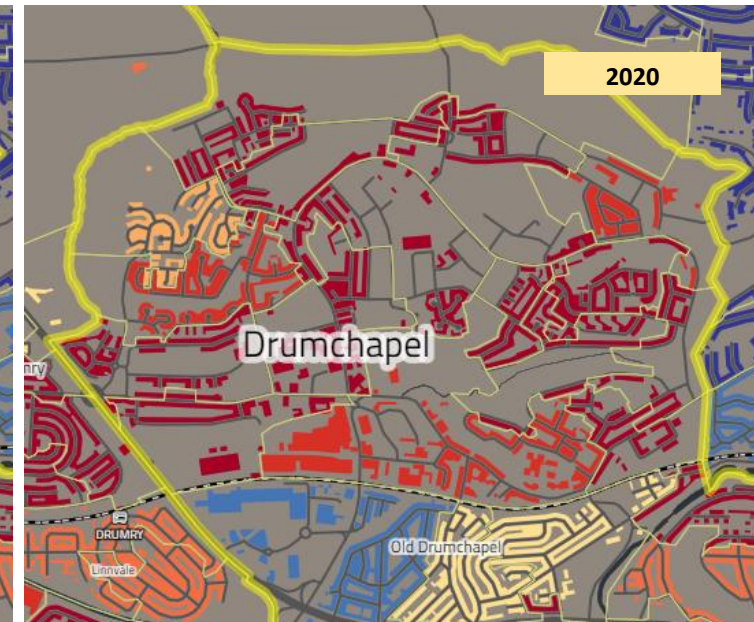
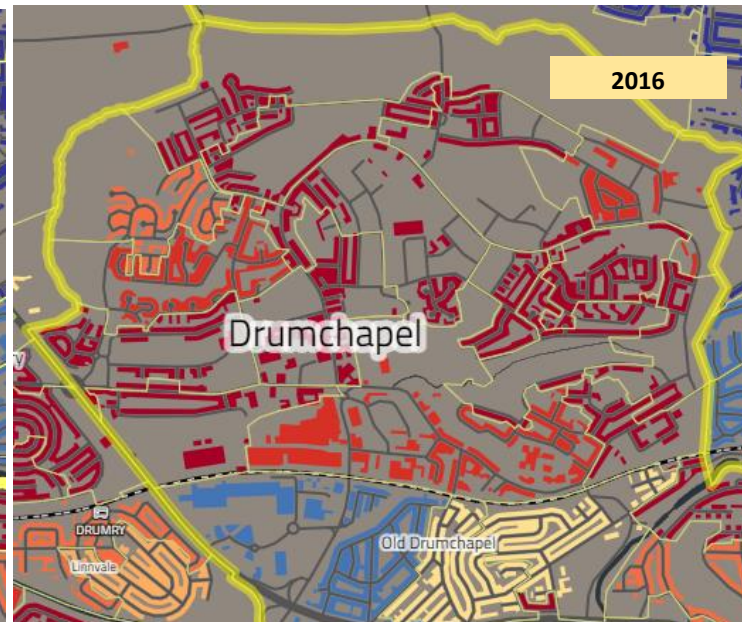
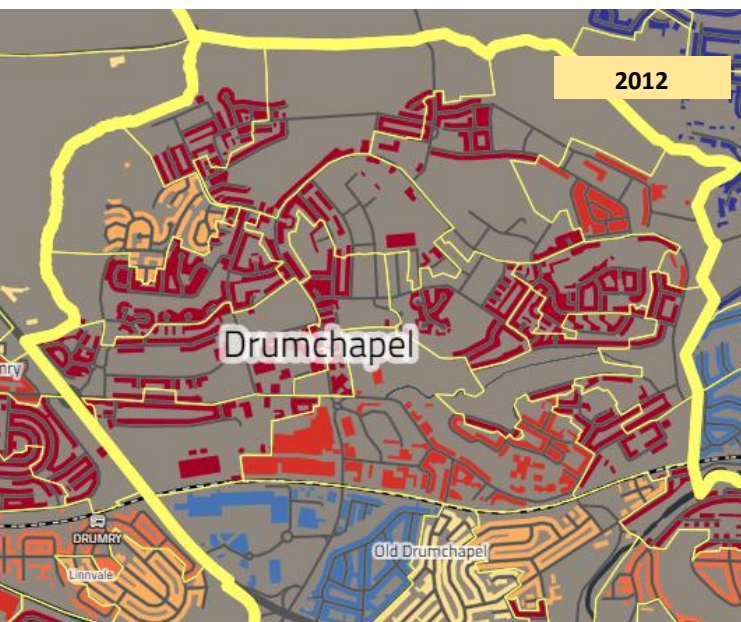
Data Sources: Statistics.Gov.Scot and Census 2011

## PROFILE OF THE AREA: SCOTTISH INDEX OF MULTIPLE DEPRIVATION - 2012, 2016 & 2020

### KEY OBSERVATIONS

- Datzones in Drumchapel have consistently been classed as containing high levels of multiple deprivation
- The highest levels in the area can be found immediately to the north of the shopping centre on the east side of Kinfauns Drive, a datazone ranked the 6th most deprived in Scotland

- The only part of the SDF area which is classed as having relatively low SIMD levels is the area south of the railway line, but this is due to the datazone including a large part of the more affluent Old Drumchapel.



Source - simd.scot

Contains Scottish Government & Ordnance Survey data © Crown copyright & database right 2012-2020. Website uses Google Analytics.

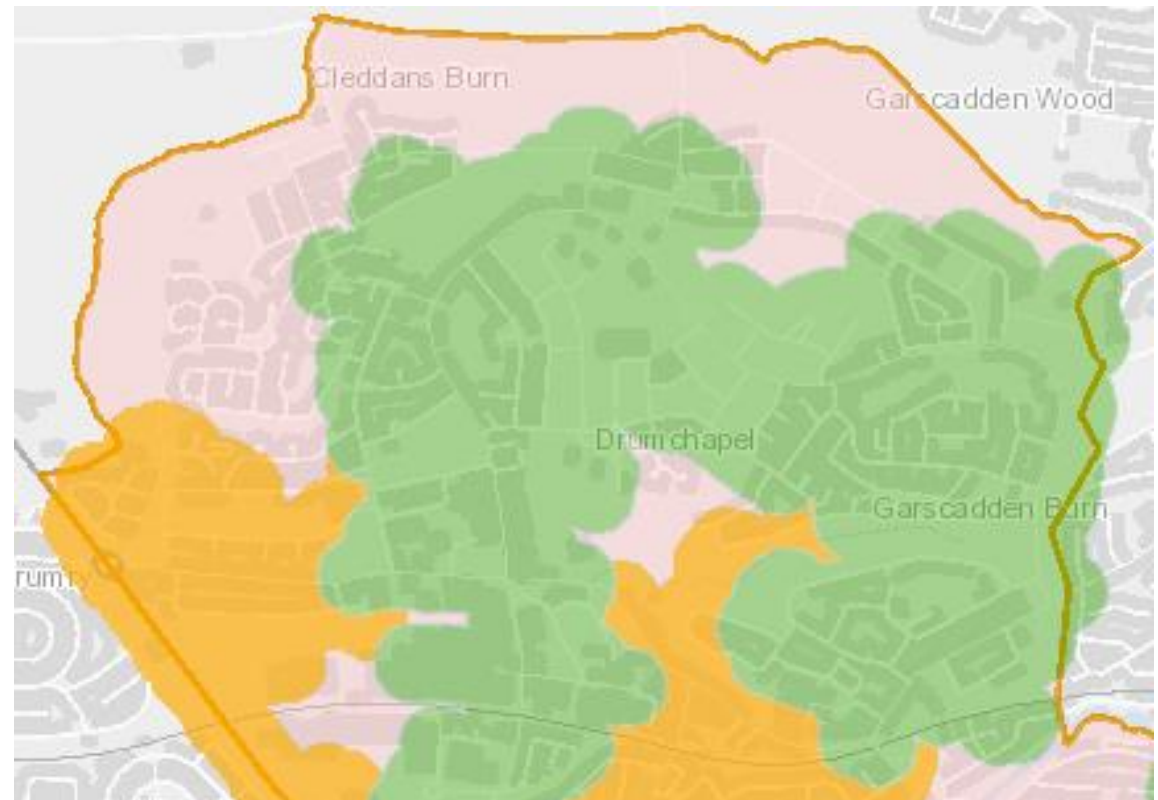
## CONNECTIVITY AND ACCESSIBILITY—OVERVIEW

As a peripheral scheme, Drumchapel faces challenges relating to connectivity with the rest of the city and wider region. The main public transport option is the bus, with less than 40% of households owning a car, and Great Western Road is the main arterial route to the area. The nearest train stations are distant and difficult to access for most people. There are also issues with connectivity within Drumchapel, with parts of the area being particularly isolated and lacking frequent bus services. The main road running through the area is Kinfauns Drive. The active travel environment is mixed, with a path network through some of the local green spaces, however there is little provision for cycling along the roads.

**Public Transport** - Much of the area is well served by buses, particularly locations nearby to Kinfauns Drive which is the main bus corridor. However, longer distance journeys (e.g. to the City Centre) can take some time, particularly during peak hours. Bus routes focus on the area around Drumchapel Shopping Centre, and provision even here is limited in the evening or on weekends. The main directions for buses are to Glasgow City Centre and to Clydebank. In terms of rail, Drumchapel station is peripheral and inaccessible to most of the area and is located next to Old Drumchapel in the south, and Drumry station is even more remote across Great Western Road in Clydebank.

**Public Transport Accessibility Assessment** - Using criteria listed below, an assessment was done for the City of Glasgow to assess the accessibility to public transport in different parts of the city. For Drumchapel, a good proportion falls under high accessibility, as indicated by Figure 4, mostly being areas close to Kinfauns Dr. However, in certain areas mostly towards the edges of Drumchapel, accessibility to public transport is below base meaning access is very limited.

**Figure 4: Public transportation accessibility**



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### Public Transport Accessibility Assessment

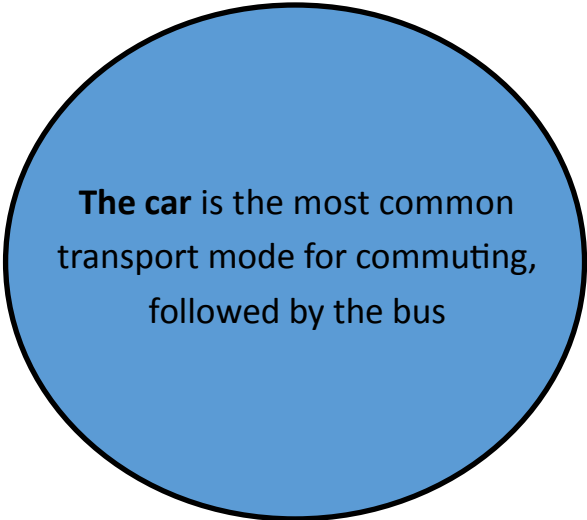
- High Accessibility** - indicates a high standard of public transport service, with minimum waiting times and with little impact from service disruptions. E.g. buses 12+ per hour or trains 6+ per hour or subway 12+ per hour with up to 500-600m catchment
- Base Accessibility** - indicates the provision of a minimum acceptable level of public transport service. E.g. buses 6+ per hour, trains 2+ per hour or subway 12+ per hour with up to 500-600m catchment.
- Below Base** - Areas not covered by above zones with limited or no public transport services.

## CONNECTIVITY AND ACCESSIBILITY—TRAVEL PATTERNS

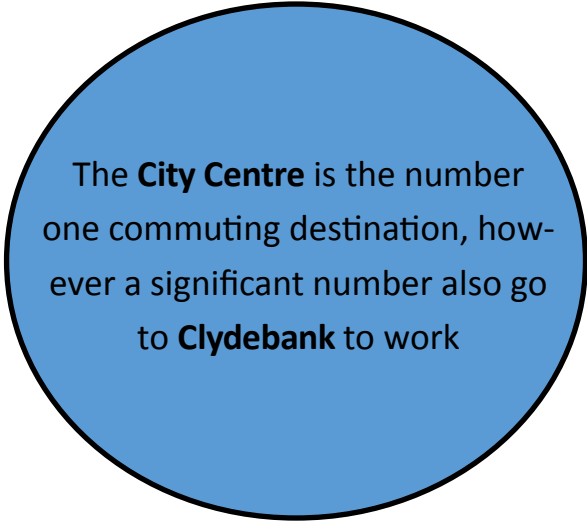
In Drumchapel, the most common commuting destination is the City Centre, followed by a significant number to Clydebank, then locally within Drumchapel and Kelvinside/Jordanhill in West Glasgow.

In terms of mode of transport, driving is the single biggest mode, followed by the bus. There is also relatively high train usage close to Drumchapel Station, and at the very closest part of Drumchapel to Drumry Station. Otherwise train usage is low.

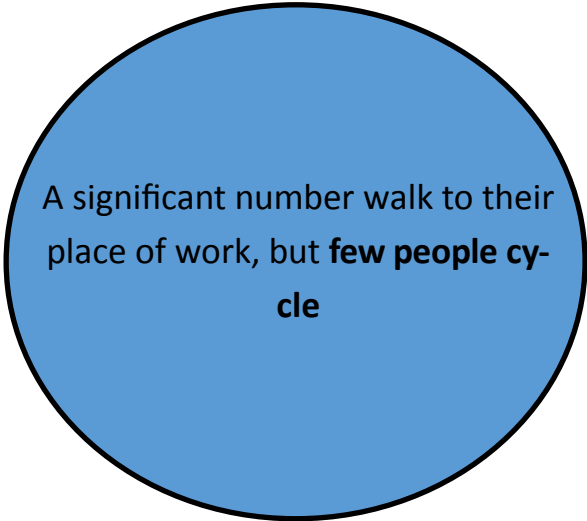
A considerable proportion also walk to work, however there is low take-up of cycling.



**The car** is the most common transport mode for commuting, followed by the bus



The **City Centre** is the number one commuting destination, however a significant number also go to **Clydebank** to work



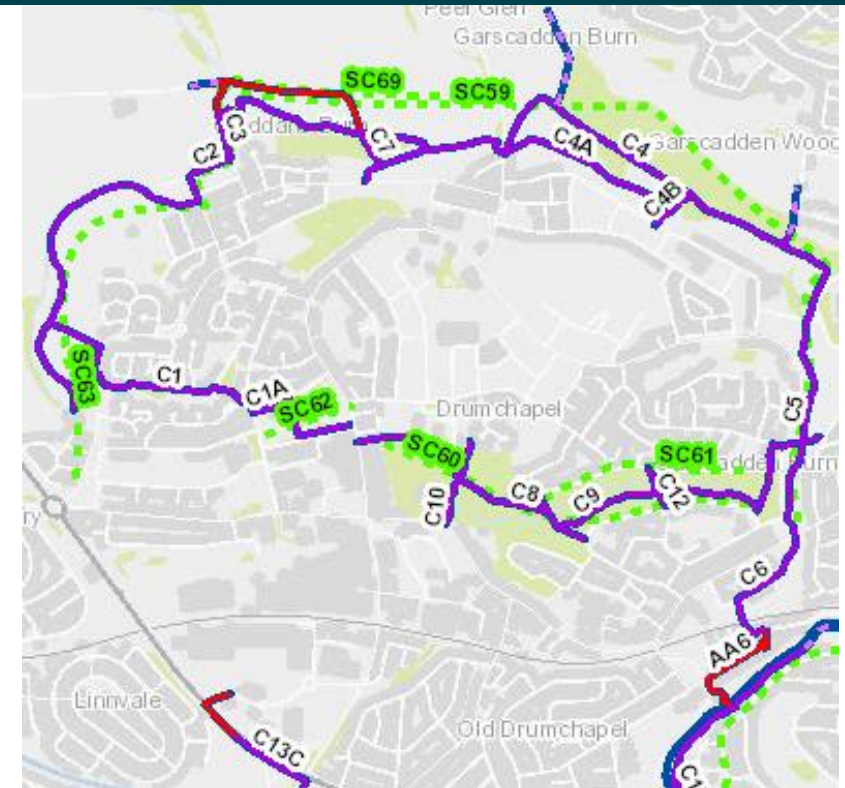
A significant number walk to their place of work, but **few people cycle**

## CONNECTIVITY AND ACCESSIBILITY—ACTIVE TRAVEL

The main cycle routes leading from Drumchapel to the city centre are Great Western Road, along the canal, or via Dumbarton Road. Great Western Road, while the fastest, is busy and potentially dangerous, and is therefore unlikely to be attractive to most commuters. Dumbarton Road also has a significant amount of traffic, while cars parking along most of the road pose a potential risk to the cyclist.

The street network in Drumchapel is fairly convoluted, lacking a coherent structure, and many of the most direct active travel routes are off road and pass through greenspace. This, combined with the prevalence of vacant land and gaps in built form, makes safety a concern, particularly at night.

For example, paths crossing Garscadden Burn Park leading from Southdeen Avenue to Glenkirk Drive enable pedestrian movement, which is essential both in terms of accessibility to the park itself and to other key amenities, such as Drumchapel Station. However, this route is likely to be taken with reservation at night as there is very little overlook.



Core Paths Network & Catalogue Of Rights Of Way (CROW)

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- Core Path Bridge/Underpass
- Core Path Network
- Core Path
- Aspirational Core Path
- Core Path, Neighbouring Authority
- Core Path on Water Access Point
- Core Path on Water
- CROW

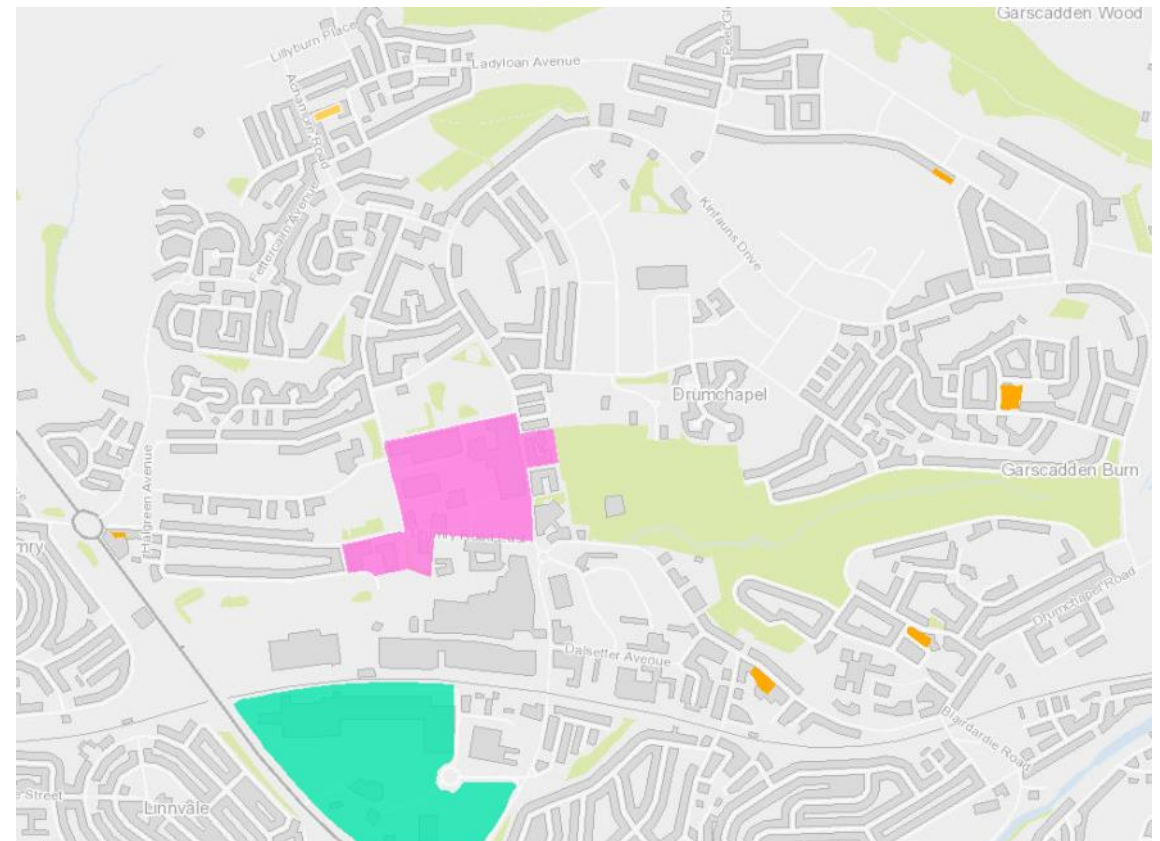
## SERVICES AND AMENITIES

Drumchapel contains several local shopping facilities, in addition to Drumchapel Town Centre (Shopping Centre). The first phase of Drumchapel Shopping Centre was built between 1962 and 1964, with the final phase in 1971. It has reduced in size from this point, however, with much of the original development having been demolished. Other nearby buildings, such as Glasgow City Council's Social Work premises, stand empty, and many VDL sites surround the shopping centre. Planned redevelopment of the site stalled in previous years.

Despite these factors, the Shopping Centre remains a major focal point in Drumchapel. There is a high rate of footfall on the shopping parade with residents shopping and meeting each other. However, the urban realm surrounding the shopping centre is often at odds with pedestrian movement and is not welcoming for the passer-by. The corner of Hecla Avenue and Kinfauns Drive is particularly busy, especially with buses.

There are local shopping facilities as designated by the City Development Plan at Summerhill Road, Rozelle Avenue, Glenkirk Drive, Drumchapel Road and Drumry Road East, as well as another small shopping parade at Ladyloan Place. There is also a shopping parade just over the East Dunbartonshire boundary at Spey Road. These serve a local day to day function, but have a limited and varying offer.

Great Western Retail Park is located to the south west of Drumchapel just off Duntreath Avenue and Great Western Road, and contains a supermarket in addition to its bulky goods function and fast food outlets. There are issues with public transport and active travel accessibility to the retail park.





SG\_NetworkofCentres

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### Hierarchy

-  Principal Retail & Commercial Area
-  Major Town Centre
-  Local Town Centre
-  Other Retail & Commercial Leisure Centre

### Local Shopping Facilities

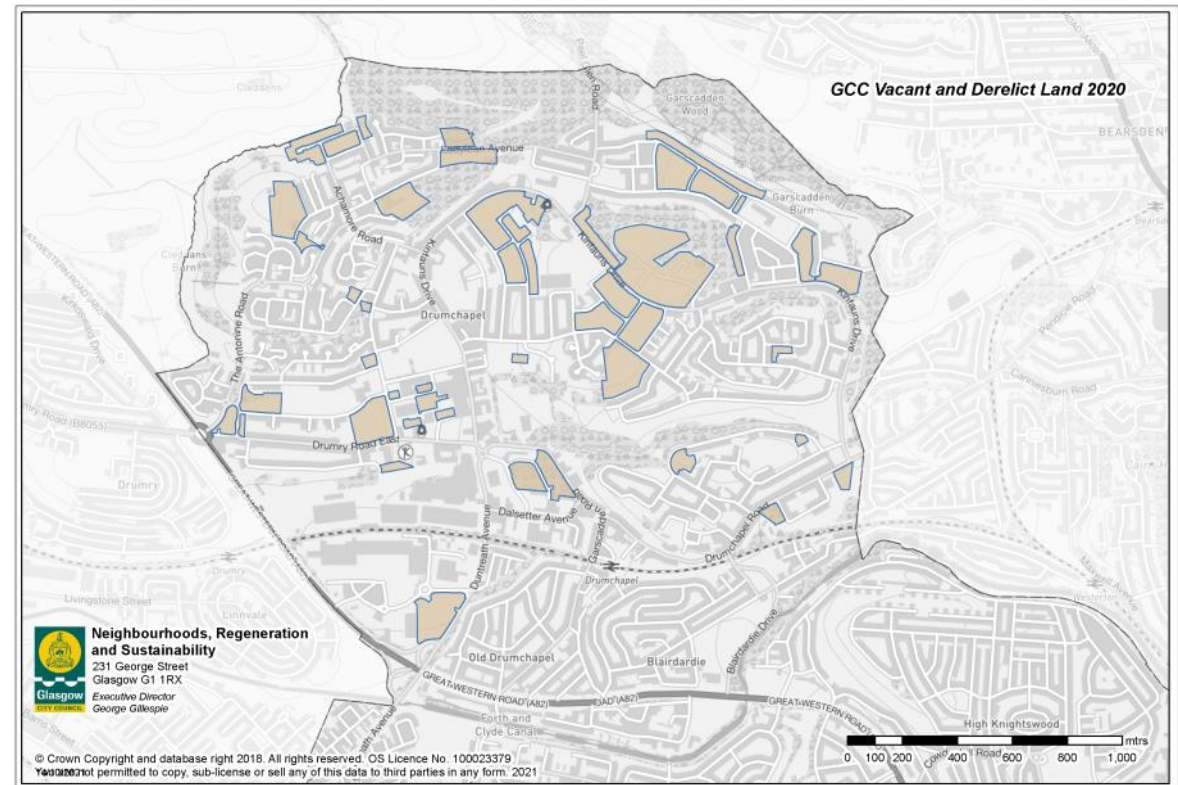
-  Undesignated parade of shop/community units
-  Undesignated parade of shop/community units



## DEVELOPMENT CONTEXT

**Housing:** There has been some development in recent years, with a scheme of terraces and semi-detached housing recently being completed by Glasgow Housing Association off Linkwood Drive. However, there remain substantial areas of vacant and derelict land, particularly in the centre of Drumchapel near Kinfauns Dr. Pre-recession plans for housing development on most of these central sites never materialised, but there may be more potential for new proposals in the coming years which could be combined with new amenities.

**Commercial:** A discount supermarket was created just to the south of the town centre, within the City Development Plan designated Economic Development Area. Within the Economic Development Area, there are large empty plots in Dalsetter Business Village which have yet to be developed.



## HERITAGE IN THE BUILT ENVIRONMENT

Except for on Drumchapel Road, there is little remaining evidence of the area prior to construction of the post-war housing scheme. There are five listed buildings in Drumchapel:

- Drumchapel Old Parish church and hall
- St Laurence (Martyr) Roman Catholic church and presbytery
- St Pius X Roman Catholic church with presbytery
- Kinfauns Centre, former Church of Jesus Christ of the latter day saints building
- Campbell Colquhoun Burial Ground

In addition to listed buildings in the area, the route of the Antonine Wall (part of a World Heritage Site) is located to the north of Drumchapel, and the water tower in the north-west of the area is an important landmark.



Listed Building or Scheduled Monument

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### **Garscadden Burn Park**

This is a linear park, lying between South and Central Drumchapel, following the route of Garscadden Burn.

There are ongoing works in the park as part of the Drumchapel Surface Water Management Plan (SWMP). The philosophy of the SWMP measures is to adapt Garscadden Burn to throttle water flow and utilise the existing unused ground as a temporary flood storage area during extreme storms. The SWMP works also include incorporating an inline Sustainable Urban Drainage Systems (SUDS) attenuation basin further upstream towards Colquhoun Park, to enable the required design capacity to be achieved.

These arrangements are intended to reduce direct and indirect flooding downstream including flooding caused by the backup of flows in the combined sewer overflows. In addition, localised tree felling and carefully selected landscaping will be put in place to improve both the biodiversity and amenity value of the surrounding areas. The works are anticipated to be completed by early next year.

Existing paths crossing the park leading from Southdeen Avenue to Glenkirk Drive enable pedestrian movement, which is essential both in terms of accessibility to the park itself and to other key amenities, such as Drumchapel Station. However, this route would be likely to have been taken with

reservation at night as there is very little overlook.

### **Garscadden Wood and Cleddans Burn**

Entering Garscadden Wood at its south-easterly entrance either takes the pedestrian through high-quality open space lining Kinfauns Drive or down Drunmore Road. The latter is a quiet road with vacant land to its south and Drunmore Primary School to the north. The path through the wood is of high-quality, following a gentle slope at the rear of the electricity sub-station through mixed woodland. The path then follows the perimeter of Drumchapel, with Peel Glen Road dividing Garscadden Wood East and West in the north. The wood is well-used by local people and there is very little litter, making it one of the area's greatest assets.

Further to the quality of the woodland itself, the wood provides an access route to one of Scotland's prime historical monuments and UNESCO World Heritage site, the Antonine Wall. Castlehill, on the north-easterly edge of Garscadden Wood, is the site of a Roman fort on the wall and provides excellent views of the surrounding area. Visitors to the wood can also see roe deer and buzzards in the open land surrounding the fort, making the area a fantastic destination for enjoying wildlife, heritage, and the environment.

Like Garscadden Wood, Cleddans Burn is managed by

Forestry and Land Scotland. Comprising most of the western edge of Drumchapel until Lilyburn Place in the north, the area is a mixture of young woodland, open grassland and a pond. Cleddans Burn provides one of the relatively few areas of blue space in Drumchapel, making it even more important for the area. It is well-kept woodland that forms part of the 'Drumchapel Way' along with Garscadden Wood and Garscadden Burn Park and is home to an array of wildlife including water voles and butterflies.

### **Drumchapel Park**

Lying on Hecla Avenue, just north of Drumchapel shopping centre, is Drumchapel Park, the main area of public greenspace in Central Drumchapel. This is a particular asset to the community given its proximity to the shopping centre, and while both have limited accessibility for residents living on Drumchapel's periphery, especially those in the north-east, the park provides much-needed open space and acts as a meeting place in the heart of the area. There is ample seating in the park, including near the children's playground, which is of particularly good quality. The playground, along with most of the seating and young trees, is located at the eastern end of the park. To the west are tennis courts with floodlighting, a now-disused club house, and three disused bowling greens.

### Other Open and Natural Spaces

Several areas of original 1950s tenements have greenspace located behind or adjacent to them, which is of good quality but is under-used. The largest and most accessible of these spaces is between Kinfauns Drive and Ledmore Drive; the space has plenty of open grassland but has been used for fly-tipping and the entrances to it are in poor condition. Overall, the space is not inviting and is not meeting its potential.

If exiting the roundabout from Great Western Road onto Antonine Road, in West Drumchapel, there are large green space sites to east and west. This is a main corridor into and out of Drumchapel, and rather than welcoming people to the area, these spaces give the impression of stalled sites. At present, there are vacant sites to the north of Abbosthall Avenue used mostly by dog walkers. There is a large amount of litter on these spaces, particularly on the perimeter of the woodland, which could be discouraged if the site itself attracted greater footfall. Land surrounding the VDL site is beginning to be developed as the 'Growchapel' project. This project, using growing spaces and SUDs ponds, will use nature-based solutions to turn under-utilised, waterlogged open space into a space that can be an asset to the community.

Young woodland can be found in several parts of Drumchapel, such as on the southern edge of Inchfad Drive in West Drumchapel and between Lochgoin Avenue and Kinfauns Drive in North West Drumchapel. These patches of pleasant woodland add variety to the area's offering of greenspace, while providing habitat for a variety of birds and other animals.

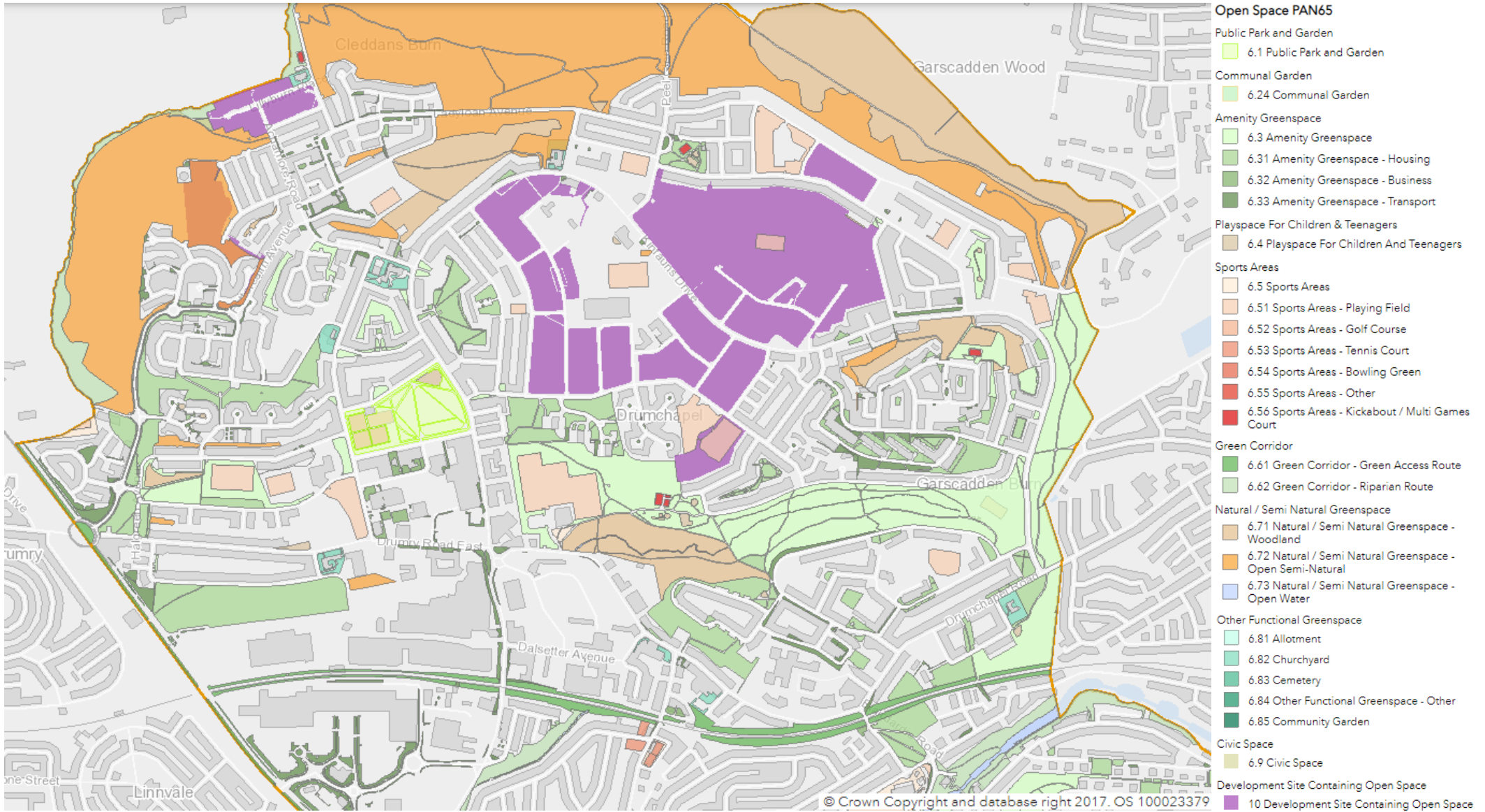
### Children's Playgrounds

The high proportion of children in Drumchapel necessitates provision of play space throughout its constituent neighbourhoods. The high-quality playground in Drumchapel Park is an example of the standard that could be seen throughout the area. It is important that there is an even spatial distribution of play space in Drumchapel to ensure that there is not a disparity in amenity for local children. Currently, Central and South Drumchapel are well served in this regard, but other areas are more poorly served.

At the time of writing, an Antonine Wall-themed playground is being delivered adjacent to the Church on the Hill in North West Drumchapel. This is part of a series of UNESCO-funded playgrounds located near the route of the Antonine Wall, spanning five local authorities. The project is to include Roman-themed elements and a new trail leading into the adjacent wood. There is an opportunity to use the playground

as the centre of a wider network of historic trails or sculptures, either continuing the theme of the Antonine Wall or of Drumchapel throughout history. A greater variety of engaging, educational and visually interesting installations has the potential to create a new layer of engagement with the urban realm for residents, and to expand the use of greenspaces in the area.

# NATURAL ENVIRONMENT, PARKS AND OPEN SPACES



Area Overview | Drumchapel Local Development Framework


# FLOODING

There are significant issues with flooding in some parts of Drumchapel. To help address this, a Surface Water Management Plan (SWMP) has been put in place, running through Garscadden Burn Park and around the east and north of the area.




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### SEPA\_Flood\_Risk - River (Fluvial) Flood Event

 1:200 year event

### SEPA\_Flood\_Risk - Surface Water Flood Event

 1:200 year event

## KEY OBSERVATIONS: CHALLENGES/ISSUES

### Central

- High levels of vacant land
- Topography brings challenges to accessibility and development
- Poor active travel environment on Kinfauns Drive
- Green corridor - perceptions of safety and quality of paths
- Open space and natural space condition

### West

- Local shops in west could be improved
- Access across Great Western Road and to Drumry Station
- Lack of good quality open space

### North-West

- Some vacant land
- Limited shopping facilities
- Some fragmented paths
- Convoluted urban design
- Southern section has limited bus links
- No useable multi-functional open space
- Connections to natural environment could be improved

### North-East

- Large central area of vacant land
- Shopping facilities distant from western section and quite poor condition
- Valley section in middle of Summerhill Road feels very isolated. Can't see Kinfauns Dr. New development needs to be connected.

### East

- High volume of vacant land in the north- west
- Topography brings challenges to accessibility and development
- Local facilities needed in north-west as development materialises
- Active travel to town centre and local shops could be improved

### South

- Local shops/public realm could be improved
- Quite isolated so a new focal point/local centre could be beneficial
- Poor links to town centre
- Buses – Quite an indirect route to the town centre; Do people use the 3 to get to station?
- Some open spaces which could be improved

## KEY OBSERVATIONS: OPPORTUNITIES

### Central

- Significant development opportunities – Potential for housing, open space, local shops, public realm, community facilities
- Opportunity around the former St Pius X Church building to create a local neighbourhood focus
- Create a safer, improved environment through green corridor, including for active travel
- Improve active travel environment along Kinfauns Drive
- Work to achieve open space investment and management solutions

### West

- Growchapel project – Community growing
- Public realm and shopfront investment
- Improve access across Great Western Road and to Drumry station
- Identify potential for open space

### North-West

- Open space or development on sites
- Improvements to local shops
- Better utilise and improve water tower space, including accessibility

- Improve access to and promotion of the wider natural environment and Antonine Wall

### North-East

- Development/open space on sites
- Public realm and shopfront investment
- Needs a better bus service for central section if developing. CB2 is operated by SPT every 45 mins and not in evenings.
- Better access to and improvement of forested areas
- Open space investment to serve existing and any new development

### East

- Development opportunities – Housing, open space, local shops, community facilities
- Opportunity around the former St Pius Church building could link in with new development
- Improve active travel environment along Kinfauns Drive and up to local shops on Rozelle Ave
- Open space and natural environment investment - Garscadden Burn, Colquhoun Park, forest areas

### South

- Creation of a central focal point
- Public realm and shopfront investment

- Improve connections to train station
- New path to town centre and safer, improved active travel through green corridor
- Open space and natural environment investment - Garscadden Burn and smaller spaces





# Local Development Framework

## Area Overview

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