



# GREATER POLLOK LOCAL DEVELOPMENT FRAMEWORK

OCTOBER 2024

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# EXECUTIVE SUMMARY

The Glasgow City Development Plan identifies priority areas where a strategic approach is needed to co-ordinate development activity, direct investment and address emerging opportunities. As part of this ambition, the CDP identifies three areas for **Local Development Frameworks** (LDFs): Greater Pollok, South-Central and Drumchapel.

This document presents the Local Development Framework for Greater Pollok and an outline of how change can be delivered.

The LDF provides an ambitious Vision for how Greater Pollok can potentially become a more flourishing, sustainable, liveable and socially inclusive city community by 2035.

The LDF proposes four themes around which specific actions can be delivered, namely

- **Connected,**
- **Vibrant Skilled & Healthy**
- **Sustainable, Well Managed & Liveable**
- **Greener & Resilient**

It also advocates a series of solutions to help deliver a greener and more resilient Greater Pollok.

The LDF recognises the existential threat of climate change internationally, within Glasgow and at a neighbourhood level.

It proposes practical solutions which the Greater Pollok community and its partners can deliver at a local level given its specific local challenges such as flood risk and negative impacts of vehicular traffic.

It includes a detailed Action Plan setting out specific steps to deliver change, who is required to get involved and the timescales for achieving this.

Key headlines of the LDF include proposals to unlock Greater Pollok's local centres as the heart of local neighbourhoods as well as harnessing the potential of Silverburn as an economic catalyst.

It suggests a fresh focus on employment areas and vacant land to help create new jobs and tackle social exclusion, it identifies potential economic opportunities in the Green, Circular and Wellbeing Economies. The LDF advocates for enhanced opportunities for active travel and public transport will help reduce reliance on cars and a renewed focus on Greater Pollok's open spaces and river valleys will help tackle climate change and support people's wellbeing.

# GREATER POLLOK'S OPPORTUNITIES

Greater Pollok is at an important junction in its development to become a more attractive place to live, find work and invest. The following opportunities need to be embraced:

- Creating a walking and cycling friendly environment and tackling the impacts of vehicular traffic.
- Improving the sense of safety and quality of life.
- Improving public transport connections and becoming better connected to important destinations in the wider city and neighbouring areas.
- Ensuring local transport networks become more integrated and offer more convenient and affordable connections for those without a car.
- Integrating the new housing communities of Darnley Mains, Nitshill and Crookston into the core of Greater Pollok and unlocking the local benefits of their investment, footfall and resident spend.
- Reducing the over-reliance of new, existing and peripheral communities on car based travel.
- Supporting Silverburn in continuing as a more balanced 'Major' Town Centre and catalyst for jobs and investment.
- Improving active travel connections between the wider community, Silverburn, Nitshill North and South Local Shopping Facilities, Darnley and also enhancing other key local shopping facilities.
- Growing the potential of Major and Local Town Centres for the creation of jobs.
- Tackling long standing pockets of social exclusion in Greater Pollok.
- Securing a just transition to protect the local community and business network as the city makes its transition to net zero and a more regenerative economy.
- Securing 'mobility justice,' better connectivity, net zero public transport and additional active travel opportunities.
- Maintaining local energy security and tackling fuel poverty.
- Reducing flood risks in communities around Peat Road, Priesthill, Nitshill Road and key corridors given the proximity of five river valleys at the White Cart, Levern Water, Blacksey, Aurs and Brockburn.
- Using local green spaces to mitigate flood risk.
- Improving the quality of the South Nitshill and Darnley Economic Development Areas
- Securing more opportunities on vacant and underused land.
- Improving place management and the way local spaces and facilities are maintained
- Developing Greater Pollok's sense of safety and reputation as an attractive place to live and for businesses to invest in.





# 1

## INTRODUCTION

# INTRODUCTION | CDP>SDF>LDF

## Introduction

[The Glasgow City Development Plan \(CDP\)](#) adopted in 2017, sets out a 10 - year planning framework for the city and explores how best to use its land and key infrastructure assets.

In terms of the wider Planning policy context, [Scotland's National Planning Framework \(NPF4\)](#) has now been adopted by the Scottish Government and sits alongside the CDP in setting out the criteria by which planning decisions should be made in the city.

The City Development Plan is underpinned by two overarching policies, - **CDP1 The Placemaking Principle**, which seeks to create a high quality, healthy, compact and sustainable city, and **CDP2 Sustainable Spatial Strategy** also provides specific spatial guidance in areas of priority.

CDP2 has identified a need to create both [Strategic Development Frameworks \(SDF\)](#) and [Local Development Frameworks \(LDF\)](#) for city neighbourhoods and corridors such as the River Clyde. These are summarised below:-

### Strategic Development Frameworks

- River Clyde Development Corridor
- Govan Partick
- City Centre
- Glasgow North
- Inner East
- Greater Easterhouse

### Local Development Frameworks

- South Central
- Drumchapel
- Greater Pollok

The SDFs and LDFs have been identified for different parts of Glasgow through a process of analysis, consideration of development, clusters of issues and by identifying what opportunities and challenges specific neighbourhoods offer which could potentially be supported by a more co-ordinated planning approach.

While the Strategic Development Framework (SDF) as a planning approach involves 'significant change and intervention', the Local Development Framework LDF is described as offering 'a lighter touch' approach in mainly 'stable areas' which involve less physical change on the ground.

Both approaches share a strong commitment by the Council in making better planning decisions and in coordinating the various development partners in addressing community concerns and capture future opportunities over a 10 year timeframe, whilst also informing the emerging new Development Plan.



Silverburn Shopping Centre West Entrance

# INTRODUCTION | LOCAL DEVELOPMENT FRAMEWORKS

## What is a Local Development Framework

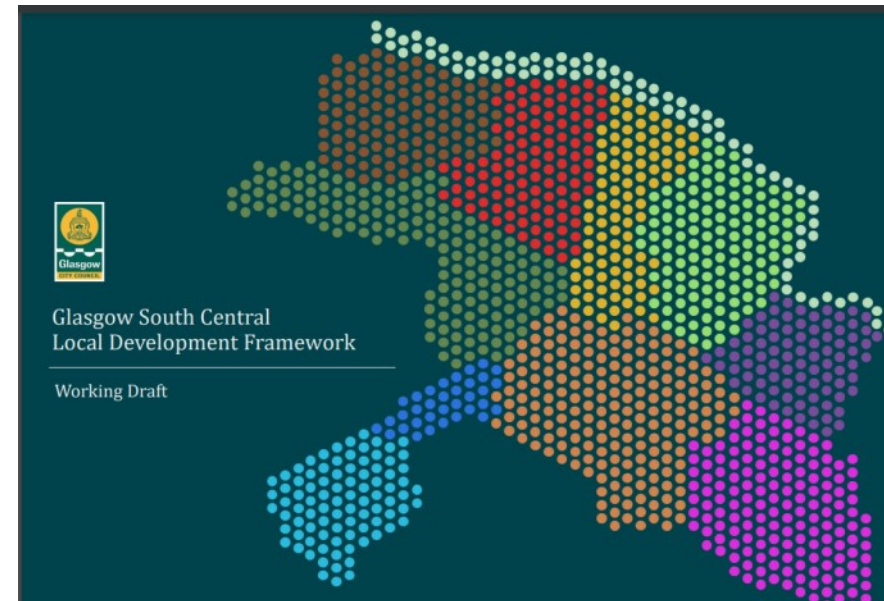
A **Local Development Framework (LDF)** provides a structure for the future development and regeneration in targeted areas of the city. It serves as an overarching place vision, design strategy, action programme and guidance document.

An LDF can support more detailed planning work on specific sites, projects in the overall plan and also help to mobilise a number of public sector, private and community partners in delivering change in a more coordinated way.

LDFs are positioned at a scale which allows regeneration to be more area-specific and responsive to local issues and opportunities. They also deliver the spatial ambitions of the City Development Plan and other Supplementary Guidance at a city and Scottish level.

The overarching principles which apply to the Local Development Frameworks set out in the City Development Plan( CDP) are:

- To provide an overview of the social, spatial and economic geography of the area and to develop an understanding of the distinct character areas in the study.
  - To develop an overall vision for the area in order to guide current and future planning, regeneration proposals, and make a stronger contribution to development.
  - To develop a framework for a City district to help provide a strong baseline case which supports funding bids, regeneration projects and the overall direction of development.
  - To develop a framework which improves the connections between local neighbourhoods to help overcome barriers to access and mobility in the area and to support active travel.
  - To create an overarching framework against which individual planning applications can be assessed, therefore providing more detailed spatial policy guidance supported by community aspirations and the situation on the ground. .
- To support partnership working between agencies, groups and the community to help deliver change which is better informed by the views and aspirations of local people, their elected representatives and other key stakeholders.

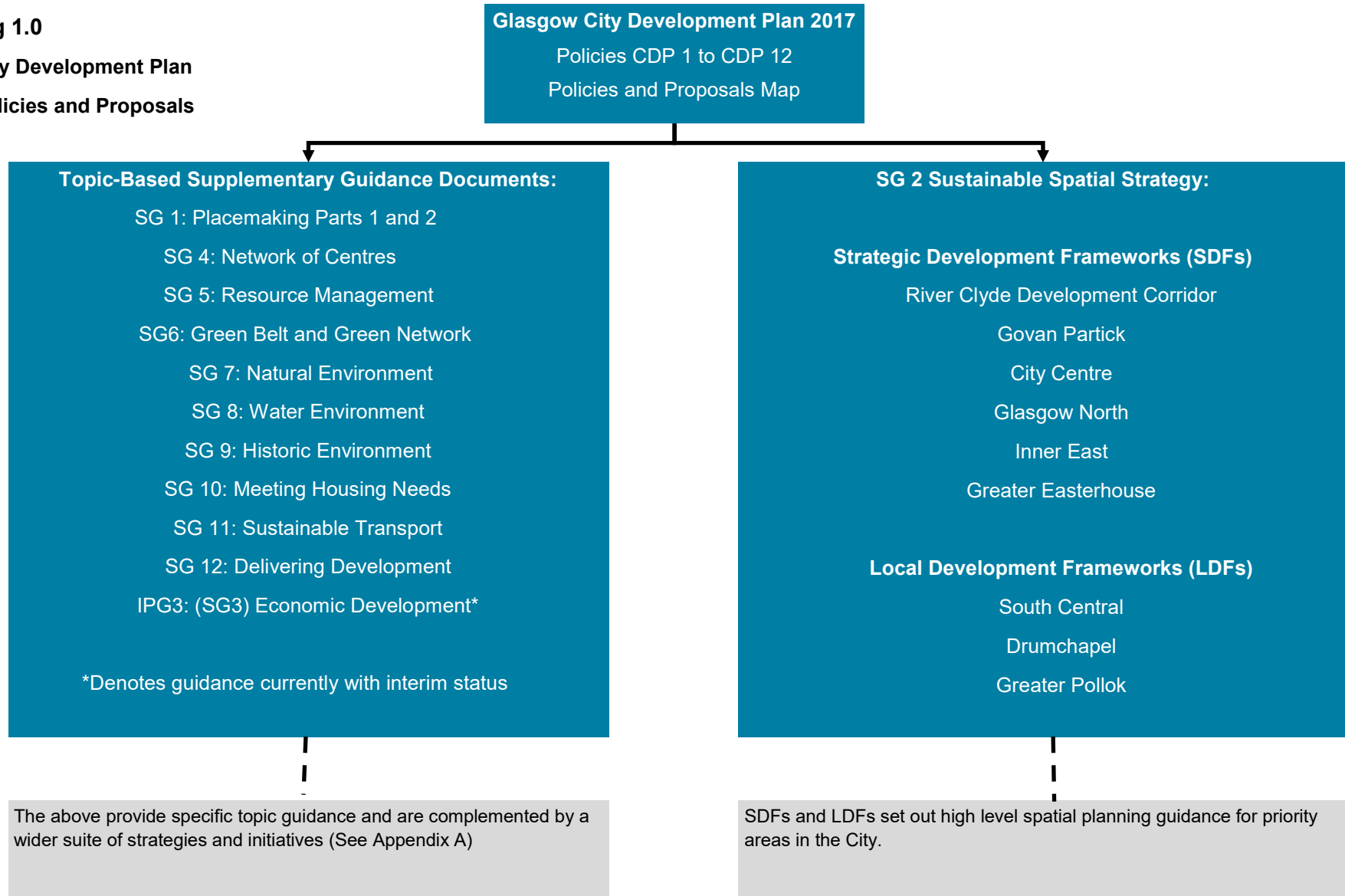


South Central Local Development Framework



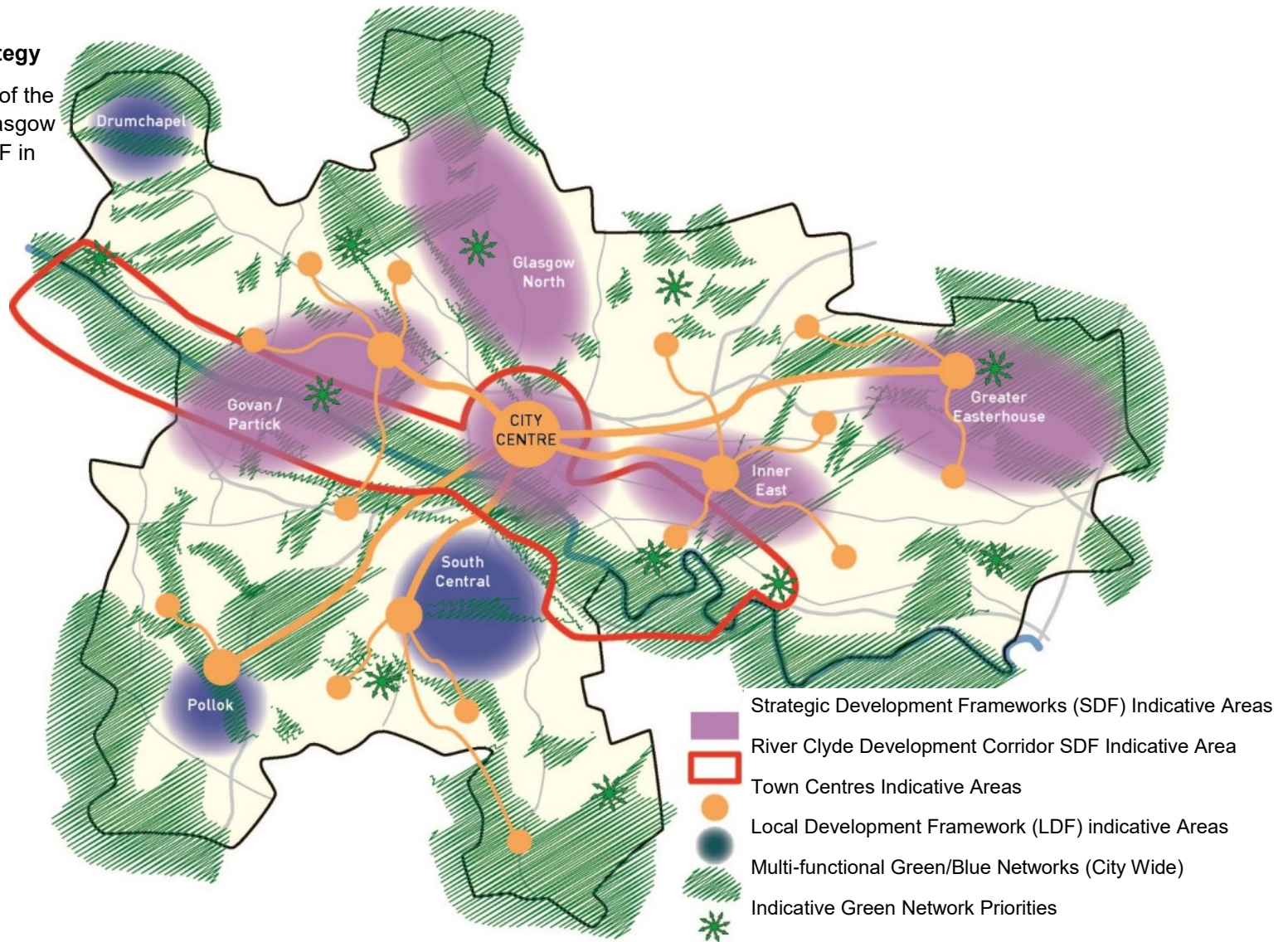
# INTRODUCTION | GLASGOW CITY DEVELOPMENT PLAN

**Fig 1.0**  
**City Development Plan**  
**Policies and Proposals**



**Fig 1.1 Policy CDP 2  
Sustainable Spatial Strategy**

Map showing the location of the SDFs and LDFs within Glasgow and the Greater Pollok LDF in context.







# 2

## SPATIAL CONTEXT ABOUT GREATER POLLOK

# CONTEXT AND AREA

View of Nitshill and Priesthill from South Nitshill looking north west





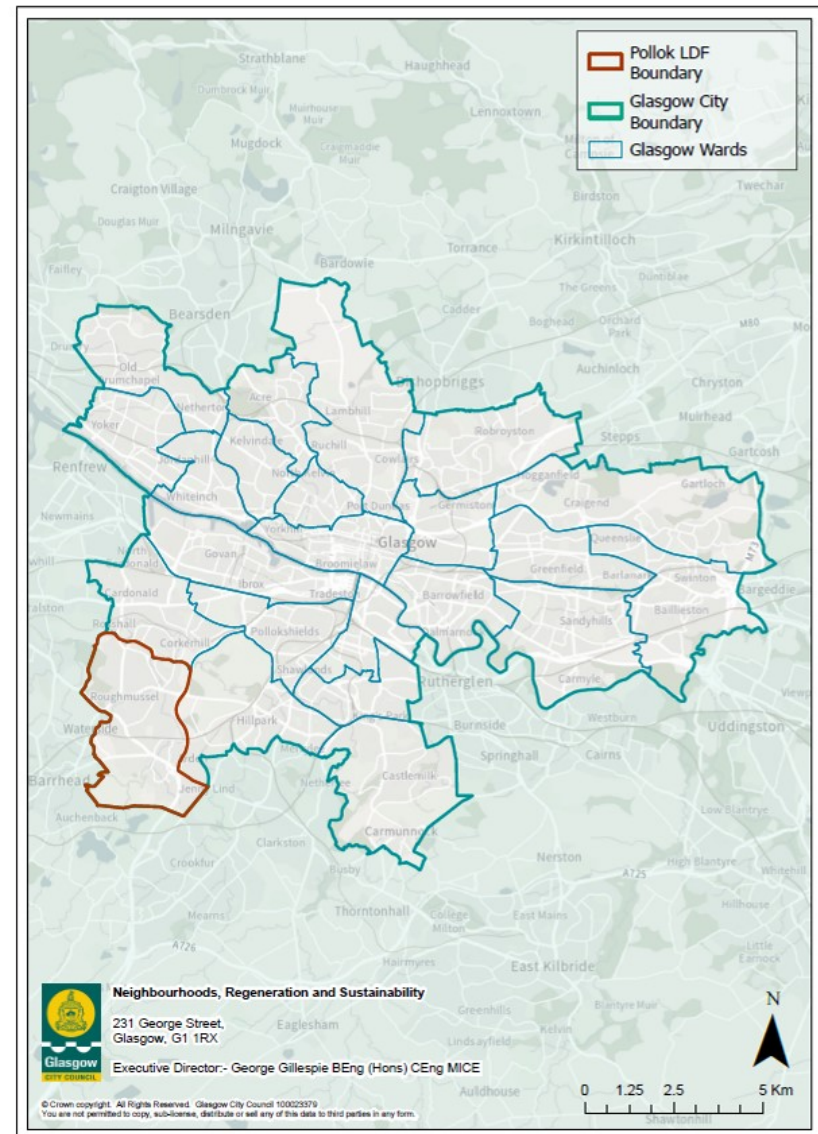
## Greater Pollok: Location

Greater Pollok is located in South West Glasgow at the edge of the city boundary, on land which once formed part of the Stirling Maxwell Estate. As the area evolved it absorbed a number of historic villages, most notably Nitshill, a former mining community.

The area is bounded by East Renfrewshire to the South and East, and to the West it adjoins Renfrewshire. As well as its extensive green spaces and historic elements, such as Crookston Castle, Greater Pollok has been shaped by the routes of its river valleys, the Levern Water, the White Cart, Aurs, Blacksey and Brockburn. It is dissected by the M77 motorway, the Glasgow to Paisley Canal Street rail line and also the Glasgow to Neilston rail route.

## Greater Pollok: LDF Boundary

The extent of the Greater Pollok LDF area boundary has been determined by Council Ward 3 to enable a focus on core issues and a consistent approach to data.



### About Greater Pollok: History

Greater Pollok was originally home to a chemical works, two hospitals and a mining village at Nitshill. In its current form, it emerged as a 'garden suburb' in the 1930's on land formerly part of the Pollok Estate. In what is now known as 'Old Pollok,' the new community emerged initially as a low density, high-quality housing area intended to replicate similar garden villages of Mosspark and Knightswood.

Greater Pollok was an ideal location for a new city neighbourhood due to its extensive green spaces, river valleys and distance from the challenges of Glasgow's inner industrial and slum areas. It was an area where a new community could truly flourish. After WW2, lower quality tenement style flats were introduced in the Crookston Castle/Dormanside area, Priesthill, Nitshill and Househillwood. In the 1970's Darnley and Kennishead were further developed as a new high-density neighbourhood by introducing brutalist 'zig zag' style housing blocks configured as a 'self-sustaining' community.

Lack of local jobs and poor connectivity in Greater Pollok however were a persistent challenge, and although local jobs were boosted with the arrival of the National Savings and Investment Bank at Cowglen in the 1960s, residents often had to travel to Glasgow City Centre, Govan, Renfrewshire, Barrhead and Thornliebank for work and leisure. Although the core of Greater Pollok commenced in the 1930's, its lack of retail facilities was not addressed till the arrival of the Pollok Shopping Centre in 1979. Over the past 25 years, Greater Pollok has undergone significant change. A substantial quantity of older housing stock has now been refurbished or replaced by low density private and social rented family homes.

With the reduction in core area density, the overall population of 32890 (2022 Census) is now considerably lower than its peak in the 1960's.

A combination of public and private sector led housing development has delivered significant change in the character and role of the area, particularly around Crookston, Darnley and South Nitshill. The development has helped

support an influx of new and returning residents to complement its established communities, as a consequence population decline has been less severe than similar peripheral housing estates in the city. It has also resulted in the local 25-44 age group remaining fairly stable when compared to similar communities.

In the 1990's, the construction of the M77, to the east of Greater Pollok, has brought Glasgow City Centre to within a 10-minute drive of the community and helped create a catalyst for new housing development and the arrival of Silverburn Shopping Centre in 2007.

The domination of vehicular traffic however has increased difficulties for many residents in accessing local services and a deterioration in 'safe connectivity' between local neighbourhoods. Silverburn replaced the original 1979 Pollok Shopping Centre and has greatly strengthened its role as a 'Major Town Centre' by delivering a diverse and growing commercial destination serving the whole of South Glasgow, its suburban communities and Ayrshire. Silverburn is a key employer for Greater Pollok, which together with Tesco, provides 2277 full time equivalent jobs (2019).

According to its owners, Eurofund, Silverburn also attracted an estimated annual footfall in 2018/2019 of 14.8m visitors. This is complemented by Nitshill local shopping facility, the Sainsbury's 'Retail and Commercial Leisure Centre at Darnley and also local shopping facilities. (see [SG4 Guidance](#)).

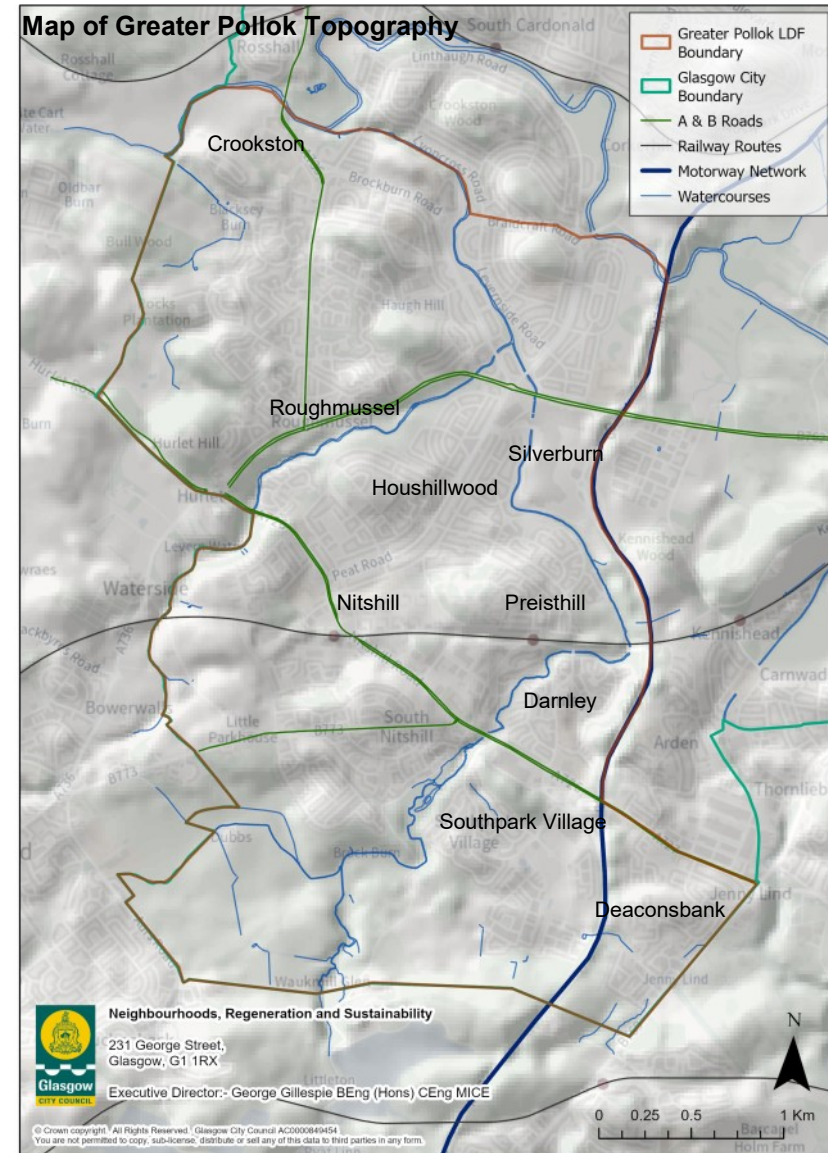
## About Greater Pollok: Topography

The development of Greater Pollok has been influenced by its topography. The geology of the midland valley, the design of former estates (such as the Hurler, Pollok and Leverdale estates) and the construction of roads have been its strongest influences. There is also an exceptionally strong overlap between the physical and visual qualities of the key landscape areas and its biodiversity and historic environment as reflected in its various designations and land uses.

Although there are few immediately obvious remains of industrial heritage in the landscape when one digs deeper into its legacy buildings and vacant sites this becomes more apparent.

Five river valleys wind through the area, and gravitate towards the lowest points along the White Cart and the Peat Road/Priesthill corridor.

Along their banks are important woodland habitats and geology. Several road and rail corridors also dissect the area and the M77 forms a hard edge along its eastern boundary.





## Background Analysis and Engagement

As part of the background to the community engagement element of the LDF, a Scoping Study was prepared in 2021 and this was summarised to provide stakeholders with a helpful insight into the key local issues. This can be accessed from the [Council website](#).

The Scoping Study included an overview of the key planning and spatial policies which govern the area. It included specific assessments of Darnley, Parkhouse, Nitshill, Old Pollok, Priesthill, Househillwood, Crookston and the Silverburn neighbourhoods and also a SWOT analysis.

The Scoping Study assessed:

- Commuting patterns in, to and from the area
- Public Transport & Cycle Infrastructure
- Safety and Mobility Challenges
- Accessibility & Core Path Network
- Health and Multiple Deprivation (SIMD) Indicators
- Economic Development Areas & Business Typologies
- The Network of Town Centres and Urban Form
- Vacant and derelict land
- The Green Network & Growing Spaces
- Conservation and Biodiversity
- Habitat Networks
- Flood Risk.

In addition, an analysis was published of the findings of all previous public consultations which had taken place between 2008 till 2022, to ensure the LDF could build and learn from all previous research.

This approach aims to ensure the emerging LDF does not 'reinvent the wheel,' and captured as many views as possible. It also set out to address the longstanding issues the people of Greater Pollok have highlighted were most important to them. From this, the Council then went onto use a Commonplace Mapping and consultation tool to gather over 1030 views and opinions of local people during Spring/Summer 2022 (see Community Engagement annexe).

## Consultation

The Consultative Draft of the Greater Pollok LDF, was published for consultation between November 2023 and February 2024. A report analysing the responses was prepared alongside a table of responses which includes the comments received and notes how Glasgow City Council have responded to these in preparing the final version of the LDF.

Key themes emerging from the consultation responses are summarised below:

- Investment in public transport and connectivity
- Traffic calming
- Neighbourhood maintenance
- Affordable housing
- Social inequalities

Of the 88 respondents to the LDF, the majority supported or strongly supported the strategic direction and place ambitions of the LDF. The comments and recommendations have shaped this iteration of the LDF document.

## CONTEXT | WHAT DID THE SCOPING STUDY REVEAL

### What did the Scoping Study Reveal?

The Study confirmed Greater Pollok is at an important junction in its development and a strong need for an overarching strategy. It revealed traffic as an increasingly dominant issue which requires to be addressed, underlining the Council's Transport Strategy ambitions.

Additionally, housing and commercial investment is emerging strongly at Darnley Mains, Cowglen, Crookston and Nitshill and is reshaping the character and role of those areas. Some survey respondents were of the opinion the new neighbourhoods did not integrate well. In particular, they felt they were unduly car oriented and had poor active travel connections. Although the new homes brought many benefits, it was felt they could have a greater sense of 'Place and Distinctiveness' and meet the aspirations of City Development Plan 2 design policies, particularly [SG1 Place Making 1 & 2](#), [SG2 Sustainable Spatial Strategy](#) and [SG10 Meeting Housing Needs](#).

The Scoping Study highlighted a strong concentration of SIMD and Vulnerable households in some pockets of Greater Pollok (see also Ward 3 Profile Appendix A with around 19% of adults between the ages of 16 to 64 in receipt of Universal Credit.) This figure is slightly higher than Glasgow's average of 16.7%. It also revealed 12.9% of residents were not currently in employment compared to Glasgow's (11.3%). Given current challenges in the retail sector across the city, these figures suggests a potential opportunity to support and strengthen Silverburn's role as Major Town Centre and employment catalyst via specific spatial policies, collaboration with the Council's Economic Development and Silverburn owners Eurofund.

The Scoping Study identifies specific pockets of flooding, particularly in relation to the Brockburn and Peat Road corridors. This underlines a need to manage the green spaces and river valleys better to help Glasgow achieve its net zero and climate change ambition.

Vacant and overgrown land is also a challenge, particularly along the Nitshill Road corridor, as it can undermine perceptions of the area and negatively

impact on progress. This suggests a need for an additional study into the specific constraints on development and potential for stalled space projects

The Scoping Study highlights poor connectivity between individual neighbourhoods and barriers in accessing significant green spaces such as Dams to Darnley Country Park and Pollok Country Park from the Barrhead Road edge.

The Study highlights the potential of Silverburn in supporting a gateway into wider local attractions such as the Burrell/Pollok Park, Crookston Castle and the Glasgow Museums Resource Centre, tapping into a possible demand for shared shopping and leisure/heritage experiences and potentially a Historic Landscape Initiative.

The Study identified modes of travel around Greater Pollok and revealed bus and car as the primary modes. Key destinations were typically Glasgow City Centre and Silverburn for work. The Study also revealed major links to Renfrew/Braehead, Hillington, Paisley and 'off-airport' services.

# CONTEXT | KEY DRIVERS, POLICIES AND STRATEGIES

Scotland's National Planning Framework (NPF4)	Glasgow City Region	Glasgow City Council Strategic Plan 2022 to 2027	City Development Plan (CDP) and Supplementary Guidance	Glasgow Place Commission Report
Glasgow Transport Strategy (2022–2030)	Liveable Neighbourhoods & Active Travel Programme 2022	Glasgow City Council Property and Land Strategy 2019 –2029	Glasgow Economic Strategy 2022 - 2030	Glasgow Housing Strategy 2023–2028
Design Guide for New Residential Areas	Glasgow Climate Change Adaptation Plan 2022-2030	Metropolitan Glasgow Strategic Drainage Partnership	Glasgow's Open Space Strategy 2020	Glasgow and Clyde Valley Green Network
Local Biodiversity Action Plan	Food Growing Strategy 2020 - 2025	Glasgow Draft Culture Strategy 2019	Our Place Place Standard	Transport Scotland Cycling Framework

## CONTEXT | AREAS OF FOCUS

The Council's survey activity between 2021 to 2023, combined with stakeholder consultation, has highlighted a significant need and opportunity to direct the future strategic development of Greater Pollok in the following directions:

**ACTIVE TRAVEL** - Improving the active travel experience by exploring ways to reduce traffic impact in key corridors and housing areas. There is an opportunity to support and build on Glasgow's Active Travel Strategy, the City Network Delivery and the Liveable Neighbourhood Programmes. This can be further supported by promoting better public transport connections, including the Clyde Metro integrated transport system, improving links to Greater Pollok's Rail Stations, the National Cycle Network and by securing a safer and better core network. It can also be achieved via additional pedestrian crossing points across the area and capitalising on the network of green spaces for additional active travel opportunities.

**GREEN SPACES** - In supporting the Greater Pollok LDF's vision to become a flourishing, sustainable, more liveable and socially inclusive city community, there is an opportunity to capitalise on its five river valleys: the Lovern; White Cart; Aurs; Blacksey and Brock Burns, and to improve links to Dams to Darnley and into Pollok Park. There is also an opportunity to promote greater biodiversity, local food growing and rewilding. An important outcome will be to re-establish Greater Pollok's network of treelined boulevards to help mitigate climate change and support biodiversity.

**IMPROVING PLACE QUALITY** - Raising aspirations in future development. It is important to take a place-making approach to ensure that a higher quality of new development in Greater Pollok.

To achieve the ambition of becoming a more successful and vibrant suburb for South-West Glasgow, the area needs to become more distinctive and fully embrace the challenges of climate change for both existing and potential new community members.

An inclusive approach to place can also help to address and 'design out' long

term issues of anti-social behaviour and its impact on the physical environment for the area to become more successful. In improving place quality, there is a need to put active travel at the forefront of how future development is delivered. In tandem, Greater Pollok also presents an exciting opportunity in rethinking how to improve its green, 'grey,' civic and 'blue', water- oriented spaces.

**IMPROVING TOWN CENTRES** - Unlocking the potential of Silverburn as a major Town Centre and Greater Pollok's network of local shopping facilities. There is an opportunity to support and develop a network of town centres and to strengthen the role of the local community in shaping the spaces that matter most to them.

The LDF will support a broader range of local employment options by encouraging a diverse independent network of local businesses, social enterprise and cooperatives and to cluster essential community needs and public services in its Town Centres. There is also a need to diversify local business areas to help promote full time and long term job opportunities, for example at South Nitshill Industrial Estate.

For Major and Local Town Centres in Greater Pollok, home working can also be developed as a complementary aspect of the employment mix alongside Co-work, creative/cultural spaces and business start up spaces. By building on the success of Silverburn as a destination and rebuilding Nitshill North and Nitshill South Shopping facilities together with enhanced neighbourhood shopping parades, it is possible to promote important wider community attractions such as Crookston Castle, Pollok Country Park, The Burrell Collection and Dams to Darnley Country Park.

## CONTEXT | SPATIAL PRIORITIES

The Greater Pollok LDF focuses on the issues of connectivity, sustainable development and the natural environment. It aims to empower local people to shape the place they live in and to make a significant difference in tackling long-standing issues of poverty and social exclusion.

It also aims to address the longstanding impact of road traffic, community safety and place maintenance, supporting and enhancing green spaces and jobs. It explores how Greater Pollok can become a flourishing, sustainable, more liveable and socially inclusive city community and how specifically this can be delivered .

The following four priorities have been identified through the background analysis and consultation process.

The Priorities will guide the strategic approach set out in this LDF.

### **Priority 1**

To secure safer and better connectivity in Greater Pollok by discouraging high volumes of vehicular traffic through the area, prioritising active travel and better public transport, and supporting liveable, walkable neighbourhoods. This priority seeks to place the area at the forefront of Glasgow's practical efforts to tackle climate change and help secure a successful low carbon economy.

### **Priority 2**

To build a sustainable, exemplar community inspired by its founding ideas of a thriving suburban community in the countryside. This will be achieved by unlocking the potential of local green spaces to promote biodiversity and by using nature-based solutions to help tackle the local threat of flooding and the wider climate challenge.

### **Priority 3**

To empower the people of Greater Pollok to shape developments affecting their area, by strengthening partnership working between communities, key stakeholders and those seeking to invest in the area. This priority seeks to successfully deliver high quality opportunities and a meaningful change for the people of Greater Pollok during the next 15 years.

### **Priority 4**

To support efforts to secure inclusive economic growth by capitalising on Greater Pollok's assets as a location to live and invest. This priority focuses on using the network of Major and Local Town Centres as a catalyst to help create higher quality jobs and to unlock the potential of underused property assets for new employment.





# 3

## VISION AND OUTCOMES GREATER POLLOK'S FUTURE

## How we shaped the Vision for Greater Pollok 2035?

A series of consultations involving key stakeholders and the local community has helped shape the vision for Greater Pollok. In parallel, the Council also carried out an assessment of previous strategies and community consultations held in the area.

The research suggested people want the area to develop in a healthier way, to **'flourish**, become better maintained, greener and more **'sustainable.'** They want Greater Pollok to become a place they could be proud of, which is easier for residents to enjoy and **'live'** in. Local residents also indicated that they wish to be actively involved in shaping and taking forward improvements to their community. They also wanted Greater Pollok to become a place where residents can move forward from disadvantage and to become more **'socially inclusive'**

The Local Development Framework has also been informed by the past developments of Greater Pollok, an assessment of the mistakes made, and lessons learned.

In examining the Pollok Local Plan – Written Statement and Darnley & Carnwardric Local Plan, published in 1997, for example, the ambition was to 'become a successful, attractive suburb which offered growing families and its elderly community an opportunity to enjoy a countryside environment close to the City Centre.

In considering the vision for the LDF, the Council believes this is still a valid ambition for Greater Pollok. The earlier plans also highlight the area's role as a 'gateway' to the city centre and range of employment opportunities nearby.

Vision and Outcomes

VISION

**Our Vision**

**To become a flourishing, sustainable, more liveable and socially inclusive city community by 2035.**

This will be achieved by capitalising on its connectivity to local services within a 20-minute walking distance, the wider city, neighbouring centres of opportunity and close proximity to the countryside. It will become a successful, attractive family oriented suburban destination serving the wider Southside. It will support inclusive growth and a diverse 'whole life community'. Greater Pollok will provide a range of high-quality employment opportunities for local people by unlocking their skills and potential. It will be a clean, green, well-managed, safe community, free from pollution, using its natural river valley and green space assets to tackle climate change and enhance biodiversity.

OUTCOMES

**Connected**

By 2035 Greater Pollok's role as a sustainable transport hub will be stronger and it will become a leading example for safe, active travel and low car reliance in the city. It will become a high quality 20-minute, family friendly neighbourhood and a leading city quarter for innovative climate change and digital connection solutions.

**Vibrant, Skilled & Healthy**

By 2035 Greater Pollok will provide a vibrant Town Centre offer, unlocking the potential of key locations for employment and connectivity. It will become an exemplar for innovative solutions to deliver social inclusion in the city

**Sustainable, Well Managed & Liveable**

Greater Pollok will become a popular, well managed, safe, high quality, sustainable and better balanced suburban community with a range of homes which support local needs and those of Glasgow's Southside

**Greener & Resilient**

By 2035 Greater Pollok will become a low carbon, energy resilient community which capitalises on its natural assets of green spaces and river valleys. It will become an exemplar for the city for biodiversity and sustainable, blue-green, flood risk management.



# GREATER POLLOK'S VISION AND OUTCOMES



Image of SWAMP Office Entrance — Brockburn Road



# 4

## SPATIAL DESIGN STRATEGY GREATER POLLOK'S JOURNEY FORWARD



# GREATER POLLOK | SPATIAL DESIGN STRATEGY

VISION  
PRIORITIES  
OUTCOMES  
SPATIAL DESIGN STRATEGY  
DELIVERY

## Our Vision for 2035 is for Greater Pollok to become a flourishing, sustainable, more liveable and socially inclusive city community

To secure safer and better connectivity in Greater Pollok by discouraging high volumes of car travel through the area, prioritising active travel and better public transport, and supporting liveable, walkable neighbourhoods.

To build a sustainable, exemplar community by unlocking the potential of local green spaces to promote biodiversity, and by using nature-based solutions to help tackle the local threat of flooding and the wider climate challenge.

To empower the people of Greater Pollok to shape developments affecting their area, by strengthening partnership working between communities, key stakeholders and those seeking to invest.

To support efforts to secure inclusive economic growth by capitalising on Greater Pollok as a location to live and invest. This priority focuses on using the network of Major and Local Town Centres as a catalyst to help create higher quality circular jobs.

By 2035 Greater Pollok's role as a sustainable transport hub will be stronger and it will become an exemplar for safe, active travel. It will become a high quality 20-minute, family friendly neighbourhood and a leading city quarter for innovative climate and digital solutions.

By 2035 Greater Pollok will provide a vibrant Town Centre offer, unlocking the potential of key locations for employment and connectivity. It will become an exemplar for innovative solutions to deliver social inclusion in the city

Greater Pollok will become a popular, well managed, safe, high quality, sustainable suburban community with a range of homes which help support local needs and those of Glasgow's Southside

By 2035 Greater Pollok will become a low carbon, energy resilient community which capitalises on its natural assets of green spaces and river valleys.. It will become an exemplar in the city for biodiversity, sustainable urban drainage and flood solutions.

**Connected Greater Pollok**  
Rethinking Greater Pollok's mobility and connections  
Ensuring a safe Active Travel Network  
Delivering a 'filtered traffic' approach to neighbourhoods  
Unlocking Digital Connectivity

**Vibrant, Skilled and Healthy Greater Pollok**  
Refocusing and renewing Town Centres  
Unlocking the development potential of underused assets  
Growing our economy  
Improving Business, Employability & Skills  
Promoting a Fairer Glasgow  
Investing in Infrastructure and Place

**Sustainable, Well Managed and Liveable Place**  
Sustainable access to local amenities  
Ensuring place quality and distinctive design  
Better coordinated service delivery  
Creating a whole life community  
Strengthening Greater Pollok's reputation

**Greener and Resilient**  
Low Carbon Growth , Energy Resilience & Climate Adaptation  
Developing the Green & Circular Economy  
Blue Green Networks (where water meets landscape) & Nature Based Solutions  
Unlocking the River Valleys & Greenbelt  
Biodiversity & Flood Risk Management

Detailed Guidance

## ACTION PROGRAMME



The background of the page is a light blue, stylized map of the Greater Pollok area. The map shows a dense network of streets and buildings, with a prominent road or canal running through the center. The map is rendered in a light, monochromatic style that blends with the overall blue background.

# 4a

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## CONNECTED

## Outcomes

By 2035 Greater Pollok's role as a sustainable transport hub will be stronger and it will act as an exemplar for safe, active travel. It will become a high-quality, walkable, family friendly neighbourhood of Glasgow and a leading city quarter for innovative climate and digital solutions.

### What we want to achieve?

The LDF will address Greater Pollok's present mobility challenges of traffic volume and safety on its key traffic corridors by supporting and aligning its policies to the delivery of the [Glasgow Transport Strategy](#) ambition to reduce vehicle km by 30% by 2030.

In line with the [National Planning Framework 4](#) (Policy 15) and Glasgow's Transport Strategy, the Greater Pollok LDF ambition is for the area to become an exemplar for active travel in the city and a place where the majority of people's daily needs can be met in a safe, convenient, journey from their home via walking, wheeling or cycling.

In addition to Greater Pollok becoming a better-connected community, the Framework proposes to pursue innovative ideas for mobility and decarbonisation via the proposed Clyde Metro integrated transport system, better bus services and a travel hub at Silverburn Town Centre. Connectivity will also be enhanced by embracing cycling and walking as simple, healthy and inexpensive ways of moving around locally.

In Greater Pollok, the aspiration by 2035 is to improve active travel as part of Glasgow's [Liveable Neighbourhoods Programme](#) & [Active Travel Strategy](#) and the National Transport Hierarchy by making it easier to walk, wheel and cycle as a natural choice for everyday journeys, for people of all ages and ability. Active travel will help support positive health and wellbeing outcomes for Greater Pollok's population.



### Where are we now?

Currently there are a number of challenges to our aspirations for improving connectivity in Greater Pollok. These include managing traffic volume, and reducing speed and risk around crossing points which make it difficult for people to go from A to B.

Many pathways are poorly developed and maintained. Some routes may feel unsafe or attract antisocial behaviour, particularly at night. For those who choose to cycle, the routes are dissected by busy roads, particularly around Pollok Roundabout, the feeder routes around Silverburn, Crookston Road and along Barrhead Road and Nitshill Road, where there is a pinch point at the Nitshill Rail Station Bridge. Some pavements are too narrow, for example on Crookston Road as pedestrians connect to Crookston Station or the Leverndale/Crookston community. There is also limited scope to widen some pavements or to introduce cycle infrastructure particularly near schools.

To the South of Greater Pollok, the communities of Parkhouse and Glenmill/Darnley Mains are very car oriented with a lack of active travel connections to the core of Nitshill or Kennishead Rail Stations, Nitshill Local Shopping Facility and Silverburn. Similarly there are limited active travel connections towards the city centre via Kennishead Road and from Priesthill and Darnley South to Dams to Darnley Country Park.

The active travel connections from these communities and Kennishead to the Legattston Drive Sainsbury's commercial and food takeaway cluster offer considerable scope for improvement. In considering public transport in Greater Pollok, there is a lack of connectivity towards Barrhead and Paisley, a lack of direct routes to East Kilbride and the Queen Elizabeth University Hospital (1 bus/per hour) or direct routes to Glasgow Airport which provide important employment opportunities.

From Greater Pollok's more peripheral communities, which are not close to Silverburn, bus travel, even to Glasgow City Centre can be a challenging experience. Although travel by train can be a better option, as outlined earlier, active travel to the rail stations is problematic and there is a lack of park and ride and good walking or cycling facilities at each station.

The key travel routes through Greater Pollok via Barrhead Road, Crookston Road, Nitshill Road and Corkehill Road carry a significant volume of traffic. This traffic flow undermines people's quality of life and places them at greater risk.

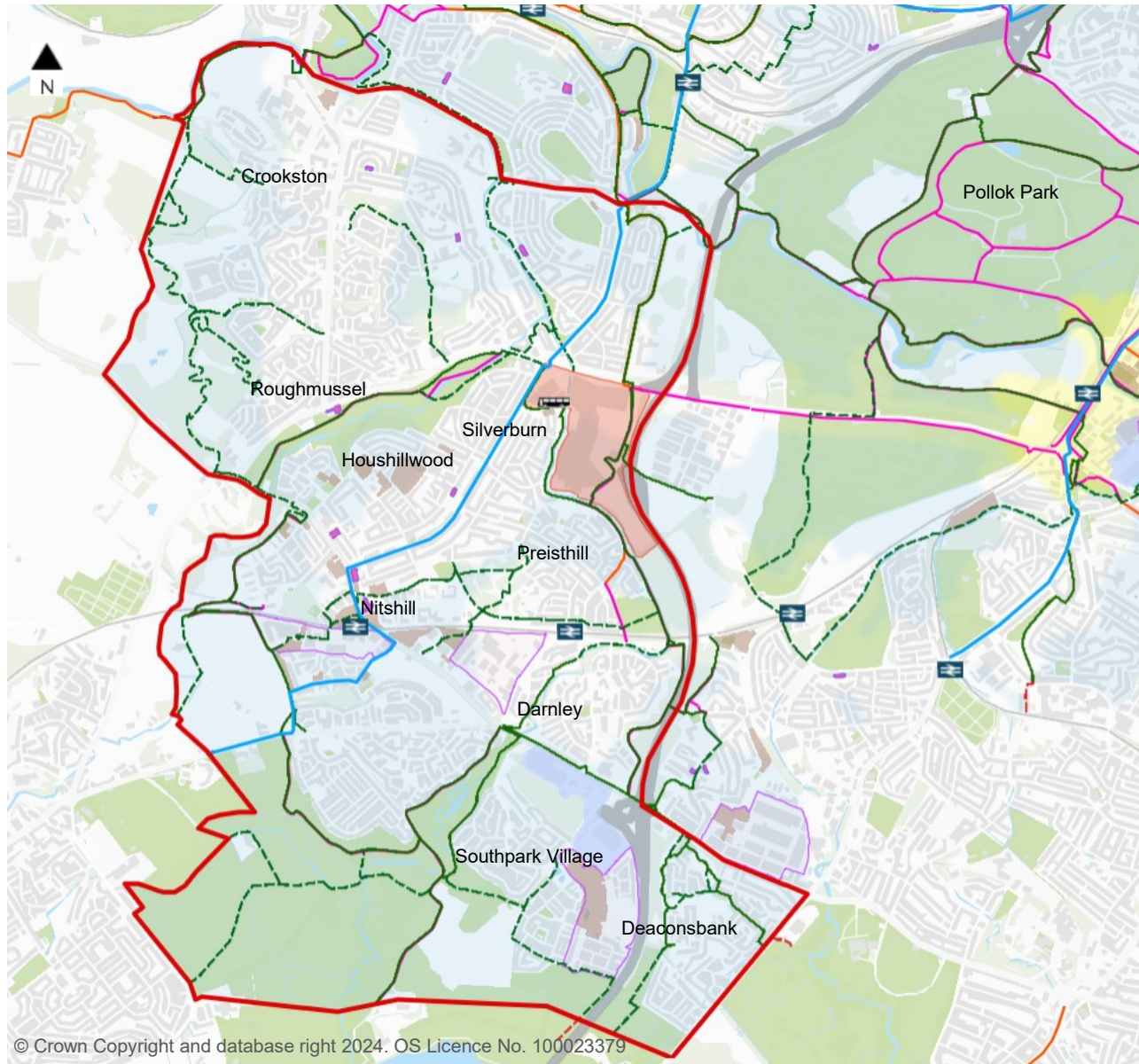
Accident statistics among vehicles, pedestrians and cyclists are significantly above Glasgow's neighbourhood norm and have been a consistent issue for over 20 years. This requires urgent attention.

In parallel, vehicle pollution through the area is also a challenge given its associated health risks. Although Glasgow is progressing quickly in addressing its LEZ air quality ambitions in the city centre, unfortunately this could take some time to impact fully on the peripheral neighbourhoods of Greater Pollok with its network of roads infrastructure and proximity to the M77.

In summary, for those without a car, for those on a limited income or who work part time, the affordability of accessing a wider range of employment opportunities or travelling to healthcare facilities and other community services is restricted for those who live in Greater Pollok and requires attention..



# GREATER POLLOK | THE EXISTING CONTEXT FOR CONNECTIVITY





## How will we get there?

The Local Development Framework promotes the overarching objectives of the [City Development Plan](#) CDP1, Place Making Principle and CDP2 The Sustainable Spatial Strategy. It is also further amplified by Policies CDP 3 to CDP 12 which provide more detail on specific land uses which contribute to meeting the requirements of the overarching policies. Further explanation and detail is also provided in the associated [Supplementary Guidance SG1–SG12](#).

The LDF Connected section aligns with the Glasgow City Development Plan policy CDP 11 Sustainable Transport and its priorities which integrate public transport provision, wider infrastructure, sustainability/environmental balance, people friendly neighbourhoods and an emphasis on active travel.

It reflects the policies set out in the [NPF4](#) page 5, Table 1 'National Planning Framework—Urban Mass/Rapid Network (Clyde Metro) and Cross cutting policies within [National Transport Strategy 2](#). It also reflects the NPF4 Sustainable Places objective of tackling the Climate Crisis and Sustainable Transport, in particular the Liveable Places theme of Local Living and Digital Infrastructure.



















The [Glasgow Transport Strategy](#) sets out the Council's overarching transport ambitions for the Glasgow, key policies and guidance on decisions to be made from 2023 to 2035. It outlines specific travel policies and notional routes for Clyde Metro and quality bus corridors. The Strategy is also supported by the 'Strathclyde Partnership for Transport', the Glasgow Region Bus Partnership and Glasgow's Liveable Neighbourhoods programme.

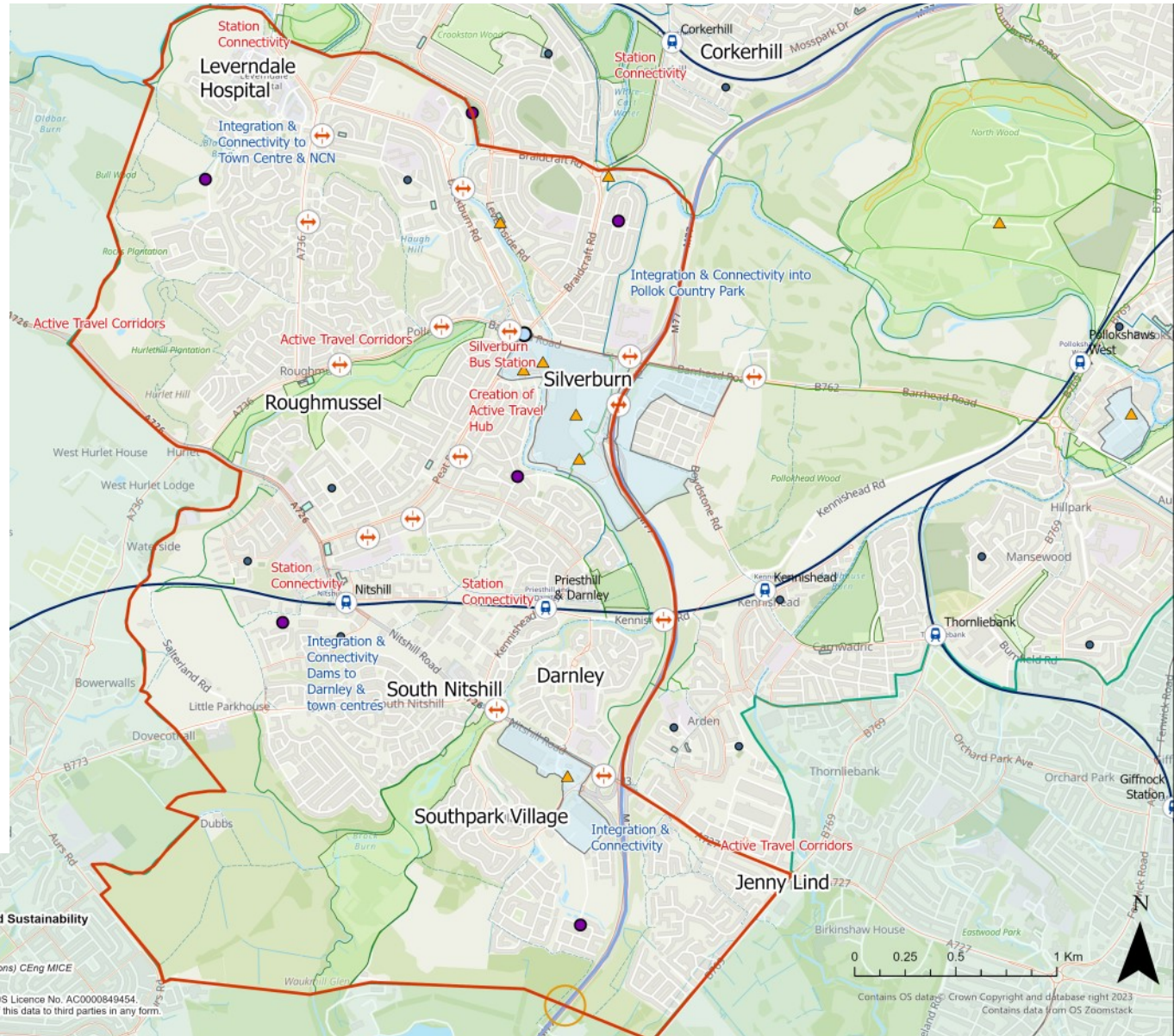
The following sections set out the strategic approach to achieving a better connected Greater Pollok:

- Rethinking Greater Pollok's mobility and connections
- An Integrated Public Transport System
- Delivering a 'filtered traffic' approach to neighbourhoods
- Unlocking Digital Connectivity

# CONNECTED | CONNECTIVITY OPPORTUNITIES

## Legend

-  Cross Boundary Traffic
-  Digital Connectivity
-  Pollok Roundabout Solution
-  Safer Mobility and Calming
-  Railway Station
-  Cycle Rack Locations
-  Network of Centres
-  Parks
-  Community Facility
-  Shopping Parade
-  Core Path
-  Bus Route
-  Motorway
-  Railway
-  Cycle Route - Type 1 & City Way
-  Cycle Route - Type 2
-  Cycle Route - Leisure
-  LDF Boundary



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## Rethinking Greater Pollok's Mobility and Connections

This involves rethinking Greater Pollok's mobility and connectivity as part of the City Network and delivery of Glasgow's Transport Strategy to help ensure there is a safe, clean local transport system and reduction in traffic volume in line with Scottish Government targets by 2035.

A need has been identified to rationalise and reconfigure complex and potentially dangerous traffic junctions such as Pollok Roundabout, which has been agreed in principle.

Work should be undertaken to better understand the 'source' and destination of traffic through Greater Pollok and to identify alternative options for commuters in terms of the role of the M77, Barrhead and Nitshill Road for the wider South- West of Glasgow.

Via the cross authority Clyde Metro integrated transport network, the Local Development Framework advocates a strengthening of Glasgow's partnership with neighbouring planning authorities to reduce their commuter traffic impacts on the quality of life in Greater Pollok. This will be achieved through the promotion of Clyde Metro Case for Investment to serve disadvantaged communities including Greater Pollok by providing a future route option and linkages across the Clyde Conurbation.

In complementing the Glasgow Transport Strategy, the LDF proposes a people-led design approach which supports place-making and ensures high-quality standards. By 2035 the goal is to achieve a 'Greater' Pollok designed for and by the people of the area. In addition to promoting Clyde Metro Case for Investment as a travel solution, the LDF also seeks to promote the creation of a Travel Hub in South-West Glasgow to increase the access of the community to better bus services. This should be supported via the expansion of the Cycle Hire Scheme and a study into appropriate new strategic parking arrangements at Nitshill, Corkerhill, Mospark, Crookston and Kennishead railway stations.



Conceptual visualisation of the proposed Metro

### Glasgow Transport Strategy

As outlined in [Glasgow's Transport Strategy](#), Greater Pollok, has been identified in South West Glasgow as a:

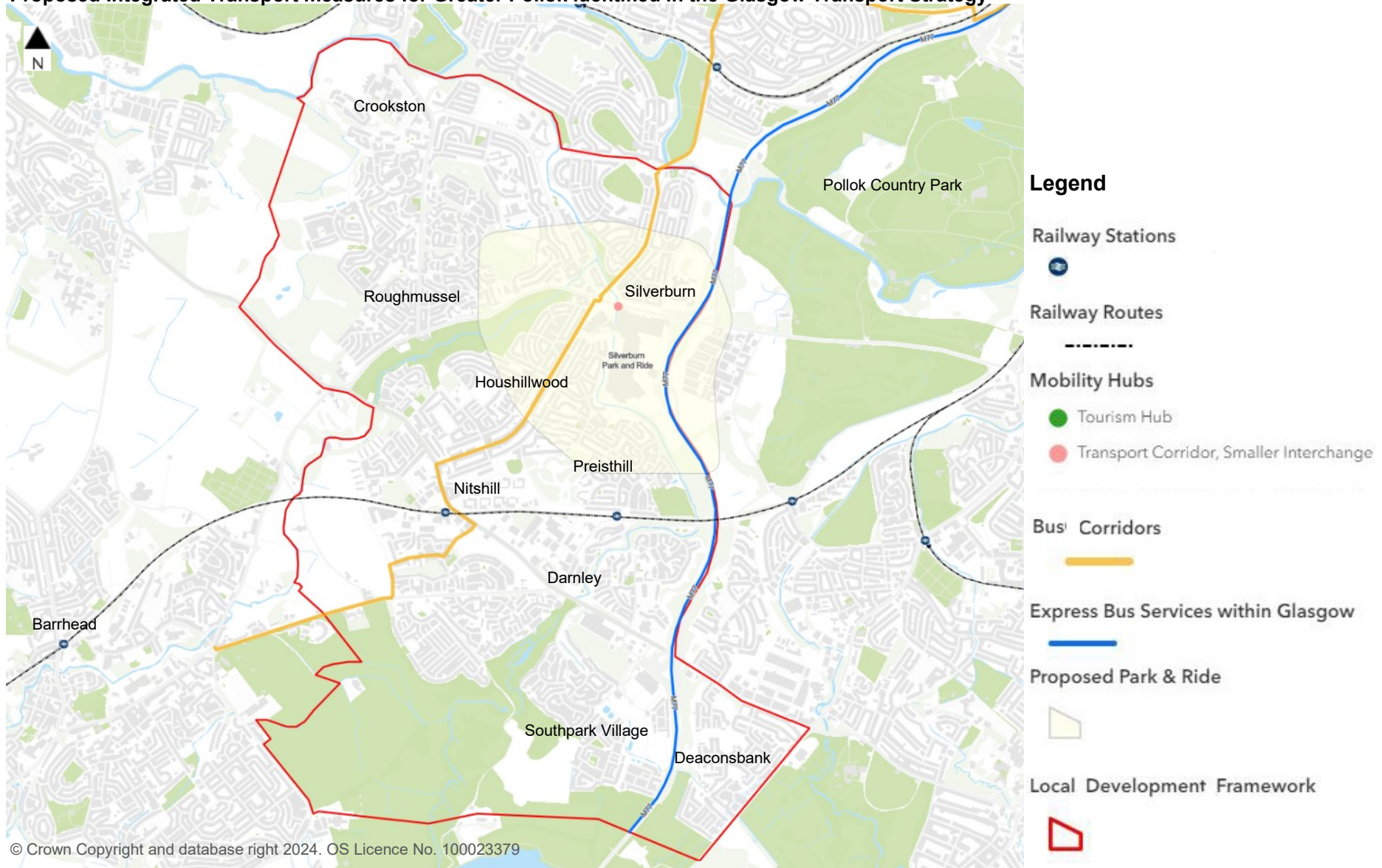
- Bus Priority Corridor
- Current and Proposed Park & Ride Site
- Mobility Hub
- Future Liveable Neighbourhood.
- City Network Phase 3 and Phase 5.

The Local Development Framework welcomes these designations and where possible will seek to build on those roles as it progresses towards 2035 and seek to align future planning policies in the area to support their successful delivery.



# CONNECTED | INTEGRATED PUBLIC TRANSPORT

Proposed Integrated Transport measures for Greater Pollok identified in the Glasgow Transport Strategy



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## An integrated public transport system for the City Region

Clyde Metro is a key recommendation from Transport Scotland's national Strategic Transport Projects Review 2 (STPR2) published in December 2022 and is included in the statutory National Planning Framework 4 (NPF4) published in February 2023. It forms a key part of the Regional Transport Strategy approved by Scottish Ministers in July 2023 along with relevant local strategies including the Glasgow Transport Strategy.

Clyde Metro could in future offer a once in a generation, integrated public transport system for the City Region where bus, rapid transit, tram, light rail and/or metro rail complement the existing subway, bus and heavy rail networks and offer an attractive alternative to car use.

It will target improving connectivity by focusing on:

- 1) Unserved and underserved areas with relatively poor connectivity;
- 2) Improving access to key hubs such as the city centre, hospitals, major education facilities, key employment, local centres, retail hubs, and major leisure/sports facilities; and
- 3) Integrating with major transport hubs and creation of new interchange opportunities as well as active travel.

The Council's vision is to capture the environmental, sustainable and economic benefits of better mobility to tackle Glasgow's longstanding social inclusion, health and equality issues. Clyde Metro offers a step-change in transforming the life chances of communities like Greater Pollok whose success is limited by unaffordable, and poorly connected public transport.

Clyde Metro could in future improve connectivity at a local level and also contribute to the wider City Region's ambitions of improving health, wellbeing and affluence in its communities. It will help deliver an inclusive, net zero regenerative economy by addressing the climate emergency and support the urgent need for housing by unlocking underused areas of land across the City Region for new homes and jobs. More information on Clyde Metro is available here: [Clyde Metro](#)

Clyde Metro would support the creation of places where people can flourish regardless of mobility or income through liveable neighbourhoods and a successful city centre. This ambition aligns closely with the objectives of the Glasgow Economic Strategy for 2022– 2039, Theme 8 Infrastructure and Place which seeks to increase the roll out of sustainable transport across the city, including the delivery of Clyde Metro and Electric Vehicle Infrastructure.

In supporting the Glasgow Transport Strategy, the LDF advocates a more strategic approach be taken to movement around Greater Pollok's Major Town Centres, Local Shopping Facilities and key centres of Employment and Transport.

The delivery of Clyde Metro in general and the suite of complementary projects in Greater Pollok could provide a unique opportunity for partners to provide a more integrated approach to land uses, jobs and reducing poverty. It will secure a wide range of community benefits, for example in unlocking work and training opportunities, together with jobs for local people as part of delivering the Framework and other related strategies.

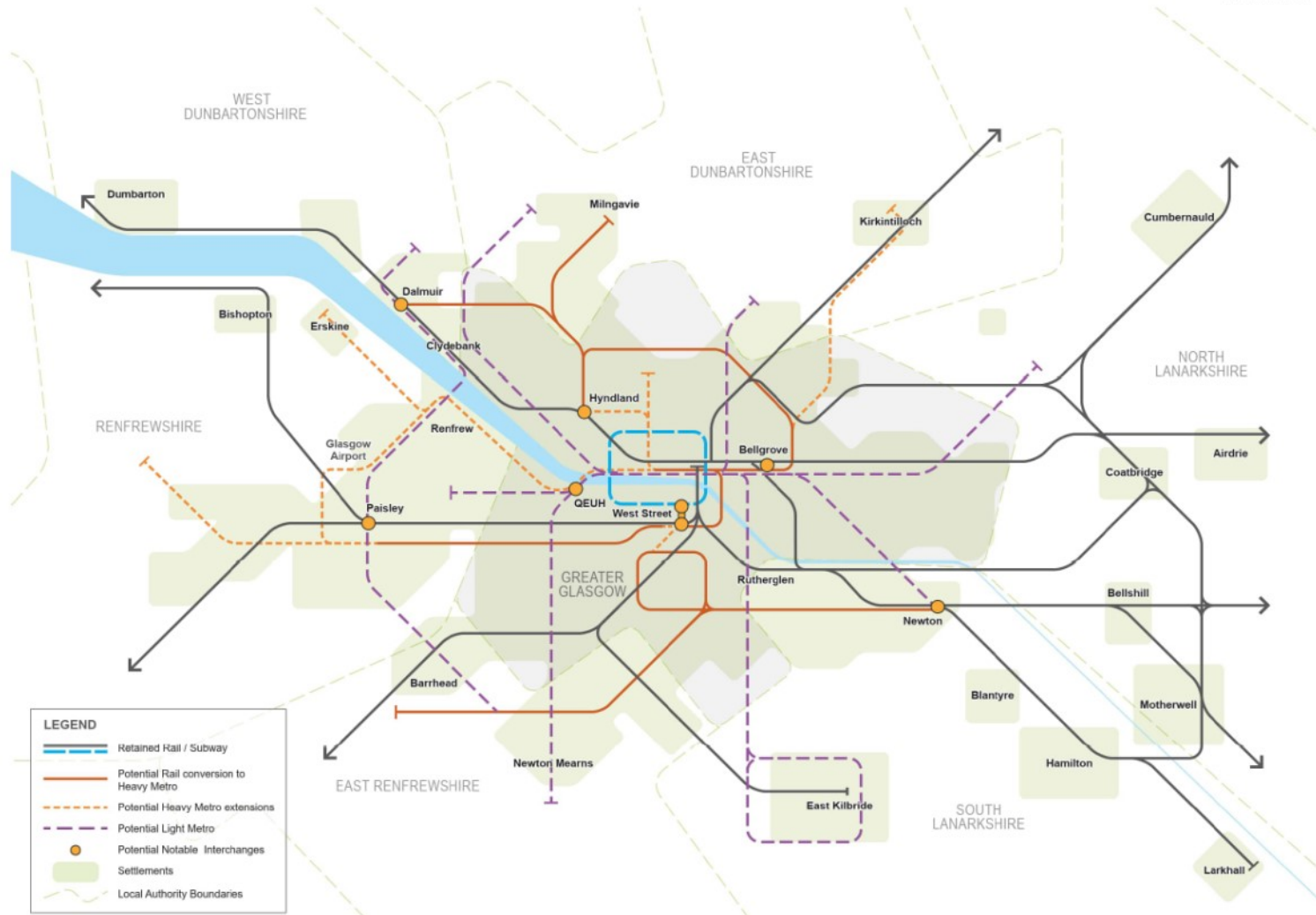
In conjunction with Glasgow's Transport Strategy and Scottish Government targets, the LDF will seek to make it easier for people to walk around Greater Pollok by encouraging speed reduction on major routes through the area, helping to make them safer and more pedestrian friendly. It recommends the introduction of additional crossing points linking core paths and grey (tarmac and concrete surfaces) and green social spaces designed people and events rather than vehicles.

In helping to champion active travel in Greater Pollok, the LDF advocates 'controlled movement' of non-essential traffic through the community and where appropriate, supports a rethink in the role of specific carriageways and walking spaces to help enable peoples movement to take priority over those who are simply passing through the area.

# CONNECTED

## Concept Diagram of Potential Clyde Metro Network for the Glasgow City Region (Source: Strategic Transport Projects Review)

Appendix I: Appraisal Summary Table – Recommendation 11 Clyde Metro





## Delivering 'Filtered Traffic' approach to neighbourhoods

By aligning with the Council's Active Travel Strategy, City Network and Liveable Neighbourhood Programme, the Greater Pollok LDF seeks to reduce traffic volume and its impact on key corridors and residential areas. This could be achieved firstly via the reconfiguration of complex and dangerous traffic junctions in the area and by securing the investment required to enhance Pollok Roundabout and Peat Road.

It is noted a number of major routes through the area carry a significant volume of traffic. This undermines the quality of life adjacent to these routes and adds to local dangers and pollutants. It is therefore proposed a feasibility study be undertaken into calming of such routes together with the introduction of additional crossing points to support safe pedestrian and cycle movement.

It is recognised a considerable volume of traffic originates from towns and communities outside the city whose residents also need to connect to important destinations. It is therefore proposed to work more closely with neighbouring authorities to explore how they can reduce unnecessary vehicle movements at source, improve uptake of public transport and active travel.

As part of the Liveable Neighbourhoods Programme it is also intended to deliver reduced vehicle volume in Greater Pollok's neighbourhoods by identifying areas where through traffic is unnecessary and can be reduced to make them safer, child friendly and more pleasant to live in.

## Unlocking Digital Connectivity

As part of the [Glasgow Economic Strategy \(GES\) 2022-2030](#), to secure greater opportunities for local people, there is an opportunity to examine how enhanced digital connectivity and training can help deliver inclusive growth in Greater Pollok and enable access to more remote and service based

employment opportunities. It is proposed to explore work with Openreach on this.

Digital Connectivity is a particular challenge for Greater Pollok's areas of social exclusion where there is a need to diversity and grow skills and build on existing skill strengths of human health, social services, public administration, education and customer care. ([See Business Register and Employment Survey Estimates 2021](#)).

Offering world class digital connectivity will help support residents in unlocking new skills and new opportunities in alignment with GES 2022-2030 Theme 8: Infrastructure and Place Actions. This will provide a firm foundation for the growing digital economy.

By working with key stakeholders (digital infrastructure industry, housing sector, public sector partners and investors) we will support digital inclusion by increasing the availability of affordable, high quality connectivity options.

With our partners we will develop and implement digital master planning policies that exploit opportunities in all capital projects to support access, affordability of connectivity for local residents.

In improving digital inclusion, the LDF advocates a detailed examination be undertaken into how Greater Pollok can continue to improve the digital skills of communities in the lowest SIMD pockets to improve employability and grow key skills. It advocates strengthening the community's links with Glasgow Clyde College Cardonald Campus to increase access to digital skills training.

As part of this, the Greater Pollok LDF will also help pioneer a 'Wellbeing' led economic development approach and encourages the creation of local employment hubs such as South West Arts and Media Project (SWAMP) and local education facilities. It also encourages the introduction of high quality digital connectivity in new developments in the area along-with EV charging as part of their essential infrastructure network.



# 4b

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## VIBRANT, SKILLED & HEALTHY

# VIBRANT, SKILLED AND HEALTHY | OUTCOMES

## Outcomes

By 2035, Greater Pollok will provide vibrant Town Centres and a local shopping offer, which will unlock the heart of local neighbourhoods and increase the potential of key locations for employment and connectivity. It will become an exemplar for fresh ideas and solutions to tackling social exclusion in the city.

## What we want to achieve

The LDF ambition is to deliver a stronger core for Greater Pollok by using Silverburn as a catalyst for jobs and opportunity. The Framework supports an appropriate diversification of activities in the envelop of the centre, in accordance with [NPF4 Policy 27 and 28](#). This could include creative and leisure spaces, service-oriented jobs and Town Centre living to create a stronger community heart. The LDF also supports further outreach work and business support initiatives in the area.

The ambition for 2035 will be to deliver the renewal and rebuilding of Nitshill Local Shopping Facility, bringing longstanding vacant and underused land back into productive use. The LDF supports significant environmental and place-making improvements in the Nitshill shopping facility, connectivity and active travel improvements around Darnley Mains and amenity improvements in neighbourhood centres.

The LDF seeks to unlock the development potential of underused properties in the area by encouraging land assembly, bringing forward properties to the market and identifying specific barriers to why they have not progressed. In so doing, the LDF will help deliver more jobs, housing opportunities and improved green spaces. It will promote community involvement in improving the amenity and appearance of sites and deliver a range of stalled/ meanwhile space initiatives.

Clyde Metro was a key recommendation from Transport Scotland's national [Strategic Transport Projects Review 2 \(STPR2\)](#) published in December 2022 and is also included in the statutory National Planning Framework 4 (NPF4) published in February 2023. This forms a key part of the new statutory Regional Transport Strategy approved by Scottish Ministers in July 2023 along with relevant local strategies as well including the Glasgow Transport Strategy.

Clyde Metro will be encouraged by the LDF partners in supporting improving connectivity to key employment destinations across the city. In the context of Greater Pollok this potentially offers additional access to Glasgow City Centre, Glasgow's hospital and health network, Hillington Business Park, Glasgow Airport and eastwards towards Spiersbridge.

The potential for improved connectivity will help ensure the Local Development Framework aligns closely with the [Glasgow's Economic Strategy 2022-2030](#) Theme 8 - Infrastructure and Place which seeks to increase the roll out of sustainable transport across the City.

In terms of digital connectivity better digital skills infrastructure and community outreach initiatives, the LDF seeks to support Greater Pollok resident's improving their access to self employment, hybrid and remote working opportunities.



# VIBRANT, SKILLED AND HEALTHY | CONTEXT

## Where are we now?

The proximity of the M77 is a strategic asset for Greater Pollok, providing excellent linkages to Glasgow City Centre, Ayrshire, across Central Scotland and Northern England within a 90-minute car journey. The Silverburn Shopping Centre has capitalised on this connectivity and attracts customers from a wide radius as well as the immediate South Glasgow catchment. This helps create a vibrant, energetic and cosmopolitan core for Greater Pollok and secures 2,277 full time jobs of which 85% are from the walk in community.

Along with Sainsbury's, Darnley Mains, Nitshill Business Park, Leverndale, Rosshall Hospital and public services, these assets underpin a strong opportunity for existing as well as future local jobs.

Recent Scottish Government employment data suggests a significant proportion of jobs in the Greater Pollok ward are concentrated in the Human Health and Social Work sector (43.1%), followed by Public Administration and Social Security Sector (14.8%) and the Education Sector (13.2%). When one examines the skills profile of Greater Pollok however, there is a contrasting picture, as the 2011 Census suggests a significant proportion of the local population works in the Wholesale/Retail sector and the Care/Health sector. According to the census, there is also a significant number of self-employed residents living in Crookston, Roughmussel and South Nitshill/Darnley Mains areas of Greater Pollok.

In terms of skills and qualifications, while the neighbourhoods primarily in private ownership were dominated by residents qualified to NVQ level 3 and higher, areas of multiple deprivation exhibited lower-level qualifications, (NVQ level 1 or less). This skills deficit presents a significant additional barrier for those living in SIMD areas in accessing opportunities and a higher income.

The conclusion to be drawn therefore between the two sets of data is that many jobs provided in Greater Pollok, such as public services, education and senior health roles are primarily not filled by those who live in the area.

The balance of employment for those who do live in the area is skewed more towards the specific employment sectors of retail, wholesale and the care sector.

This concentration therefore underlines the critical role played by those sectors in the Greater Pollok economy, and its potential vulnerability to sector change in retail and care.

It also underlines the need in the retail sector to develop digital skills as the its continues to grow its online and virtual presence.

This also suggests an urgent need to diversify the Greater Pollok micro-economy by 2035, to help retain local employment and support local people in accessing roles currently filled by those from outside the area and to also access positions in non-retail and care sectors. (See Appendix 1 for local employment profile 2020.)

## How will we get there?

The Local Development Framework promotes the overarching policies of the City Development Plan: CDP1 The Placemaking Principle and CDP2 Sustainable Spatial Strategy. These are further amplified by Policies CDP3 to CDP12 which provide more detail on specific land uses which contribute to meeting the requirements of the City Development Plan. Further explanation and detail is also provided in the associated Supplementary Guidance SG1–SG12.

The Vibrant, Skilled and Healthy section of the LDF supports [City Development Plan policies CDP3 Economic Development, CDP4 Network of Centres and CDP10 Meeting Housing Needs](#). Together, these policies seek to create and support employment opportunities and secure affordable, appropriate homes in the city. They also underpin the overall ambition of strengthening the core assets of communities by supporting Glasgow’s network of Major and Local Town Centres.

The LDF reflects the policies and ambitions set out in [National Planning Framework 4 \(NPF4\)](#), and in particular:

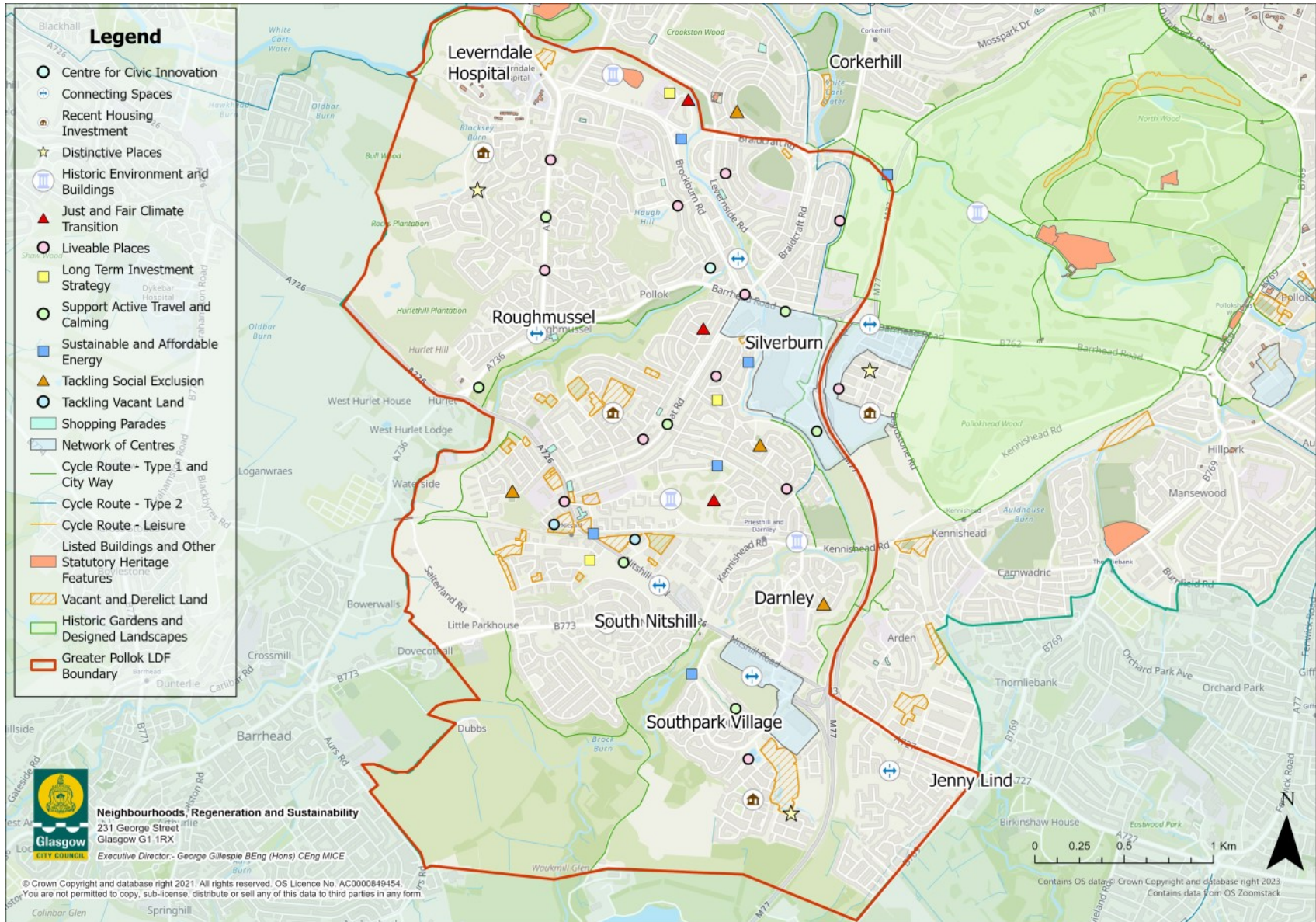
- Liveable Places and the objectives of delivering local living, 20-minute neighbourhoods
- Productive Places in terms of community wealth building, business and industry, town centres, retail, tourism, culture and creativity
- Sustainable Places and the objectives of tackling the climate and natural threats, supporting historic assets and places, addressing brownfield, vacant and derelict land and buildings.

It also articulates the Scottish Government ambitions around delivering more sustainable transport solutions.

The following sections set out the strategic approach to achieving a **Vibrant, Skilled and Healthy** Greater Pollok:

- **Refocusing and renewing Town Centres**
- **Unlocking the development potential of underused assets**
- **Growing our economy**
- **Improving Business, Employability & Skills**
- **Promoting a Fairer Glasgow**
- **Investing in Infrastructure and Place**

# VIBRANT, SKILLED AND HEALTHY | OPPORTUNITIES





# VIBRANT, SKILLED AND HEALTHY | REFOCUSING & RENEWING TOWN CENTRES

## Refocusing and Renewing Town and Local Centres

The Local Development Framework seeks to support and strengthen the role of Silverburn as a 'major' Town Centre, key employer and catalyst for new opportunities under the policies of [CDP Supplementary Guidance 4](#) and [NPF4](#). It will achieve this by working collaboratively with community stakeholders and in support of the owners of the centre, Eurofund, and their design advisors.

Following the LDF research and consultation, the Council believes there is an opportunity to potentially diversify activities within the envelop of the Silverburn Shopping Centre to include creative and leisure spaces, more service-oriented employment and, where appropriate, housing opportunities closer to the centre to strengthen its role as heart of the community.

It will also seek to investigate opportunities to improve local shopping facilities at the heart of Greater Pollok's neighbourhoods by encouraging greater clustering of community and public sector activities. This is particularly important given the challenges the retail sector has faced over the last 10 years and is in line with the recommendations set out in National Planning Framework 4. A careful balance however, needs to be struck in relation to its impacts on other Town Centres and the City Centre as outlined in the policies of City Development Plan Supplementary Guidance (SG4).

In parallel with the role of Silverburn, it is noted Nitshill local shopping facility has deteriorated over many years and its fabric and core sites are in poor condition. The LDF advocates the critical need to bring sites back in to productive use and to attract new investment. It considers this can be achieved by working closely with key land owners, Strathcarron, Wheatley Group, the Glasgow Museums Resource Centre and Network Rail to develop the role of the centre as community heart and travel hub for Nitshill, Priesthill and Southpark. As outlined earlier, the Council also consider the retail cluster at Darnley Mains is extremely car dominated and as such requires further investigation to develop more active travel solutions around the cluster.

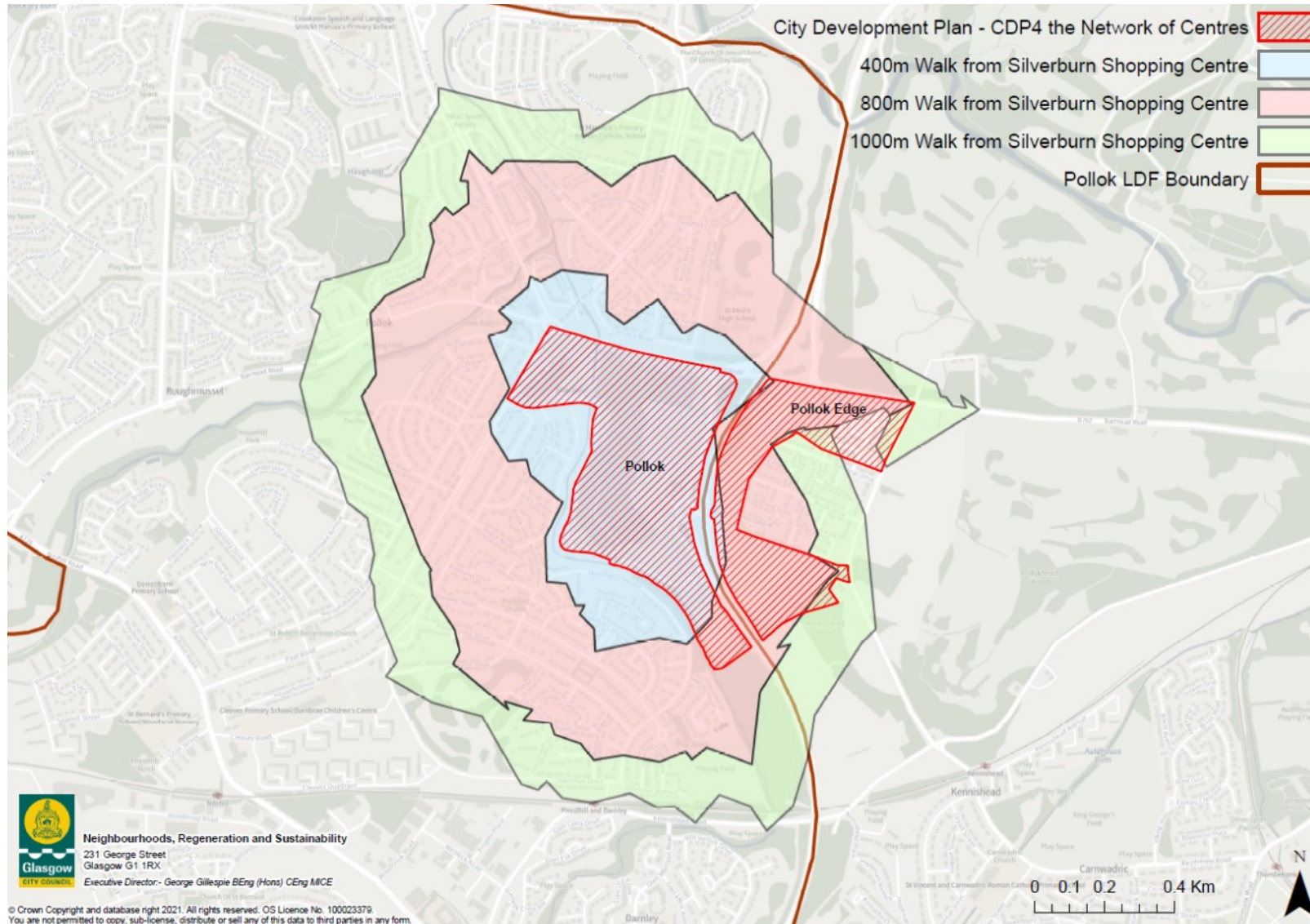
In reflecting community feedback from the Commonplace consultation, the Council are of the view Darnley Mains potentially offers an opportunity for more community-oriented activities.

In taking forward the Local Development Framework, the Council believe the cultural and heritage assets of Greater Pollok require a detailed review in accordance with the Historic Environment Scotland (HES) Buildings at Risk and vacant land toolkit to assess how they can complement the Town Centre assets. As part of a 'refocus' of Greater Pollok's Town Strategic and Local Centres, there is also an opportunity to prepare a culture/art and heritage strategy to include an audit of the local cultural and creative scene and opportunities.



Image of Silverburn Shopping Centre via Eastern Entrance

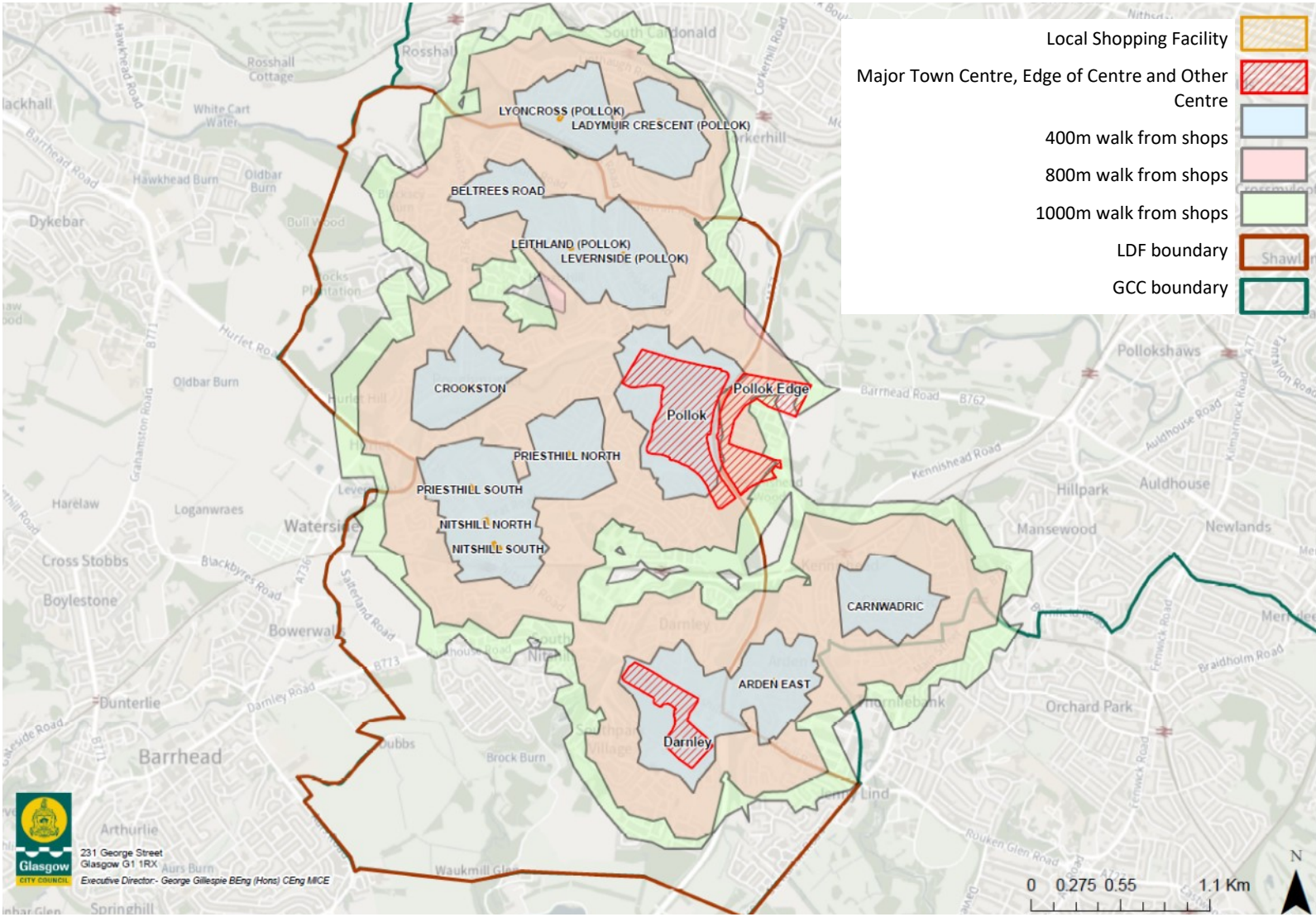
# VIBRANT, SKILLED AND HEALTHY



Walk in catchment map for Silverburn Shopping Centre by distance



# VIBRANT, SKILLED AND HEALTHY



Walk in catchment map for Greater Pollok’s network of local centres– a potential opportunity to grow neighbourhood hubs.



## Unlocking the Development Potential of Underused Assets

To deliver a more vibrant, skilled and healthy Greater Pollok for 2035, the Council will support the reuse of vacant, underused land and buildings to help create additional jobs and opportunities for the local community.

We will work with partners and landowners to unlock vacant and derelict sites and under-used assets. This could include exploring appropriate meanwhile viable uses. We will seek to identify and overcome the barriers to bringing properties back into use to help unlock the potential for adjacent sites.

The Council will focus on the major Town Centre of Greater Pollok, local shopping facilities and important gateways through the area, particularly on the Nitshill Road Corridor. We will undertake an audit of the Darnley and Nitshill Industrial Estates to identify opportunities for additional employment and seek to ensure the Council's Vacant and Derelict Land Register remains fully up to date.

In looking forward to 2035, there is also a need to capitalise on other key attractions such as the Glasgow Museums Resource Centre (GMRC) to 'build its potential as a destination'. Currently the setting and gateway to GMRC acts as a significant deterrent to achieving this.

In line with [Glasgow's Economic Strategy 2022–2030](#), the LDF has a focus on the Green and Circular Economy and Third Sector opportunities. It seeks to strengthen and support the involvement of Eurofund, the owners of Silverburn, Sainsbury's, Glasgow City Health and Social Care Partnership (HSCP), key landowners and public and private housing providers.

This approach is intended to better reflect and respond to the needs of local people and the wider Southside housing market and helps reposition and reframe Greater Pollok for 2035 as a wider housing destination .

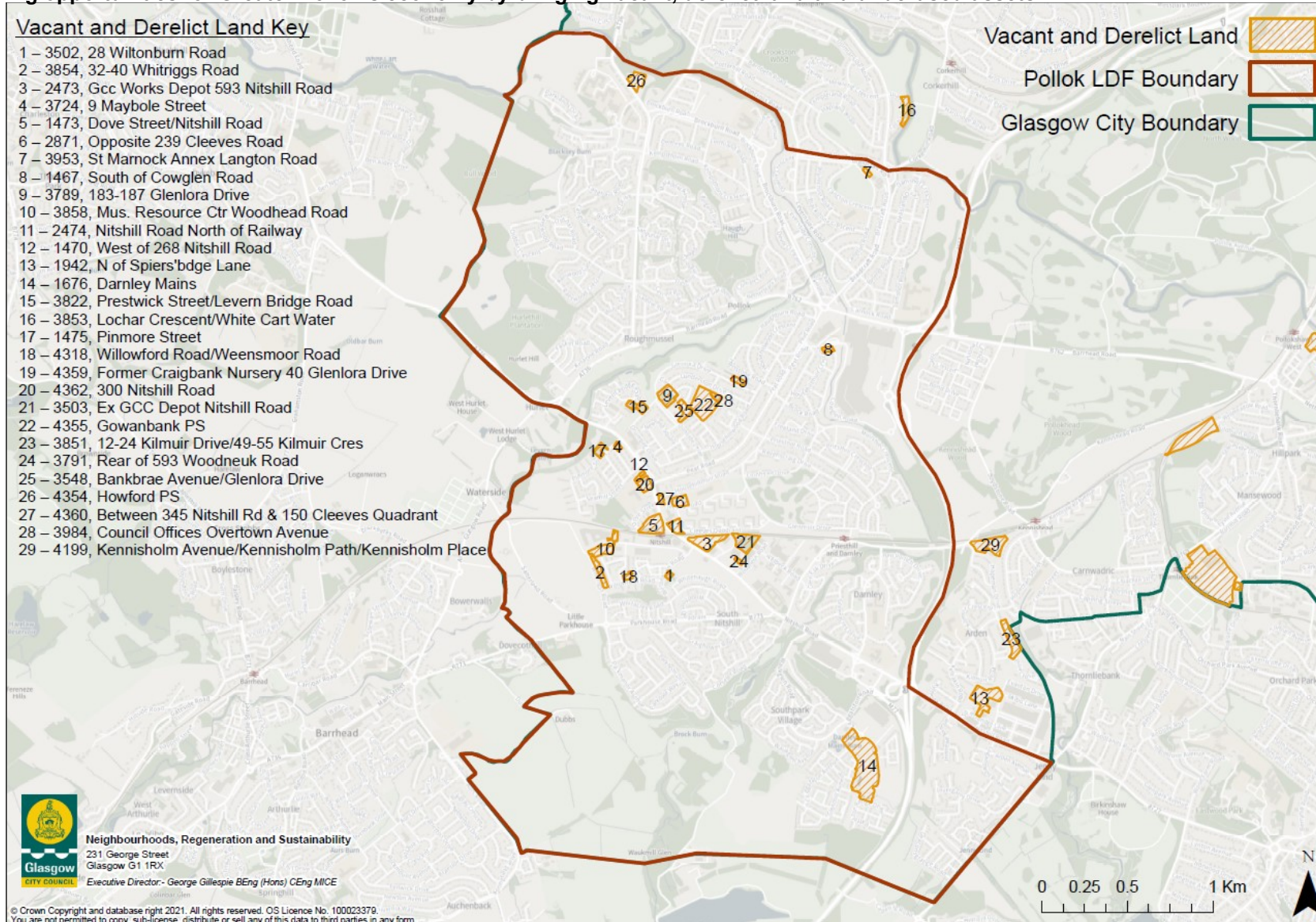
The LDF promotes potential 'linked journeys' between Silverburn and other local attractions such as Pollok Park and the Burrell, Glasgow Museums Resource Centre, Crookston Castle and Dams to Darnley Country Park in accordance with HES Buildings at Risk and vacant land toolkit to help create additional jobs and opportunity for the community.

The LDF also supports co-work space, business start-up opportunities and additional creative and cultural spaces in Greater Pollok's Town Centres to help support local jobs.

## Growing our Economy

# VIBRANT, SKILLED AND HEALTHY | UNLOCKING UNDERUSED ASSETS

Unlocking opportunities for Greater Pollok's economy by bringing vacant, derelict land and underused assets



## Improving Business, Employability & Skills

The LDF sets out how we want to deliver lasting change to areas in of multiple deprivation in Greater Pollok. Greater emphasis will be placed on enabling people to develop their skills to help access better opportunities. There will also be a focus on people's health, wellbeing and happiness as key indicators of how we measure the success in the area.

The LDF recommends there a closer collaboration with the Centre for Civic Innovation to pilot new approaches to delivering services and strengthening its work with Jobs and Business Glasgow.

This will help align the physical regeneration of the area to the development of the community, skills and work-related training opportunities. Changing Greater Pollok for 2035 will need long-term steady progress, active community involvement and a bottom up approach for it to be successful. Success also requires those who are helping to shape the area to have a detailed understanding of where the opportunities for the area will be in 2035.

Accordingly strong support will be provided towards helping local people to access opportunities within the local digital economy and to support infrastructure and skills via digital master planning approach as part of major capital projects.

In moving forward, the LDF will also strongly support the delivery of the Council's Economic Strategy, ensuring local people are able to access opportunities and diversify skills within future developments and projects that may be delivered in Greater Pollok.

## Promoting a Fairer Glasgow

The LDF supports the Council's efforts to deliver a new approach to work, work-based learning and support for young people in Greater Pollok in accessing local opportunities that may arise.

In practical steps to improve Greater Pollok's economy, the LDF recommends a community wealth building approach within local development projects to both empower local people and help retain more money and opportunities in the local economy.

In tandem with [Glasgow's Economic Strategy 2022-2030](#), the LDF will promote, community benefit clauses in new developments. It recommends collaborative working with those undertaking new developments and employers in Greater Pollok to secure more inclusive economic growth.

The LDF supports Glasgow's efforts in improving work-based learning and encourages greater involvement of local schools in delivering community benefits as a key part of development taking place in the area.

In its approach to supporting development in Greater Pollok, the Council will explore opportunities for developing the Green and Circular Economy, particularly within the third sector for energy efficiency, retrofitting, solar panel, heat pump technology and greater use of BREEAM Standards. The ambition is to secure a just and fair transition for the people of Greater Pollok in delivering the change towards net zero and a climate change regenerative local economy.

The LDF also supports greater use of local street audits to improve inclusion of specific groups of local people in engagement activities. For example in taking forward the principles of the Feminist City for Women and Girls and also those with Disabilities, Dementia, Older people and those with protected characteristics protected under the Equality Act (Scotland) 2010.



## Investing in Infrastructure and Place

To develop a successful digital economy in Greater Pollok, the LDF will support the proposals of the [Glasgow Economic Strategy](#) by promoting engagement with the digital infrastructure industry and developers such as Openreach to ensure robust and resilient connectivity.

We will work with key local stakeholders, the digital infrastructure industry, housing providers and the public sector to support and promote digital inclusion by increasing the availability of more affordable digital services.

Where possible, the Council will seek to improve access by delivering digital master planning policies to exploit opportunities within major local development or infrastructure projects and seek to develop training and skills for the people of Greater Pollok.

The LDF recommends closer collaboration between the Council's Planning and Housing Investment teams, registered social landlords and the private sector to help address the areas urgent housing needs and unmet local demand. In particular, it advocates further analysis be carried out to understand the net demand for housing within Greater Pollok of 'first stepper households', 'second stepper' families, older and disabled residents.

It is recommended an audit of the Darnley and Nitshill economic development areas also be undertaken to identify opportunities for restoring vacant land and property back to productive use and for the creation of additional employment. An assessment should also be undertaken of the potential development of a Business Improvement Zone and establishment of a Local Business Association for Darnley and Nitshill Industrial Estates.

To enhance Greater Pollok's distinctiveness as place to live, it is recommended a master planning and site brief approach for new housing development be adopted.



**Glasgow Museum's Resource Centre**

The background of the slide is a detailed, light-colored map of the Greater Pollok area, showing a dense network of streets and building footprints. The map is rendered in a light orange or tan color, matching the overall theme of the slide. It is centered and occupies most of the page's width and height.

# 4c

**SUSTAINABLE, WELL MANAGED & LIVEABLE**



## Outcomes

Greater Pollok will become a popular, well managed, safe, high quality, sustainable suburban community with a range of homes to support the needs of the Southside housing market and local people. This will help the area to play a key role in supporting Glasgow's population growth and the retention of households within the city. Greater Pollok's historic past will be safeguarded and enhanced. It will enrich the liveability of Greater Pollok and contribute to its economic success.

## What do we want to achieve?

The Council is seeking to support the repositioning of Greater Pollok as a popular housing destination for longstanding residents as well as second and third stepper households from the wider Southside of Glasgow. This will be achieved by improving the qualities of Greater Pollok as a place to live, and by creating a more distinctive, well-designed, city neighbourhood where the majority of amenities and daily needs are available within a 20-minute walk of people's homes in accordance with [NPF4](#) and [CDP2](#) Sustainable Strategy.

The LDF aims to safeguard, conserve and present heritage better to local people and visitors to the area. This will meet the ambitions of the [Glasgow Strategic Plan 2022 to 2027](#) to promote the City's heritage.

Through the LDF, we are seeking to promote a 'whole life community' which caters for all generations and which is popular across a broad socio-cultural and economic spectrum. First and foremost however it seeks to improve the lives of local people and longstanding residents.

In seeking to renew Greater Pollok, the ambition will be to significantly reduce social exclusion and anti-social behaviour and, by 2035, arrive at a position where Greater Pollok is widely recognised as a great place to live.

Housing by the Brockburn





# SUSTAINABLE, WELL MANAGED & LIVEABLE

## Where are we now?

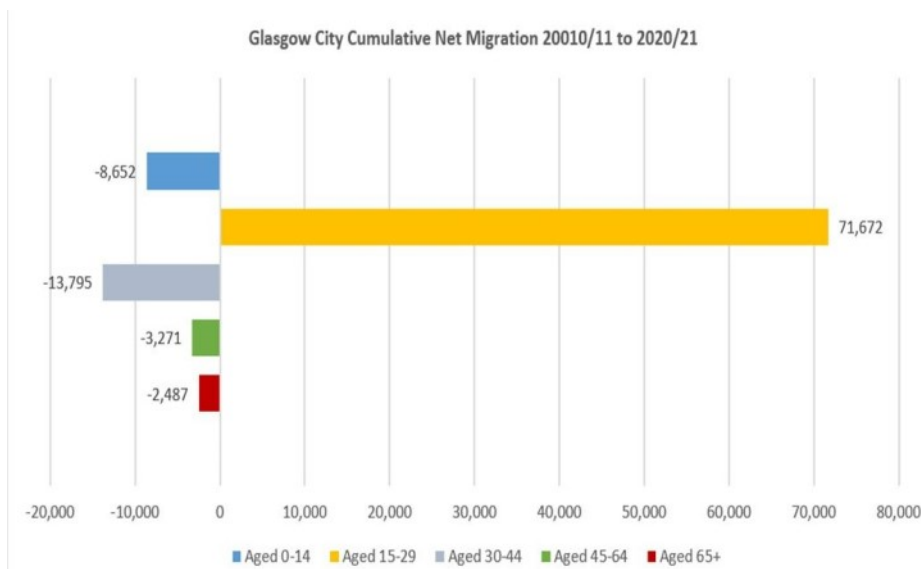
The physical environment of Greater Pollok is closely linked to local population and demographic issues. Without an understanding of this it is difficult to deliver sustainable change and deliver a more liveable place.

Currently 20% of Greater Pollok's population exists within the lowest SIMD deprived area data zones in Scotland (SIMD 2020). Progress is limited by long term poverty, low and unpredictable household income, health issues and inequality. Life expectancy is also lower than the Scottish average, and there are significant pockets of low skills and qualifications in the study area. Data from the Scottish Government highlights considerable gaps in education attainment in Greater Pollok. Further information on this is available via the [Scottish Government Statistics webpages](#). In presenting the LDF for the area, the Council seeks to help close these gaps where possible by 2035.

Another important opportunity for Greater Pollok is in helping to address perceptions around anti-social behaviour. Data from the Improvement Service's Community Planning Outcome Profile, for example, suggests a disparity between Greater Pollok's neighbourhoods in terms of crime rates per 10,000 residents and also emergency admission to Hospital per 100,000 residents aged 65+ - see [Improvement Service](#).

The LDF, by recommending physical improvements and tailored planning policy solutions for the area, can help address some of these barriers. In taking forward the LDF, physical planning has a role in using design to create inclusive places.

Although housing quality has improved significantly, and there is now more choice particularly within the private sector, there is a challenge of lack of affordability for many people and a lack of homes which meet the needs of specific groups. Within the new areas of Pollok there poor access to local facilities leading to an overreliance on car based journeys.



In considering future demand for homes in Greater Pollok, as well as addressing local needs, there is also a need to consider the wider picture. This suggests that although, between 2010/11 to 2020/21 Glasgow gained 71672 new residents between the ages of 15-29, it also lost 13795 residents between the ages of 30-44, and 3271 residents between the ages of 45-64.

Significantly for Glasgow's Southside housing market, of the Local Authorities which gained population, South Lanarkshire attracted 6443 residents between the ages of 30-44 and 2350 between the ages of 45-64. East Renfrewshire also secured 5896 new residents between the ages of 30-44.

# SUSTAINABLE, WELL MANAGED & LIVEABLE

The data also indicates that whilst the communities within Glasgow's Southside, are popular with 'under 30's,' they tend to haemorrhage population to neighbouring local authorities when this group reaches the 30-64 age group. In essence Glasgow loses a significant portion of its second and third stepper households to communities outside the city. In helping regenerate Greater Pollok, this could provide a future opportunity in attracting additional residents, creating and supporting local jobs and service.

This emerging opportunity is underlined by data from Greater Pollok from between 2011 and 2021. This highlighted the number of residents aged 30-44 increased by 14.0% (+890 residents) and the number of residents aged 45-64 also increased by 14.6% (+1,159 residents). This may suggest that, despite an overall pattern of migration out of Glasgow's Southside, Greater Pollok itself is becoming increasingly popular and more 'liveable' choice with more households who are joining a 'family oriented life-stage'.

In addition to the challenges set out in the introduction of this Framework, the long term loss of households, particularly families, from Glasgow's Southside towards communities outside the city is a major concern given the Council's ambition to tackle climate change and deliver a more sustainable approach to the regeneration its communities. How does Glasgow reduce the reliance of its peripheral communities on car based travel to secure its ambition of tackling climate change? The loss of households to the 'edge' coupled with unsuitable accommodation in Greater Pollok is likely to impact on success given the volume of traffic through the area, impacts on economic development, spend in business and footfall which support local jobs.

It is this background therefore that guides the LDF towards an approach which supports the community in its journey to become a better balanced, more attractive suburban quarter which recognises the need to secure well integrated, affordable, good quality homes for local, as well as the wider South Glasgow catchment area. With a clear, coordinated long term investment strategy, Greater Pollok has strong potential to achieve this by 2035.

## Greater Pollok Assets

Greater Pollok has significant strategic assets compared to many other communities in Glasgow. It is well connected to the City Centre and wider conurbation by car. It has a range of major green spaces including Pollok Park and Dams to Darnley Country Park and also includes attractive retail destinations such as Silverburn and Darnley Mains retail and food cluster.

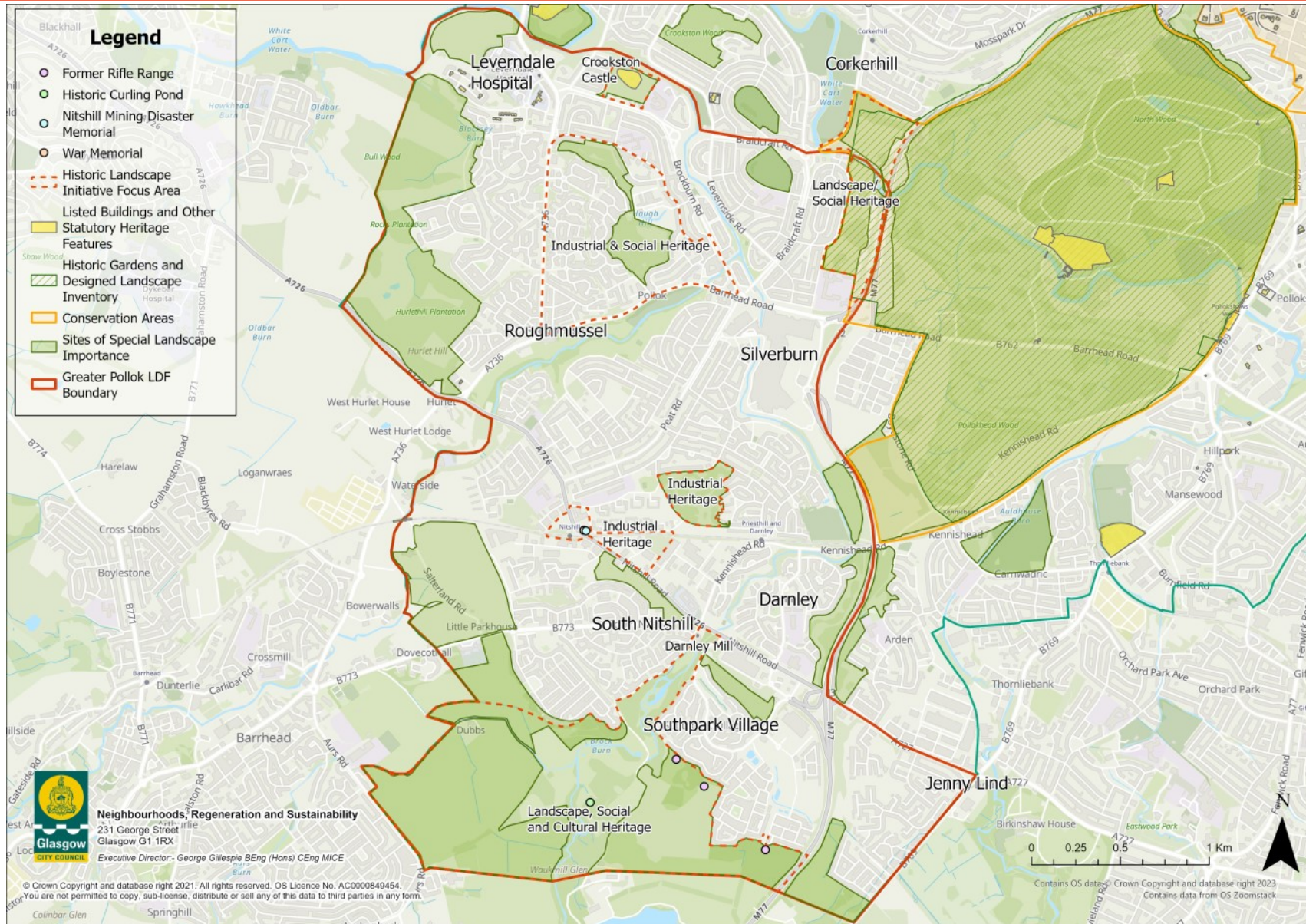
A unique aspect of Greater Pollok LDF area is the extent to which heritage is embedded within its landscape. For example the rifle ranges, historic farmland and estate policies and ancient woodland have been a key element since 1750 A.D. The area is also associated with a history of industry and mining. A number of buildings are listed in the area with Crookston Castle being Glasgow's only remaining medieval castle. Key buildings are outlined as follows:

- Heritage Designations within or overlapping the LDF area
- Pollok Park Conservation Area & Historic Garden/Designed Landscape
- Crookston Castle A Listed Scheduled Monument
- Darnley Mill B Listed building
- Group of 6 A Listed buildings based around Parklands Oval, Leverndale
- Group of 6 B Listed and one C listed buildings around Leverndale Hospital
- The B Listed Viaduct at Salterland

The LDF recognises the heritage of the area has significant value and aims to protect and enhance this via [CDP 9 Historic Environment](#), [Supplementary Guidance SG9: Historic Environment](#) and [Historic Environment Policy for Scotland 2019](#)



# SUSTAINABLE, WELL MANAGED & LIVEABLE | HERITAGE AND OPPORTUNITIES





## How will we get there?

The Local Development Framework promotes the overarching policies of the [City Development Plan](#): CDP1 The Placemaking Principle and CDP2 Sustainable Spatial Strategy. These are further amplified by Policies CDP3 to CDP12 which provide more detail on specific land uses which contribute to meeting the requirements of the City Development Plan. Further explanation and detail is also provided within the associated [Supplementary Guidance SG1– SG12](#).

The Sustainable, Well-Managed and Liveable section brings forward the Glasgow City Development Plan ambitions of taking a placemaking approach to design and development, delivering environments that support healthier lifestyles, protecting heritage and local facilities. As such, it seeks to support Glasgow's Town Centres, improve residential quality and enhance open space.

Greater Pollok has a range of heritage attributes from many different periods. The LDF proposes to undertake a heritage audit in tandem with a potential heritage strategy to identify opportunities and challenges.

This will enable the community to capture the story of their heritage and to explore the area's cultural and social history as part of this exercise. The LDF also proposes to undertake a Historic Landscapes initiative focusing on specific attractions where there is strong overlap between landscape, heritage and biodiversity (See also the Action Plan- Landscape section)

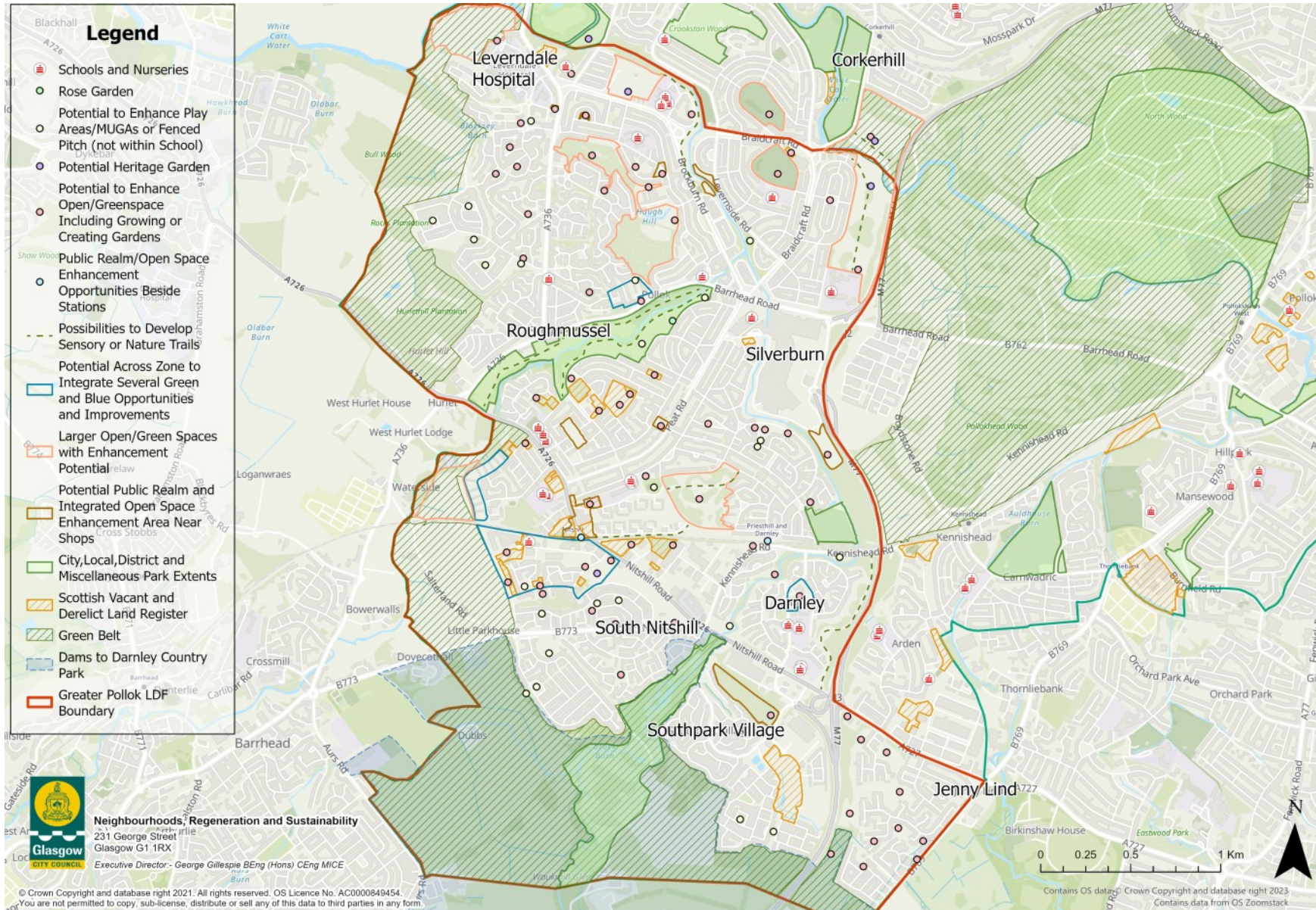
This spatial initiative is intended to bring the opportunities together and to create a catalyst for positive change. The approach is also intended to build further partnership opportunities between East Renfrewshire and Renfrewshire Councils given their shared heritage attractions.

The LDF reflects the policies set out in the [National Planning Framework 4](#) and in particular the policies outlined under its Liveable Places theme, including Local Living and many of the policies set out under the Sustainable Places theme.

The following sections set out the strategic approach to achieving a **Sustainable, Well-Managed and Healthy** Greater Pollok:

- **Sustainable Access to Local Amenities**
- **Ensuring place quality and distinctive design**
- **Better coordinated service delivery**
- **Creating a whole life community**
- **Strengthening Greater Pollok's reputation**

# SUSTAINABLE, WELL MANAGED & LIVEABLE | OPPORTUNITIES MAP





## Sustainable Access to Local Amenities

The LDF advocates Greater Pollok will become a more sustainable city quarter by 2035, placing a greater emphasis on becoming a more Liveable Place where most people's daily needs can be met within a 20-minute radius of their home.

The LDF focuses on achieving a higher quality of life via an active travel approach. Its improvement in quality will be supported by developing better connections to key local and city transport hubs.

To improve the liveability of the community, the LDF would seek to support the delivery of a 'filtered' traffic neighbourhood approach to help reduce unnecessary traffic through residential areas. It will also identify how public spaces can be reconfigured to support greater active travel via walking, wheeling and cycling. See Glasgow's [Liveable Neighbourhoods](#) & [Active Travel Strategy](#) for more information.

In improving sustainable access to local amenities, the LDF seeks to enhance Greater Pollok's Major Town Centre at Silverburn and local shopping facilities, making them more vibrant, creative and enterprising to meet local people's needs for spaces to enjoy and live around. The success of Town Centres, as the core of communities, will be supported via a Town Centres first approach to unlock their role as the heart of successful places. In looking forward to Greater Pollok 2035, it is envisaged that community, education, health and social care facilities will be directed to Town Centres, making them more accessible for the local community.

As part of its Green theme, in providing access to sustainable local amenities, the LDF advocates Greater Pollok should become an exemplar for sustainable and affordability energy in delivering Glasgow's Community Renewable Energy Framework.



Damshot Road new homes: Old Pollok



South West Arts and Music Project Office—Brockburn Road



## Ensuring Place Quality and Distinctive Design

To ensure higher quality, more distinctive developments are delivered in Greater Pollok by 2035, the LDF aims to enhance the core of each neighbourhood to make them more attractive as places to live. It aims to collaborate with the community to deliver environmental improvements, greater biodiversity, wildlife corridors and natural gateways, to support the community in using green spaces more effectively (see Greener & Resilient theme).

The Local Development Framework seeks to deliver well designed, affordable, high-quality homes within Greater Pollok which will be underpinned by higher design standards and a master planning and development brief approach on key sites. Those undertaking new development will be encouraged to use the Place Standard Toolkit as part of the community consultation and in assessing their provisional design. Where important green spaces are placed at risk, an environmental assessment would be a key requirement.

In meeting local housing need, the LDF will seek to encourage those undertaking development in the area to consider specific niche requirements, which are not currently being met in the local area and within the wider Glasgow South Housing Sub-Market and a more nuanced approach to achieving housing targets. The LDF places particular emphasis on developing new homes and tenure choice which help retain families within the Greater Pollok area. A particular emphasis will be placed on ensuring affordable homes are available for emerging young households living in overcrowded conditions or multigenerational living arrangements in Greater Pollok. The LDF also recognises Glasgow's ageing population and encourages the provision of new homes and also opportunities for 'downsizer accommodation' to help free up larger unsuitable homes locally.

In developing Greater Pollok as a more distinctive community, the LDF will seek to support better design and raise the quality of local amenities more generally. We will work closely with and in support of major infrastructure providers, such as Eurofund, key landowners, NHS Greater Glasgow and Clyde to unlock the potential of retail centres, health hubs and schools.

In ensuring Greater Pollok offers a strong place quality, the LDF recommends the community should capitalise and 'build on' its heritage connections and historic environment, particularly in relation to Mary Queen of Scots via Crookston Castle, Rosshall Park, the area's mining history and the National Cycle Network to help make it a more attractive active travel destination.

The Local Development Framework seeks to protect and enhance the historic environment of Greater Pollok and support heritage trails and environmental projects that achieve this.

The LDF focuses on continuing to improve connectivity and gateways into Pollok Park, particularly from its Barrhead Road edge. Given its Mary Queen of Scots heritage, it will also seek to enhance the setting of the Darnley Sycamore and seek to develop the setting of the category A listed 'renaissance revival' Leverndale Hospital complex and the Ross Hall Park, grotto and boathouse.

## **Better coordinated service delivery**

To help improve service delivery within Greater Pollok, it is proposed to collaborate with Glasgow's Centre for Civic Innovation to develop a strategy to secure further investment in the area. This will bring forward vacant land and property for development in conjunction with the Vacant and Derelict Land Fund.

The LDF proposes a Development Group be established to help identify and secure additional funding sources to help deliver the ambitions of the LDF and to improve its quality of life and environment.

## **Creating a whole life community**

To support Greater Pollok's progress towards a sustainable neighbourhood in which most daily needs can be met within a 20-minute journey, the LDF seeks to create attractive and affordable whole life housing options for local people and the Glasgow South's housing catchment. This will be achieved by preparing a detailed assessment of local housing demand, the specific needs of the wider area in terms of demographic changes, based on the emerging findings of the recent census, and discussion with Registered Social Landlords on net demand.

In strengthening Greater Pollok's Town Centres, the LDF will also seek to identify opportunities for affordable town centre living. This will be encouraged and supported, particularly where it targets 'start up' first stepper households, or homes for those within the older resident demographic who may be seeking to downsize.

In supporting a whole life approach to housing the LDF seeks to identify specific proposals that help integrate Crookston, South Park and Darnley Mains with Greater Pollok, and increase active travel opportunities from those communities. The LDF will give particular consideration towards how to ensure equality of access, particularly for those without a car.

## **Strengthening Greater Pollok's Image**

The LDF seeks to specifically target those areas in Greater Pollok where there are long term, multi-level issues of social exclusion by promoting a place-making approach.

The reputation and 'first impressions' of Greater Pollok will be strengthened by reviewing inappropriate and underused land and identifying the barriers to progress, particularly along the Central Nitshill Corridor .

This approach will be informed by community feedback around place management issues and a detailed assessment of wider environmental factors in line with the SG1 Placemaking Principle Section 4 Amenity policies. This is particularly relevant to noise and traffic issues that contribute adversely to the areas quality of life.



# 4d

## GREENER & RESILIENT



# GREENER AND RESILIENT

Image of Whitelees Wind Farm, looking east from visitor centre —17 minutes South of Greater Pollok



# GREENER AND RESILIENT | OUTCOMES

## Outcomes

By 2035 Greater Pollok will become a low carbon, energy resilient community which capitalises on its natural assets of green spaces and river valleys. It will become a pioneer in Glasgow for biodiversity, sustainable flood risk management and affordable energy.

### What do we want to achieve?

The Council and its partners are seeking to deliver a Greener and more Resilient community and support Greater Pollok in becoming more successful as a place to live and invest.

The ambition is for Greater Pollok to become a place where air and noise pollution is no longer a significant issue and a place that is more resilient to climate change.

As outlined within the **CONNECTED** section of the LDF, the Council's aspiration is for Greater Pollok to become a more climate resilient community by placing a greater emphasis on active travel, becoming a community where vehicle traffic is less of an issue and one where local people are able to walk, cycle safely and conveniently access local amenities.

Greater Pollok will become a place where more decisions are taken by local people, where people are empowered, and where there is a strong sense of community ownership. The ambition is for Greater Pollok to become a place where there is a stronger sense of pride and influence in the local environment

By 2035 Greater Pollok will offer stronger links into important areas of green space, particularly Pollok Country Park, the river valleys, western edge of Crookston and Dams to Darnley Country Park.



**White Cart Gateway to Pollok Park looking East**



**Bullwood in Crookston looking North West**



# GREENER AND RESILIENT | CONTEXT

## Where are we now?

There is significant concern in the local community about traffic and its impact on quality of life, particularly on the major routes of Barrhead Road, Crookston Road and Nitshill Road (see [CONNECTED](#) section).

Overlaid with this, is the volume of traffic carried on the M77 which generates both pollutants and a continuous rumble of traffic along the corridor. The transition towards greener, quieter electric vehicle technology will take time and traffic volume and its associated impacts will continue to be an issue in Greater Pollok, unless there is a shift in travel modes.

The community feedback on Greater Pollok's open space was wide-ranging. There was an overarching desire to protect green spaces where possible, and to enhance their quality and maintenance. There was a desire to further develop green spaces by, for example, introducing benches, play equipment, further planting and by unlocking their potential for leisure, exercise and relaxation.

The barriers to this however were: a poor sense of safety, extensive littering, dog fouling, fly tipping issues and maintenance of pathways. Pathways were often poorly lit and lacked dropped kerbs for those with mobility challenges.

Adjacent to the river valleys there were issues of flooding and blocked gullies as has been underlined during the flood event of early October 2023.

Within the rivers there was a lack of maintenance and concerns around the cleanliness of water courses. Many people highlighted the issues of dumping in the rivers (this is particularly notable in the Brockburn). As well as littering, rivers often included shopping trolleys and other debris which made walking beside the river unpleasant. This has also impacted on local wildlife.

It was however widely recognised the five river valleys (White Cart, Levern Water, Blacksey, Aurs and Brock Burns), adjacent pathways and green spaces of Greater Pollok did offer significant potential.

Key areas of green space opportunity identified by the community

- Pollok Country Park
- Hurlethill
- Dams to Darnley Country Park
- Househill Park
- Haugh Hill
- Crookston Wood & Crookston Castle
- Hartstone Wood Hill
- Rosshall Park
- Raeswood Park
- Bullwood.



# GREENER AND RESILIENT | STRATEGIC APPROACH

## How will we get there?

The Local Development Framework promotes the overarching policies of the [City Development Plan](#): CDP1 The Placemaking Principle and CDP2 Sustainable Spatial Strategy. These are further amplified by Policies CDP3 to CDP12 which provide more detail on specific land uses which meet the requirements of the City Development Plan. Further explanation and detail is also provided in the associated [Supplementary Guidance SG1– SG12](#).

The LDF **Greener and Resilient** section supports policies CDP6 Greenbelt and Green Network, CDP7 Natural Environment and CDP8 Water Environment. The CDP identifies open space provision, biodiversity, climate change resilience and vacant land development as priorities to improve environmental quality.

This section also supports the Council's [Open Space Strategy](#), which sets out an approach to ensure well-managed, well-located and well-connected open spaces that form part of a wider network.

The LDF also reflects the policies set out in [National Planning Framework 4](#) and the policies under its [Sustainable Places](#) theme, in particular Climate Change and Mitigation, Biodiversity, Maintaining Natural Spaces, Woodland and Trees, Greenbelt, and the approach to Brownfield Land, Energy, Zero Waste and Sustainable Transport.

The LDF Green and Resilient theme also references the Liveable Places theme of NPF4, in particular, Blue and Green Infrastructure and Flood Risk and Water Management—all of which are critical aspects of Greater Pollok's journey forward.

The following sections set out the strategic approach to achieving a **Greener and Resilient** Greater Pollok:

- **Low Carbon Growth, Energy Resilience & Climate Adaptation**
- **Developing the Green & Circular Economy**
- **Blue Green Networks (where water meets greenspace) & Nature Based Solutions**
- **Unlocking the River Valleys & Greenbelt**
- **Biodiversity & Flood Risk Management.**

More detailed guidance on the following topics is contained within separate sections:

- **Geodiversity**
- **Landscape**
- **Responding to the Climate Emergency**
- **Biodiversity**

## Low Carbon Growth , Energy Resilience & Climate Adaptation

In delivering the necessary changes for 2035, the LDF will consider specific projects that can be undertaken to reduce the impact of vehicle traffic through residential areas.

In reducing Greater Pollok's dependency on 'carbon based travel' , the LDF will support the introduction of a high quality, affordable public transport and Clyde Metro integrated transport system. To deliver this, the Council and its partners will seek to create an accessible travel hub in the core of the Greater Pollok to both strengthen this as a destination, create a catalyst for the growth of local employment opportunities and also to support the population in securing better connectivity to key centres of employment in the city and neighbouring authorities (see **Connected** Section).

Given the pollution and noise on key road corridors through Greater Pollok, under the CDP The Placemaking Principle (amenity policies), we will seek to explore the feasibility of additional tree planting and noise mitigation measures along the M77 corridor with Transport Scotland and consider the reinstatement of the areas historic 'tree lined boulevards'.

In delivering a Greener and more Resilient community, Greater Pollok will become a more successful city quarter by focusing on 'low carbon' solutions to local challenges.

In funding this green transition there are a variety of potential sources to support this, including Credit Unions, Strathclyde Pension Funding, developer contributions and private sector carbon offset funding. This however underlines the need for a local funding group to identify the full range of what could potentially be available.

The LDF advocates closer collaboration between GCC, the Centre for Civic Innovation and Architecture Design Scotland to create an exemplar for practical climate solutions in Greater Pollok that can potentially be rolled out to other city wards.

We believes this Ward is particularly appropriate for this given its network of river valleys, mobility and traffic challenges, previous mining history and distinct pockets of social exclusion.

In securing more affordable energy, the LDF will work closely with local housing associations and private developers to deliver stronger climate adaptation measures within existing and new housing stock. It will support community heat networks, the introduction of solar and other energy systems within new and existing homes. It will also seek to explore shared energy projects on appropriate vacant sites, public buildings and commercial facilities.

## Developing the Green & Circular Economy

The LDF will encourage the delivery of innovative energy solutions via, for example, heat and water source pump technology, ground source and micro-hydrogeneration projects in the area as part of the city's [Local Heat and Energy Strategy](#). In developing affordable energy solutions for the people of Greater Pollok, we consider that there is a particular opportunity for additional employment within the Green and Circular Economy and will work closely with partners to help secure these particularly in addressing the long standing issues in those neighbourhoods identified via Scotland's Index of Multiple Deprivation.

## Blue Green Networks & Nature Based Solutions

To help improve Greater Pollok's blue green networks, that is to say where water features meet green spaces and support nature-based solutions (nature led solutions to area challenges) , the LDF advocates Tree Action Plans be prepared for Househill Park, Hurlethill, Haugh Hill, Crookston Wood & Crookston Castle, Hartstone Wood Hill, Rosshall Park and Raeswood Park. It is proposed to develop a local Pollinator Plan and network of Green Connectors to support local biodiversity and a more integrated system of urban drainage. The LDF will support additional Local Nature Reserves, a Food Growing Strategy and delivery of Clyde Climate Forest and enhancements to the Green Connector network. The LDF will seek to weave spaces together better and tackle the loss of biodiversity via the development of well managed woodlands and pollination projects.

## Unlocking the River Valleys & Greenbelt

To unlock the potential of Greater Pollok's river valleys, in alignment with [Glasgow's Climate Adaptation Plan 2022– 2030](#), the Council will seek exemplars across Scotland that can be adapted to the area to deliver successful affordable community-led green energy solutions. As outlined earlier, this will involve both energy generation opportunities, circular economy, Cooperative Glasgow and third sector solutions. In addition, the approach will also seek to mobilise the community and its partners in developing local nature projects including community allotments, food growing initiatives and the creation of local nature reserves. The LDF proposes to examine additional tree planting opportunities on the M77 corridor with Transport Scotland to help mitigate air and noise pollution to ensure it is no longer a significant issue in the area and to reduce its impact on people's wellbeing and quality of life.

In delivering a Greener more Resilient Greater Pollok, the LDF intends to explore ways of unlocking the potential of its river corridors, by introducing additional planting, species rich meadows and additional biodiversity by drawing from [Glasgow's Pollinator Park lessons](#). It will seek to develop the valleys as active travel corridors in line with the wider Council Transport Strategy and to examine opportunities for improving the local footpath network. The LDF advocates improved links and gateways be created to help access Dams to Darnley Country Park and Pollok Park, particularly via its southern gateway on Barrhead Road and to Pollok Park more directly from the Silverburn Centre.

In delivering the LDF by 2035, the Council will seek to partner with NHS Glasgow and Clyde in helping to unlock the potential of the urban fringe between Glasgow and Renfrewshire, around Leverndale and Crookston, and will work with Renfrewshire Council to enhance the space as it progresses its next Local Development Plan.



## Biodiversity & Flood Risk Management

In supporting significant new development within Greater Pollok, the Council advocates a master planning approach be taken in relation to Integrated Infrastructure. This will require, where possible, combining investments in a sustainable Movement Network, a sustainable Greenspace Network and a sustainable Surface Water Network.

Developers will be expected to contribute to improved integration of spaces by establishing a coherent network of quality green and open spaces, a quality paths network for walking and cycling, which is well linked to the use of public transport, a wider SUDS scheme and strategic spaces for the movement of water within the area.

The LDF will support the resolution of the long standing issue of flooding within Greater Pollok via the delivery of the Pollok and Thornliebank Surface Water Management Plans from 2024 to 2030. It will undertake an investigation into potential opportunities for nature-based solutions to longstanding local urban drainage issues, particularly around the Peat Road/Priesthill area. The LDF will strengthen the Council's commitment to protecting and enhancing green spaces within the area which are of critical importance in maintaining biodiversity and mitigating flood risk via careful categorisation of use, quality and function (see Flood Risk Map).

### Map of Flood Risks within Greater Pollok (SEPA data)

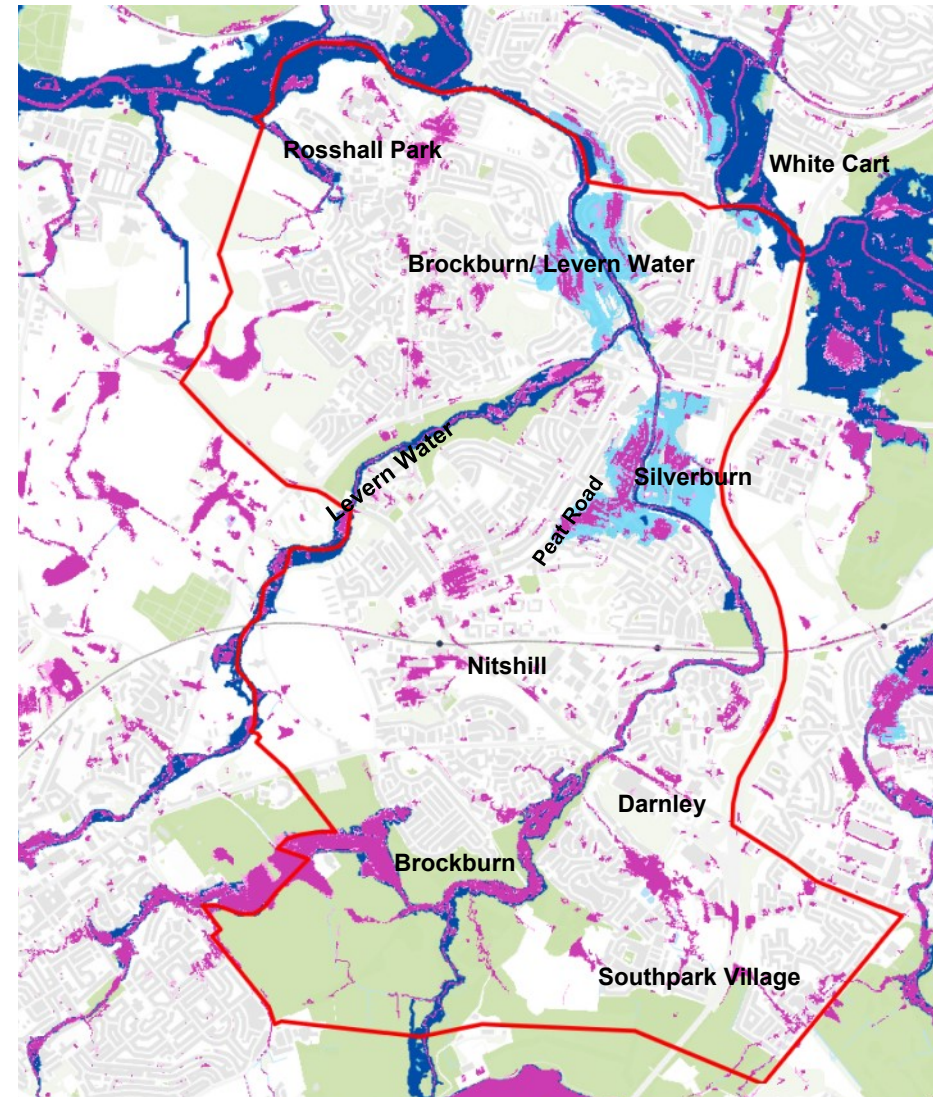
#### Legend

##### River Flood Risk

- High Likelihood (10% annual chance)
- Medium Likelihood (0.5% annual chance)

##### Surface Water Surface Water

- High Likelihood (10% annual chance)
- Medium Likelihood (0.5% annual chance)



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# GREENER & RESILIENT DETAILED GUIDANCE

## Outcome

By 2035, geodiversity in the Greater Pollok (LDF) area will continue to be safeguarded, however it will be further enhanced and become more resilient to change. Its value as a local asset will be better employed so people can enjoy a wider range of benefits from its subsoil and geological framework.

## What we hope to achieve

Geology and geodiversity significantly influence the LDF area. It has shaped its landscape, such as the drumlins and river valleys. It has also provided the mineral deposits that brought prosperity to the area for about 200 years and which form part of Greater Pollok's industrial heritage.

By safeguarding and promoting geodiversity as a local asset as part of Greater Pollok's natural capital, the LDF seeks to maximise the benefits across the wider area. The priority of the LDF is therefore to safeguard, enhance and maintain the integrity of protected geodiversity sites. The LDF also seeks to unlock potential opportunities by taking a more holistic place making approach. Opportunities which align with the LDF geodiversity ambitions potentially include outdoor recreation, active travel, education, life-long learning, health and wellbeing and walking trails.

## Where we are now

The LDF area contains a number of protected geodiversity features. However, its geological heritage is also relevant to its landscape scale, outwith specific geodiversity designations, historic spaces and Sites of Special Landscape Importance (SSLI). The most significant designated site identified in the LDF is the nationally important Walkmill Glen, Site of Special Scientific Interest (SSSI). Located within the Dams to Darnley Country Park, its sedimentary rocks date from around 320 million years during the Carboniferous period and straddle the boundary between Glasgow and East Renfrewshire.

The SSSI Site Management Statement has specific requirements regarding any work which may lead to the loss of visible rock outcrops in relation to the rise in water levels, any building works or the dumping of materials.

Within the [2013 British Geological Survey Geodiversity Audit of Glasgow](#), four sites were identified in the LDF area for protection in the Development Plan as Local Geodiversity Sites (LGS) (see below). The audit highlighted enhancement opportunities. This included a desire to provide onsite information about its geological importance, particularly in the context of Greater Pollok's economic, industrial and landscape history. It also highlighted potential improvements to access.

The specific sites are as follows-

- GGS 3 Lavern Water, in Househill Park (Lower Limestone Formation). 3 sections in the river bed/banks.
- GGS 7 Nitshill Rail Station. Lower Limestone Formation. Road cutting below the railway bridge.
- GGS 13 Waulkmill Glen SSSI (Upper Limestone Formation (Calmy Limestone). A steep wooded gorge downstream of Waulkmill Reservoir; and
- GGS 20 Househill Fossil Tree (Palaeontology) within Househill Park.

Evidence of geodiversity in the LDF area is most visible close to the Core Path Network. The geology of the area has also strongly influenced the lines of local watercourses and habitats along these. Most can be identified in Househill Park or the Dams to Darnley Country Park.

The river ecosystems are dynamic and could change significantly as a result of climate change, habitat management and alterations to the water course such as flood mitigation. Within the LDF it is recommended they be better maintained to take account of this, improve accessibility and presentation.



# GREENER | GUIDANCE ON GEODIVERSITY

## How we are going to get there

Within the LDF, the protection of geodiversity sites is strongly recommended in accordance with the [CDP7 Natural Environment](#) and [Supplementary Guidance SG7](#) along with designated SSSI areas.

SG7 requires geodiversity to be considered within development proposals, a clear understanding of the site characteristics demonstrated via a site appraisal and place making approach. It also expects proposals to make a positive contribution to protecting and enhancing geodiversity and to protect access to and views of such sites.

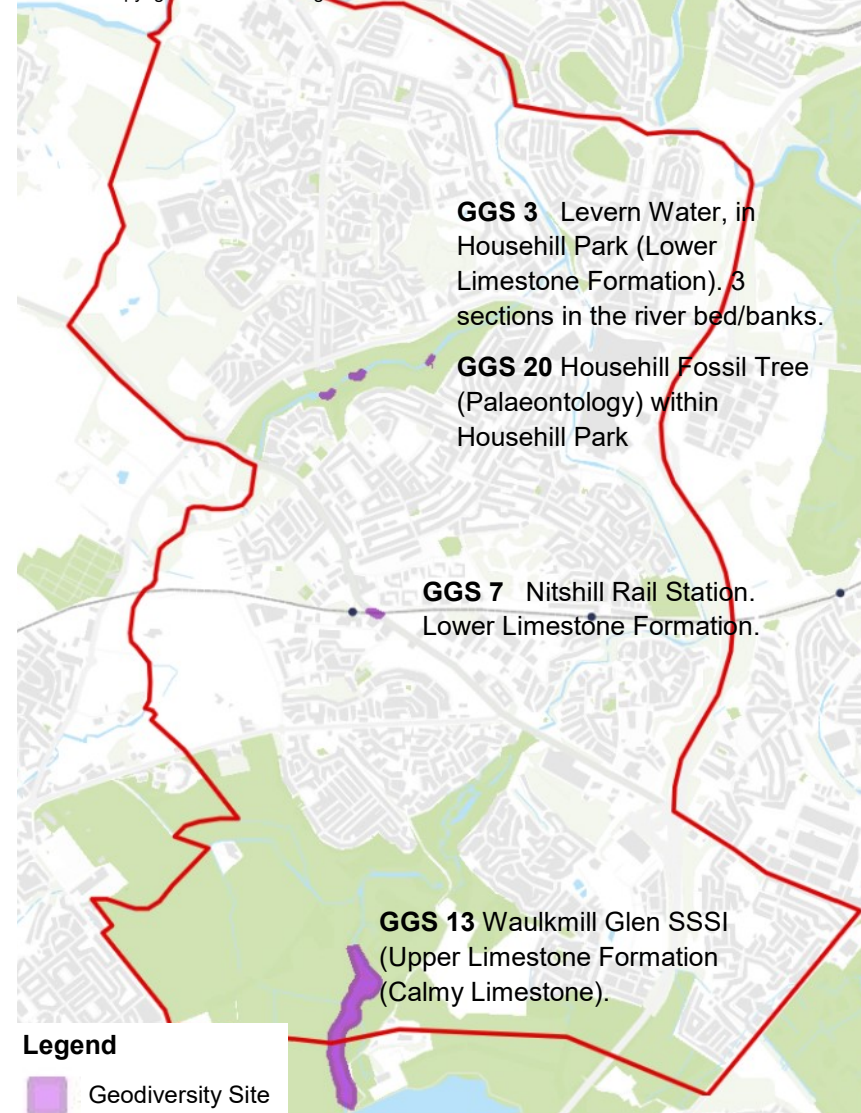
To help avoid any unacceptable potential impacts on Local Geodiversity Sites (LGS) the LDF recommends:

- Any future work, including flood risk management or developments which have potential to raise the water levels of the Levern or the Brock Burn or have a material impact on geodiversity and access to local sites should consider appropriate mitigation ([see Flood Risk map](#))
- For Waulkmill Glen SSSI, particular attention should be given to a Site Management Statement when designing proposals: see [NatureScot Waulkmill Glen SSSI](#)
- Any future structural work or other projects at the Nitshill Railway Tunnel should have due regard to the presence of local geodiversity sites and avoid damage to these. Where there is an opportunity, it should also contribute to presenting this geodiversity better to the public e.g. lighting or art projects; and
- Any future work to plant trees or vegetation along the Levern Water or Brock Burn should avoid negative impacts on public access, views or the quality and integrity of the geodiversity site.

The Greater Pollok LDF seeks the opportunity to better align geodiversity to other Council aspirations for the area, potentially via a Local Geodiversity Action Plan for Greater Pollok. Such a plan would also support potential partnerships and opportunities (see Action Plan.)

## Geodiversity Sites with Greater Pollok - identified in [2013 British Geological Survey Geodiversity Audit of Glasgow](#)

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## Outcome

By 2035, Greater Pollok, will be more resilient and adaptable in addressing the impacts of a changing climate. Local people and businesses will be actively engaged in delivering this critical transition and the area will help lead Glasgow's ambitions to be Carbon Neutral by 2050. New development will be expected to focus on low carbon and emissions solutions. be far lower or offset with energy demand being both lower and from sustainable sources.

## What we want to achieve

The LDF vision is to make Greater Pollok a more resilient community and to strengthen its capacity to adapt to the impacts of climate change. The current natural environment and ecosystem of Greater Pollok is presently under significant threat and in danger of being degraded, the LDF therefore seeks to protect and promote its future for biodiversity, local food growing, carbon storage and also to help mitigate the predicted heating and more extreme weather impacts of climate change. This will help to meet the future needs of the community, particularly its most vulnerable and the potential cumulative impacts on health and well-being.

An ambition of the LDF is to support Greater Pollok in becoming a more pleasant and liveable community. To achieve this, the LDF advocates the design and delivery of new development becomes more climate informed. Existing and new homes and workplaces should embrace climate adaptation, low carbon use and energy efficiency. As outlined in the **Vibrancy** section of the LDF the community will be encouraged to develop circular and green economy solutions to achieving the climate change targets and also ways of 'capturing carbon' in underused land for example via a tree planting.

## Where we are now?

[Part 4 of the Climate Change \(Scotland\) Act 2009](#) places a statutory climate change duty on the Council to exercise its functions to reduce emissions.

In May 2019, Glasgow City Council declared both a climate and ecological emergency and set an ambitious target to achieve carbon neutrality and net zero carbon emissions by 2030 with Scotland reducing its emissions by 90% by 2040. Reaching these targets will involve the construction industry and significant choices about the use of land throughout the City including Greater Pollok. Glasgow has also declared it will deliver a circular economy by 2045.

The [Glasgow Climate Adaptation Plan 2022-2030](#) outlines the critical challenges the city will face such as:-

- Higher average temperatures
- Warmer summers and milder but wetter winters.
- Episodes of intense rainfall throughout the year.
- Extreme temperatures and heat particularly in summer
- Reduced snowfall but extreme cold snaps.

The potential impacts of climate change could be particularly relevant in Greater Pollok due to the landscape and the watercourses which run through the area which are already prone to flooding. Its long roads and avenues mean pedestrians are likely to walk long distances potentially in poor weather. This anticipates a need for more shade and shelter in future.

The LDF also recognises the health inequalities in the area and vulnerabilities of some groups in terms of flooding. Sustaining biodiversity and green infrastructure will also be a vulnerability in terms of climate change as some habitats could be lost or face challenges from new invasive species.

## How are we going to get there?

Climate change issues cut right across many of the themes in the LDF. We will support work to deliver the following programmes and strategies for Greater Pollok.

- [Climate Ready Scotland: Second Scottish Climate Change Adaptation Programme 2019-2024](#).
- [Glasgow's Climate Plan Our Response to the Climate and Ecological Emergency](#)
- [Glasgow Climate Adaptation Plan 2022-2030](#)
- [The Circular Economy Route Map for Glasgow - 2020](#)

The LDF supports implementation of Policy 1 (tackling the climate and nature crisis), Policy 2 (climate mitigation and adaptation) in [National Planning Framework 4](#).

It also supports the wider policies that are relevant to climate change and their principles and extensive use of the Scottish Government Place Standard when considering significant new development in order to provide a more holistic approach to supporting the local ecosystem.

The LDF sets out a number of actions in the action plan which would put Greater Pollok in a stronger position to mitigate and adapt to climate change, Interventions however will require to be fully assessed. Further interventions included in the Action Plan support a significant increase in Electric Vehicle Infrastructure.

Regarding Local Heat and Energy Efficiency Networks, Glasgow is in the process of developing its [Local Heat and Energy Efficiency Strategy \(LHEES\)](#). This will provide a long-term plan for how the city can improve the energy efficiency of buildings and how it can decarbonise heating to reduce the environmental impact of domestic and non-domestic buildings. A key

outcome of this process will be the analysis of energy requirements to identify where heat networks present a potential decarbonisation option. In accordance with the requirements set out in [The Heat Networks Scotland \(Act\) 2021](#), the strategy includes a city-wide review that has identified zones that are likely to be particularly suitable for the construction and operation of heat networks. To ensure that these contribute toward a net reduction in carbon emissions, it is intended to develop these to utilise renewable energy sources including ground, water and air source heat pumps and potentially hydrogen.

The development of Local Heat and Energy Efficiency networks presents a significant opportunity for the Greater Pollok community given the location of Silverburn at the core, Sainsbury's at Darnley, the location of business areas, potential opportunities provided by former mine workings and the micro hydro power opportunities afforded by its river valleys.



## Outcome

The landscape of Greater Pollok will be of a higher quality and more resilient to future pressures. It will deliver significant benefits to the area by making Greater Pollok a more successful and compelling place to live and invest. The full value of the landscape capital of the area will be realised and areas of specific landscape importance will be safeguarded in the long term.

## What we want to achieve

Greater Pollok developing a high quality landscape is an overarching aspiration of the LDF and will have positive impacts across the framework from economic development, human health to biodiversity. This will help ensure the area remains attractive as a city quarter. Part of this role will include mitigating some of the issues which undermine landscape quality such as noise, maintenance, sense of safety and prominent areas of vacant land.

The LDF considers the landscape processes which have shaped Greater Pollok continue to present many opportunities and it is noted several sites have yet to realise their full potential.

## Where we are now

The landscape character and its green/blue network are both significant assets for Greater Pollock and are an essential part of people's surroundings. The quality of the landscape is also fundamental to residents health particularly in reducing air pollution. Within the landscape also sits the movement network, biodiversity, heritage, the economy, recreation and cultural life.

Through the LDF and associated planning policy, it is expected the landscape should deliver wider ecosystem benefits for health and well-being,

biodiversity, sustainable transport, and sustainable energy. To successfully deliver these demands, the landscape will require to be resilient and enhance its natural capital.

Against this backdrop however, there is increasing pressure to provide space for additional housing with a number of sites already released for this purpose.

The 1999 SNH Clyde valley landscape character assessment (by LUC) has cautioned however that the area around Pollok and the Hurler are in danger of losing their green corridors to the wider countryside. Accordingly, any further encroachment needs to be considered extremely carefully.

As the Council continues to address its housing targets, any new development needs to respond carefully to its landscape setting and sites which are protected. These are outlined below:-

- **Nether Pollok (Pollok Park) - Inventory of Gardens and Designed Landscape** site is located within the LDF boundary adjacent to Damshot Crescent
- **Sites of Special Landscape Importance (SSLIs)** - Within the LDF boundary there are 18 specific SSLIs.

The following City Development Plan policies and supplementary guidance seek to protect or enhance landscape and should be noted by those seeking to undertake development :

[City Development Plan](#) Policy CDP7 Natural Environment

[SG7: Natural Environment Supplementary Guidance](#)

[City Development Plan](#) Policy CDP 5 Resource Management

[SG 5 Resource Management](#)

[City Development Plan](#) Policy CDP6 The Green Belt

[City Development Plan](#) Policy CDP 9 Historic Environment

**National Planning Framework 4** is also a key guide in relation to landscape.

- **Policy 4** in [National Planning Framework 4](#) Natural Places safeguards landscapes
- **Policy 7** Historic Assets and Places safeguards nationally important Gardens and Designed Landscapes (their cultural significance, character, integrity and views to and from the site).
- **Policy 8** protects and enhances the character and natural setting with the Green Belt.
- **Policy 11** Energy requires proposals to demonstrate how significant landscape and visual impacts will be addressed.
- **Policy 14** Design Quality and Place underlines the qualities of successful places to be distinctive and to reinforce local identity.

The LDF advocates for the following:

- **Selection of species**

In selecting species for landscape projects and green infrastructure, the LDF recommends a diversity of species used which are resilient to climate change and disease. Where appropriate species should contribute colour and vibrancy during each season and provide food and shelter to species (particularly in terms of severe or winter weather).

- **Potential Landscape Initiatives:**

Landscape interventions at a number of locations to create better links and green gateways.

- **Building on the existing landscape qualities and habitats**

Accelerating action to address the climate emergency and to ensure green infrastructure is established as early as possible.

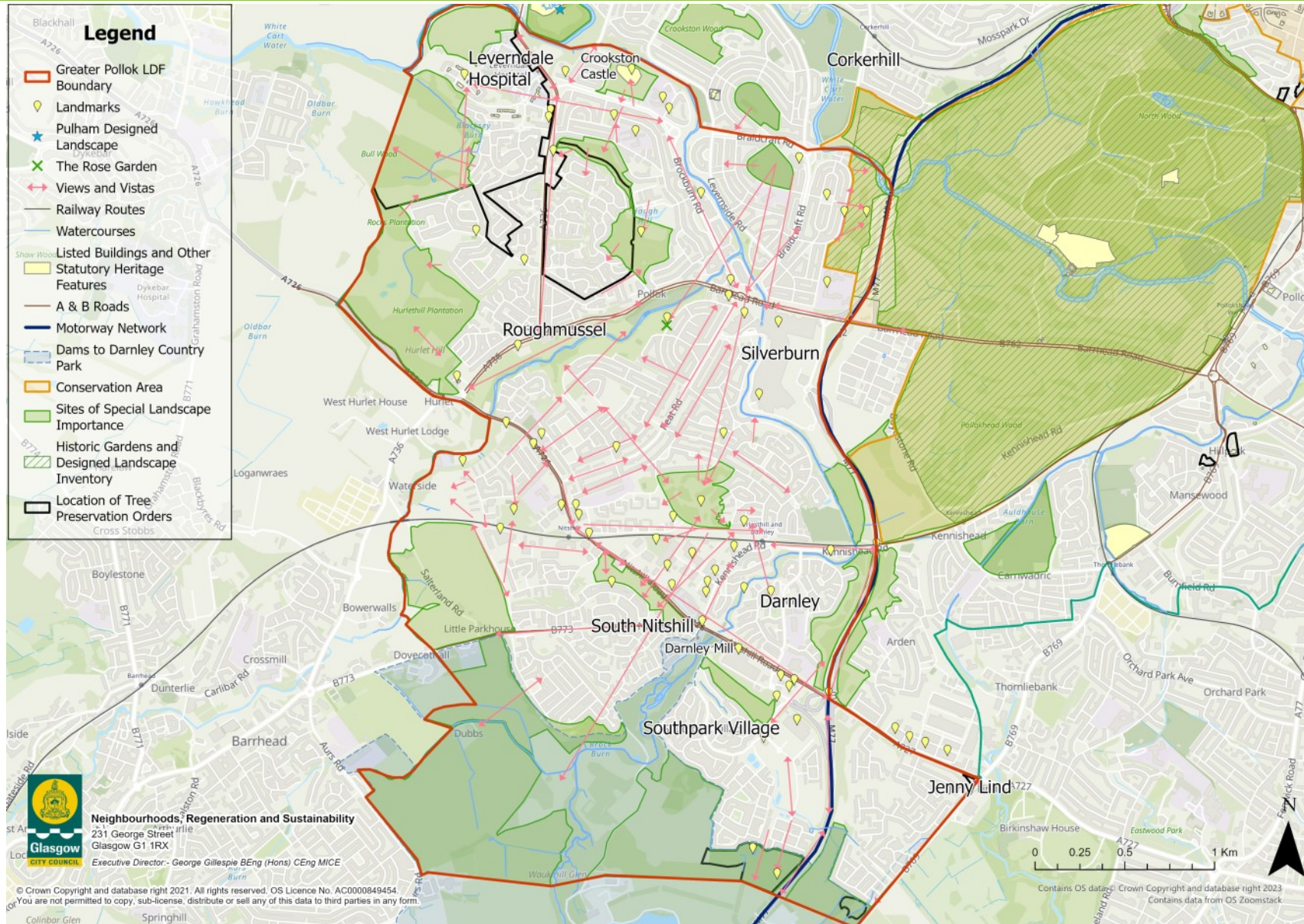
Engaging the local community and volunteers in growing new green skills.

Meanwhile use of under-used land to improve landscape.

Helping to deliver good quality; long term landscape interventions such as the [Clyde Climate Forest](#), [Clyde Grasslands](#) (restoring the historic, species rich grasslands of the Clyde Valley led by GCV Green Network) , a new [Forestry and Woodland Strategy](#) and Glasgow Tree Plan (see Action Programme).

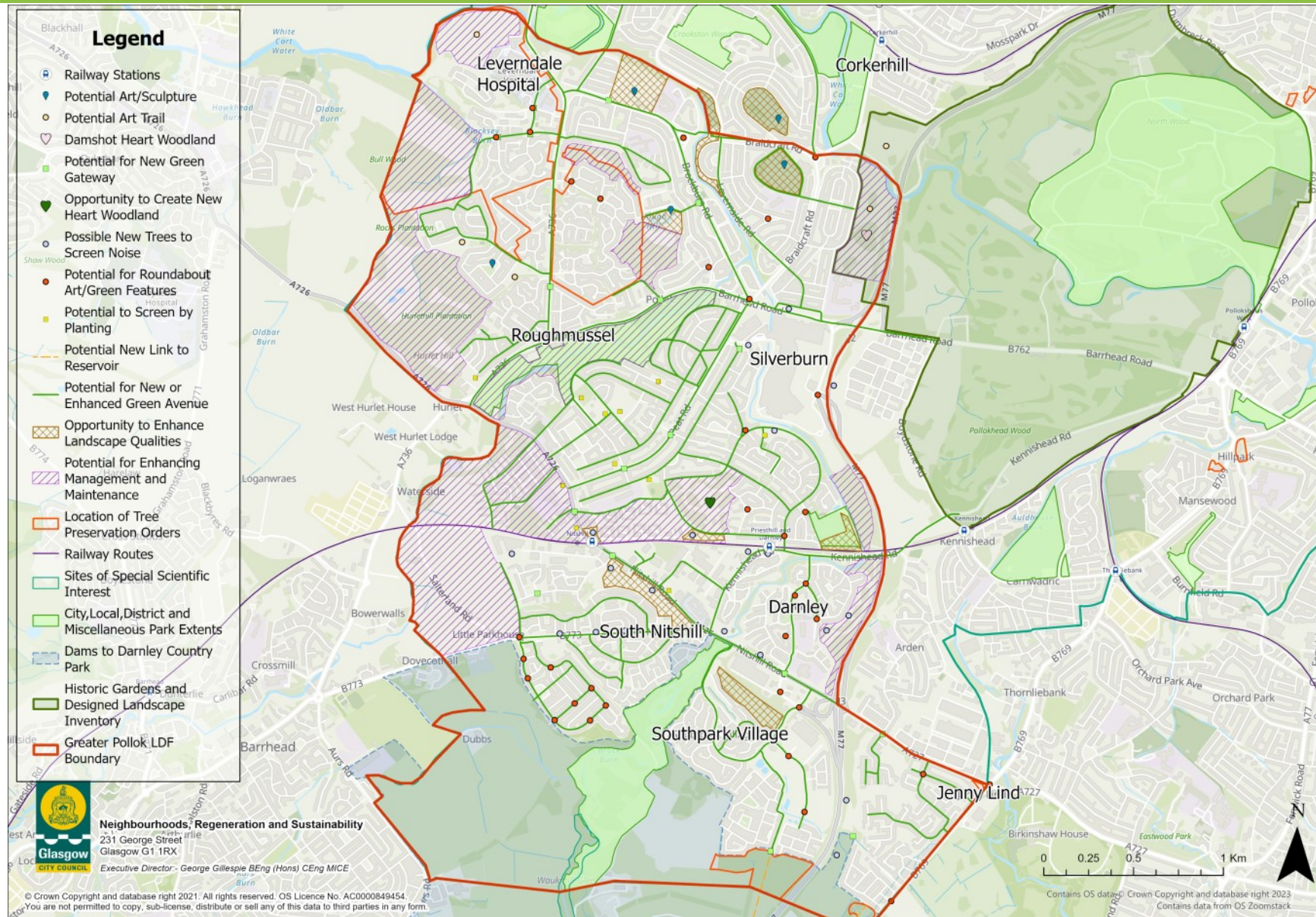


# GREENER AND RESILIENT | LANDSCAPE FEATURES





# GREENER AND RESILIENT | LANDSCAPE & GREEN INFRASTRUCTURE OPPORTUNITIES



## Outcomes

By 2035 Greater Pollock will become an environmentally richer community with more opportunities to support biodiversity and reverse its loss. The green network will be stronger across the area and towards the wider countryside.

By 2035 species and habitats in Greater Pollock will be more abundant and resilient (including to climate change). Designated habitats will be safeguarded and the green network will be better connected and restored.

The road network and underused edges of amenity grass will be transformed to support biodiversity where appropriate. This will support active travel, recreation, health, wellbeing and help tackle climate change.

## What we want to achieve

Biodiversity loss will be addressed and species will become more abundant and resilient to the impacts of change. Habitats will be conserved within the green belt and become less vulnerable and more accessible. New and existing habitats such as woodlands and along the rivers will also contribute to carbon reduction.

The lives of local people will be enriched as a result of a stronger focus on improving the natural environment.

New developments will be expected to contribute to enhancing biodiversity and vacant brownfield and underused land will make a positive contribution to nature.

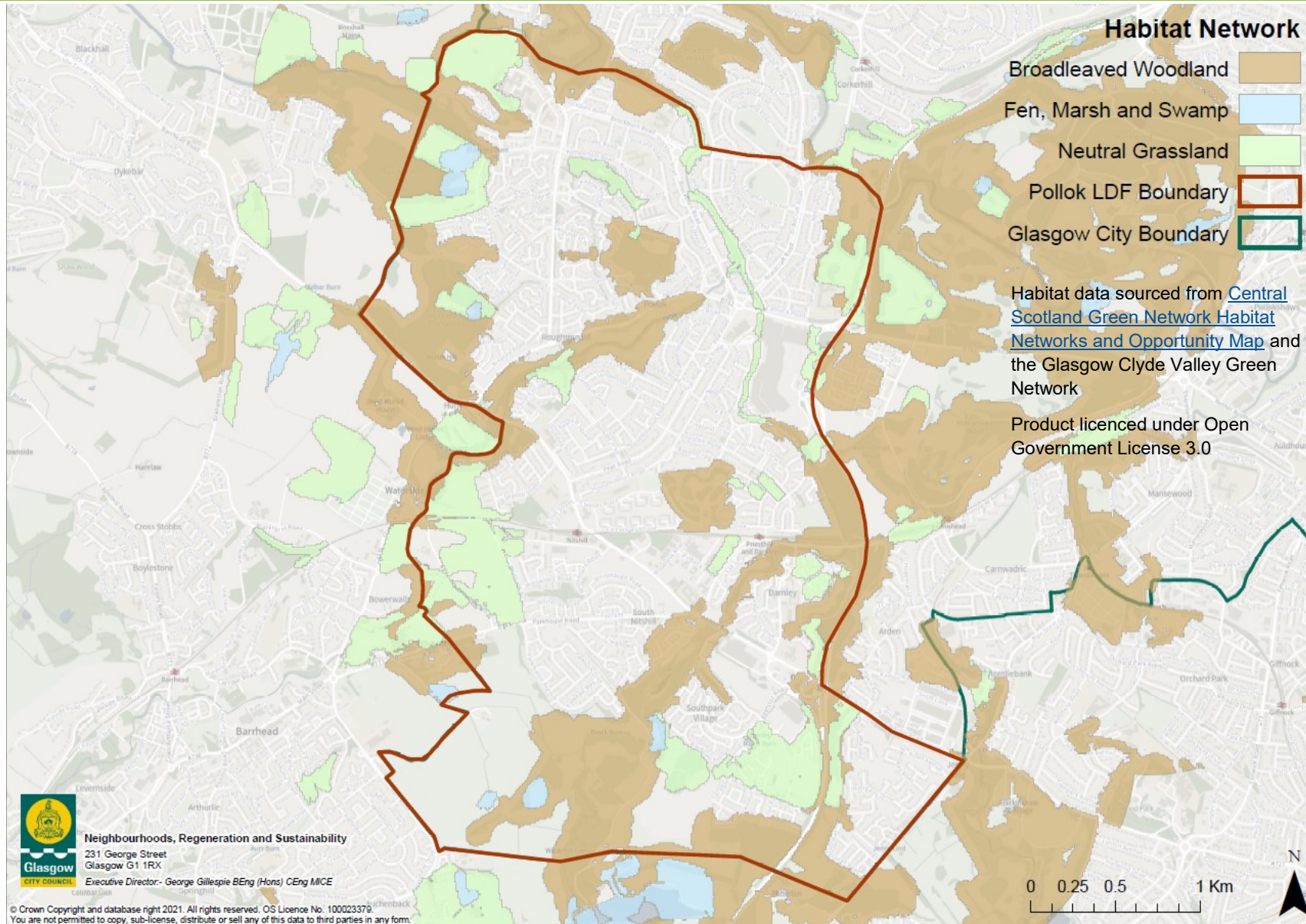
Planting and landscaping will provide a more local source of food and native species will be protected. As part of this, it is recommended additional new street trees be introduced to enhance travel corridors with new SUDS (sustainable urban drainage) features being introduced where appropriate.

It will be expected new developments will take account of the emerging climate crisis within their designs and introduce mitigation measures. Further details of expectations are outlined in NPF4.

Areas of culverted water will become more naturalised and projects such as active travel or flood measures should be more multifunctional in supporting biodiversity.



# GREENER AND RESILIENT | HABITAT NETWORK





## Where we are now

The green and blue natural environment in Greater Pollok has a long history and wide variety of habitats including ancient woodland and grasslands. As outlined, five watercourses, and their associated habitats, run through the LDF area. Green corridors of woodland run along their banks but there are significant gaps in these connections.

There are several large areas of grassland and” woodlands e.g. Bull Wood, Hartston Hill (locally known as “The Shilton”) and Haugh Hill. Not all of the woodlands have been designated for biodiversity

There are two Local Nature Reserves (LNRs) within the LDF area, at Hurlett Hill and Dam to Darnley. A new proposed is located within the LDF area at Househill Park, whilst a second proposed LNR, Crookston wood, sits to the edge of the LDF boundary.

There is a wildlife corridor along much of the railway line through the area. [The Biodiversity and Geodiversity Opportunities and Designations map](#) shows indicative connections to this where there are opportunities.

Appropriate Environmental and Landscape Designations within Greater Pollok LDF boundary.

### 3 Tree Preservation Orders

CDC023 Leverndale Hospital  
CDC024 Patterton Farm Wood (this is in two places)  
CDC025 Crookston Home

### There are 7 areas of Ancient, Long Established or Semi-Natural Woodland in the boundary

ALSW050 Waulkmill Glen  
ALSW022 Hurlethill Plantation  
ALSW064 Hurlethill Plantation  
ALSW048 Roughmussel Wood  
ALSW047 Rocks Plantation  
ALSW045 Bull Wood  
ALSW044 Blacksey Wood

Note that there are three other areas ALSW004, ALSW057 Crookston Wood and ALSW056 Crookston Wood close to the boundary of the LDF

### There are 9 Sites of Nature Conservation (SINCs)

CSINC038 Patterton Wood City wide SINC  
CSINC016 Darnley Glen City wide SINC  
CSINC047 Brock Burn including Aurs Burn City wide SINC  
CSINC030 Levern Water City wide SINC  
CSINC026 Hurlethill City wide SINC  
CSINC005 Bull wood City wide SINC  
CSINC004 Blaksey Burn Plantation City wide SINC  
CSINC045 White Cart Water City wide SINC  
LSINC025 Haugh Hill Local SINC

There is one **Site of Special Scientific Interest (SSSI)** Waulkmill Glen  
**Local Nature Reserves (LNR)** Dams to Darnley and Hurlett Hill

## How will we get there?

The LDF advocates:

- The potential of vacant land be unlocked to support green infrastructure, screen dereliction and support the area's multifunctional green network.
- Where sites are derelict or have naturalised, opportunities for landscape should be secured to better support biodiversity (either temporary or permanent). Regard should also be given to the presence of sensitive habitats that may be identified on the site.
- New development proposals should make more space for nature within their layouts. They should incorporate the ambitions of the LDF into their designs and layouts and ensure space for nature is included.
- Green corridors should be incorporated through new development (in several directions and out to the wider green network).
- Where possible new development should incorporate features which support biodiversity e.g. bat and bird boxes, rain gardens and gardens spaces should include new hedges and native species.
- Early engagement with the Council on designs and landscaping is recommended in successfully setting each proposal in the wider ecological context.

## Guidance

**New linear green links should create functional wildlife corridors.** Understorey planting below trees and lines of hedges are encouraged.

**New development, particularly lines of new housing,** should avoid putting a barrier across the green network (including outwith the site). Where this might happen, unfenced gaps in the layout should be left to allow wildlife to move through it. Boundary features or site fencing should have safely designed holes at the bottom to allow wildlife access (including around SUDS).

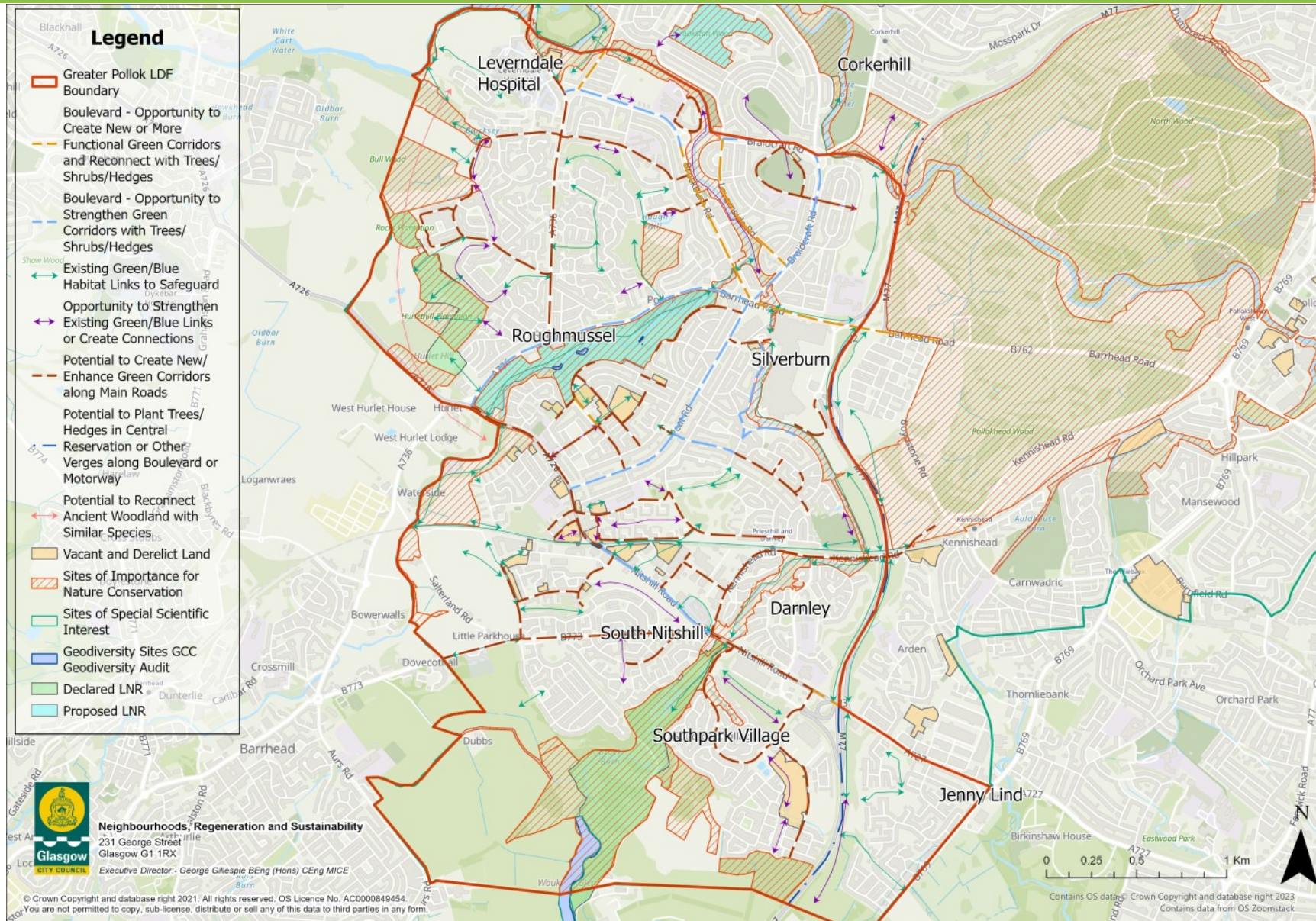
**Development sites** - green links should be created across development sites and around the edges. If possible, they should be aligned with the green network outside of the site boundary. Site compounds should not be located in a way that they damage existing green infrastructure and if so there should be mitigation in place.

**Selection of species.** When selecting species for landscape schemes and green infrastructure there should be a diversity of species used. Resilience to climate change and disease are also considerations. Where appropriate species should contribute colour and interest during different seasons and provide food and shelter to species (particularly in severe or winter weather).

**Planting** should be climate resilient, beautiful to enhance place quality and be selected to provide food and shelter for wildlife in different seasons including winter if possible.

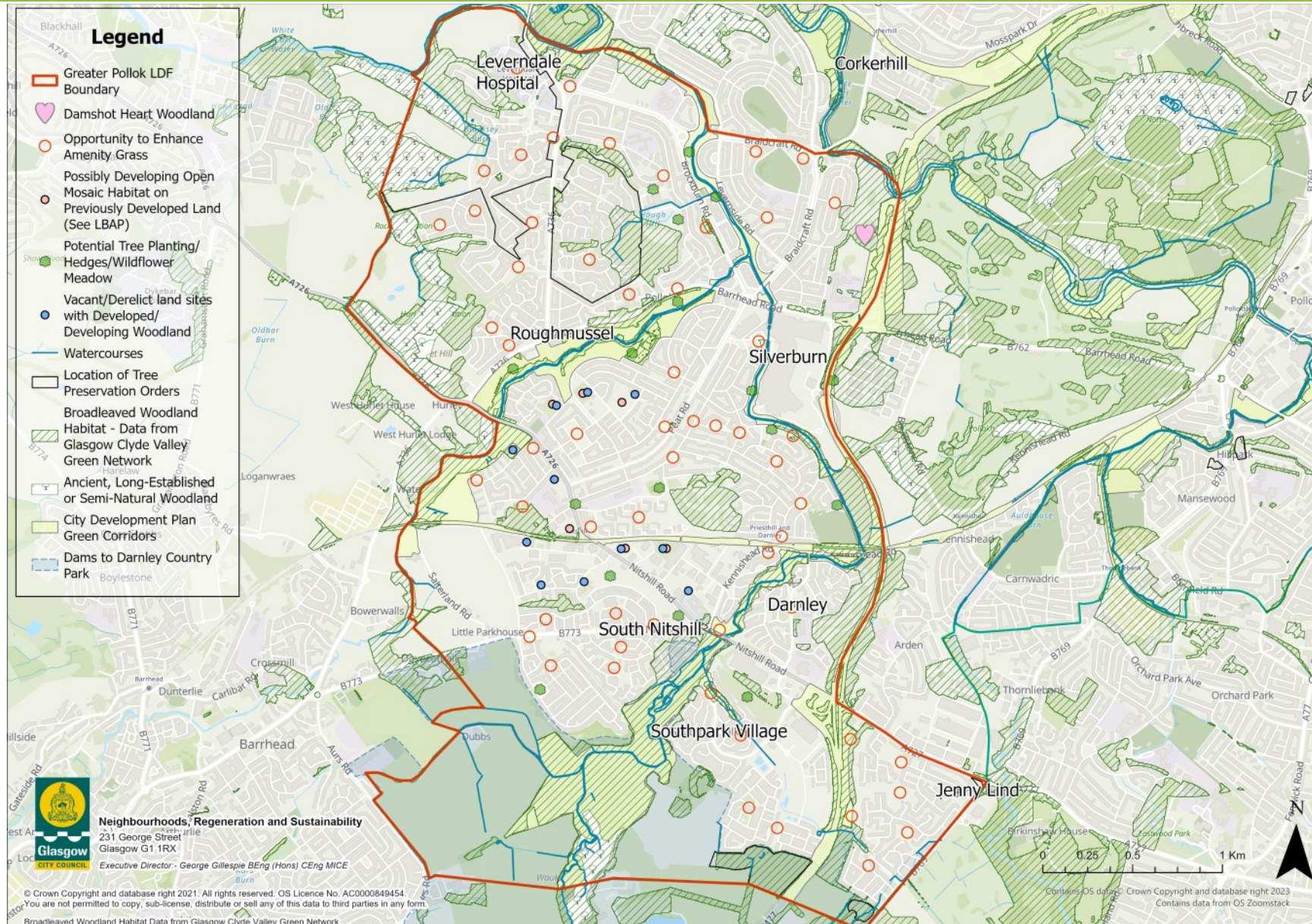


# GREENER AND RESILIENT | BIODIVERSITY & GEODIVERSITY OPPORTUNITIES AND DESIGNATIONS





# GREENER AND RESILIENT | HABITATS, GREEN & BLUE CORRIDORS & OPPORTUNITIES





The background of the page is a detailed, light-colored map of the Greater Pollok area, showing a dense network of streets and buildings. The map is rendered in a light beige or cream color against a dark red background.

# 5

## MOVING FORWARD ACTION PROGRAMME

# MOVING FORWARD | ACTION PROGRAMME—INTRODUCTION

## DELIVERY

The following action programme summarises the steps which have been identified to drive and deliver the vision and outcomes as described in the Greater Pollok LDF.

For each of these actions, the action programme also specifies:

- An indicative timescale and phasing for delivery
- And indicative list of lead partners
- Intended outcomes of the proposed actions

The action programme is intended to help align the LDF with the City Development Plan, to secure the best possible outcome for the Greater Pollok community and to coordinate development proposals and future investment.

The Action Programme will be reviewed on a regular basis to ensure it remains relevant and up to date. It is an iterative document and will be updated as new actions and partners are identified. It will be reported annually through the Council Committee process.



Image of Greater Pollok—Issues Word Cloud from Commonplace Survey



# MOVING FORWARD | ACTION PROGRAMME

## CONNECTED

	Action	Timescale	Lead/Partners	Outcome
1	Work with developers to ensure major residential developments are connected to existing neighbourhoods.	To 2035	Glasgow City Council (GCC), Strathclyde Partnership for Transport (SPT), Transport Scotland, neighbouring Local Authorities.	New developments will be better integrated and Greater Pollok will be a sustainable, liveable and accessible place.
2	Support public realm improvements to overcome physical or perceptual barriers between and within the neighbourhoods of Greater Pollok and enhance access to open space as appropriate.	To 2035	GCC, SPT, Transport Scotland, neighbouring Local Authorities.	Accessible, 20 minute neighbourhoods which are safe, convenient, healthy and pleasant places. Improved access to the green network.
3	Support the delivery of Clyde Metro in general and a suite of complementary projects in Greater Pollok. Promote public transport improvements, to and within Greater Pollok, particularly in accessing the Queen Elizabeth University Hospital and other major health and employment destinations as part of the National Transport Strategy (NTS2).	To 2035	GCC, SPT, Transport Scotland, Network Rail, neighbouring Local Authorities.	Greater Pollok will benefit from better connectivity to the wider area.
4	Improve connections to the National Cycle Network and to core paths, and support better integration with the wider road and footpath network.	To 2035	GCC, SPT, Transport Scotland.	Walking, cycling and wheeling accessibility will be improved with associated health, convenience and environmental benefits.

# MOVING FORWARD | ACTION PROGRAMME

## CONNECTED

	Action	Timescale	Lead/Partners	Outcome
5	Review and identify potential improvements to crossing points and pedestrian connections in Greater Pollok to support safe pedestrian and cycle movement.	To 2035	GCC , SPT, Transport Scotland, developers and other stakeholders.	Greater Pollok will become more pleasant for pedestrians and a place where the majority of people's daily needs can be met in a safe, convenient, 20-minute journey from their home via walking, wheeling or cycling.
6	Support the creation of a travel hub for south-west Glasgow within the vicinity of the Town Centre.	To 2035	GCC, SPT, Transport Scotland, Glasgow Bus Partnership, Glasgow Bus Alliance.	A hub will increase access to better bus services and enhance access to employment and leisure opportunities.
7	Encourage further expansion of the cycle hire scheme in Greater Pollok and support opportunities for making cycling more affordable.	To 2035	GCC, cycle hire providers.	A further roll out of the cycle hire scheme and associated infrastructure improvements will improve take up and convenience for local communities.
8	Support projects which reduce unnecessary traffic through residential streets and identify specific routes and spaces which can be reconfigured to help support active travel.	To 2035	GCC, Transport Scotland.	Reduction of vehicular traffic in residential areas and safer pedestrian and cycle movement.

# MOVING FORWARD | ACTION PROGRAMME

## CONNECTED

	Action	Timescale	Lead/Partners	Outcome
9	Support delivery of active travel improvements in and around Silverburn, local shopping facilities and key employment areas.	To 2035	GCC, SPT, Transport Scotland, landowners (including Eurofund).	Enhanced access to town centres and local shopping facilities for pedestrians and cyclists, and a more pleasant environment in which to spend time.
10	Support the creation of park and ride sites within Greater Pollok. Support enhanced active travel connections to local rail station and improve the quality and amenity of their environment.	To 2035	GCC, Network Rail, Transport Scotland.	Improved connectivity between rail stations and town centres, reduction in private vehicular traffic and greater integration of services.
11	Promote enhancements to active travel connections to Paisley, Barrhead, Thornliebank, Carnwardric, the A77 corridor east of Pollok Park, and routes northwards to Paisley Road West.	To 2035	GCC, East Renfrewshire Council, Renfrewshire Council, Transport Scotland.	Improved connectivity and better access to employment and leisure opportunities, and a reduction in private vehicular traffic
12	Explore opportunities to support and enhance active travel along green corridors where appropriate.	To 2035	GCC, Transport Scotland.	Enhancing natural assets and making use of nature-based solutions will secure multiple benefits for people and nature and provide opportunities for walking, cycling and wheeling.



# MOVING FORWARD | ACTION PROGRAMME

## CONNECTED

	Action	Timescale	Lead/Partners	Outcome
13	Work with transport partners to explore improved bus access to Silverburn, a multimodal travel hub and promotion of the Clyde Metro Project as part of the National Transport Strategy (NTS2). .	To 2035	GCC, SPT, Glasgow Bus Partnership, Glasgow Bus Alliance, Transport Scotland, landowners (including Eurofund) and local communities.	Improved access will support the role of Silverburn as a key local employment catalyst.
14	Work to improve local active and public transport access from Greater Pollok's peripheral communities to Darnley Mains retail park, central Nitshill and Silverburn.	To 2035	GCC, Transport Scotland, SPT, Glasgow Bus Partnership, Glasgow Bus Alliance.	Better access to retail facilities for residents particularly those without access to a car.
15	Work with partners to deliver improvements to the footpath network including disabled access. Introduce additional signage and interpretation points in the area to enhance access to Pollok Park and Dams to Darnley.	To 2035	GCC, disability groups.	Improved access to the green network as well as better general active travel accessibility.
16	Reduce traffic volume and its impact on key corridors and residential areas by implementing the Council's Active Travel Strategy, City Network and Liveable Neighbourhood Programme as part of the National Transport Strategy (NTS2). .	To 2035	GCC, Transport Scotland.	Help to achieve our targets of reducing private vehicle kilometres, a reduction in pedestrian, cyclist and vehicular accidents, health benefits to communities, enhanced quality of life, improved access to local businesses and jobs

# MOVING FORWARD | ACTION PROGRAMME

## CONNECTED

	Action	Timescale	Lead/Partners	Outcome
17	Support the Pollok roundabout options being developed as part of the City Network Delivery Plan and other proposals to rationalise and reconfigure complex traffic junctions.	To 2035	GCC , SPT, Transport Scotland.	Improvement in vehicle movement, reduction in pedestrian, cyclist and vehicular accidents . Improving the quality of life of local residents by reducing the impact of traffic.
18	Work with neighbouring Local Authorities to help reduce unnecessary vehicle movements at source, improved uptake of public transport and active travel between authorities as part of the National Transport Strategy (NTS2).	To 2035	GCC, East Renfrewshire Council, Renfrewshire Council, SPT, Clyde Metro, Transport Scotland .	Reduction in pedestrian, cyclist and vehicular accidents, health benefits to the community from greater active travel, enhanced quality of life, improved access to local businesses and jobs across Local Authority boundaries.
19	Support the development of world class digital connectivity in Greater Pollok as part of the Glasgow Economic Strategy 2022–2030.	To 2030	GCC, local businesses, Further Education providers.	This will support residents in developing new skills and accessing employment opportunities alongside helping to address social exclusion.
20	Encourage and support key local employment hubs, local education facilities and proposed new developments to include both high quality, digital connectivity and EV charging as part of their essential infrastructure network	To 2035	GCC, local businesses, Further Education providers.	Improved potential for local employment and addressing social exclusion.

# MOVING FORWARD | ACTION PROGRAMME

## VIBRANT, SKILLED & HEALTHY

	Action	Timescale	Lead/Partners	Outcome
21	Support and strengthen the role of Silverburn as a major town centre, key employer and as a catalyst for new opportunities. Encourage collaborative working between community stakeholders, the owners (Eurofund) and their advisors.	To 2035	GCC, Eurofund, City Property, Glasgow Life and local communities.	A significantly improved and more resilient town centre which can successfully adapt to the changes in the retail and leisure sectors. A town centre that will continue to evolve and to sustain and grow local employment.
22	Support diversification of activities around Silverburn. This could include providing spaces for creative/arts and leisure, for service-oriented employment and for town centre living.	To 2035	GCC, Eurofund, City Property, Glasgow Life and local communities.	A resilient town centre that acts as an economic catalyst for the area, strengthening its role as the heart of the community.
23	Support and strengthen the role of Nitshill North and East Local Shopping Facilities, working collaboratively with community stakeholders, key landowners, and developers.	To 2035	GCC, Network Rail,, Registered Social Landlords (RSLs).	Improved outcomes in terms of land assembly, reconfiguration and better design quality. This will secure these facilities as the heart of local communities. Consider potential redesignation to 'Town Centre' where appropriate.
24	Prepare a culture strategy for Greater Pollok. This should include an audit of local cultural and creative activities and opportunities.	To 2035	GCC, Glasgow Life, South West Arts & Music Project (SWAMP), Further Education providers, Historic Environment Scotland (HES), Eurofund, City Property.	Unlocking and growing Greater Pollok's cultural capital will help increase activity in this area and support community participation and wellbeing.



# MOVING FORWARD | ACTION PROGRAMME

## VIBRANT, SKILLED & HEALTHY

	Action	Timescale	Lead/Partners	Outcome
25	Support the reuse of vacant and underused land and buildings to help create jobs and opportunities for the local community. Promote the use of the HES Buildings at Risk Toolkit for vacant buildings.	To 2035	GCC, landowners.	Delivery of both long term reuse and stalled space/meanwhile uses will be secured to help improve the amenity of the area particularly along its key corridors.
26	Work with partners to help reduce the impacts of vacant sites whilst they remain undeveloped. This could involve setting up an Economic Development Group to support opportunities and progress underperforming assets.	To 2035	GCC, landowners and environmental groups.	Reduced negative impact of vacant sites on local communities and benefits to wellbeing, community activity etc.
27	There is an opportunity to grow the Glasgow Museum Resource Centre (GMRC) as a destination. A feasibility study would enable examination of the potential of GMRC and the barriers to achieving growth.	To 2035	GCC, Glasgow Life.	The Glasgow Museum Resource Centre (GMRC) will become a more attractive destination for local people, will attract additional footfall and spend to the area and complement local shopping facilities and the wider area.
28	Work with partners to enhance wayfinding between Silverburn and other local attractions including Pollok Country Park, the Burrell Collection, GMRC, Crookston Castle and Dams to Darnley Country Park.	To 2035	GCC, Eurofund, City Property, Glasgow Life, HES and local communities.	Greater Pollok's attractiveness as a destination for leisure, arts and heritage based tourism will be enhanced.

# MOVING FORWARD | ACTION PROGRAMME

## VIBRANT, SKILLED & HEALTHY

	Action	Timescale	Lead/Partners	Outcome
29	Support co-work space, business start-up opportunities and additional creative and cultural spaces within Greater Pollok's town centres.	To 2035	GCC, private sector, Eurofund.	Greater Pollok's locational assets as a place to live and invest will be promoted.
30	Explore opportunities to develop the local green economy, particularly within the third sector, for energy efficiency, retrofitting, solar panel and heat pump technology.	To 2035	GCC	Improved energy efficiency and a reduction in the impact of energy costs on household budgets.
31	Support the growth of the local digital economy and digital infrastructure through a master planning approach as part of major capital projects.	To 2035	GCC, telecom providers and key employers.	Alignment with the Glasgow Economic Strategy 2022-2030.
32	Undertake an audit of the Darnley and South Nitshill Industrial Estates to identify opportunities to bring vacant land and buildings back into productive use and to support additional employment.	To 2025	GCC	Creation of a baseline study to help shape future policy. The identification of potential interventions will support businesses and create additional local employment opportunities.

# MOVING FORWARD | ACTION PROGRAMME

## VIBRANT, SKILLED & HEALTHY

	Action	Timescale	Lead/Partners	Outcome
33	Explore the potential development of a series of business improvement zones and establishment of a local business association for Darnley and South Nitshill Industrial Estates.	To 2035	GCC	Focused support for local businesses will help secure and grow jobs in Greater Pollok.
34	Support the delivery of the Glasgow Economic Strategy 2022—2030.	To 2030	GCC	Alignment of proposals will help enhance local people’s access to opportunities and diversification of skills.
35	Grow Greater Pollok’s locational assets as a place to live and invest. Use its Major Town Centre at Silverburn and network of Local Shopping Facilities as catalysts to help create high quality jobs.	To 2035	GCC	Secure, more inclusive economic growth
36	Support partners in establishing community wealth building principles in economic decision-making.	To 2035	GCC, private sector and local communities.	This will help retain wealth within the local area, and enhance local employment opportunities.



# MOVING FORWARD | ACTION PROGRAMME

## VIBRANT, SKILLED & HEALTHY

	Action	Timescale	Lead/Partners	Outcome
37	Explore the use of street audits as a means of improving the inclusion of specific groups of local people including women and girls and also those with disabilities, dementia, older people and others protected under the Equality Act (Scotland) 2010.	To 2035	GCC, Glasgow Disability Alliance, Wise Women, Glasgow Health and Social Care Partnership (GHSCP), Police Scotland.	Safer and more inclusive streets, spaces and active travel network.
38	Work with Registered Social Landlords and the private sector to help address housing need and unmet local demand including families and older or disabled residents.	To 2025	GCC, RSLs, developers.	Greater Pollok will become an attractive, more balanced community with attractive, appropriate homes which suit the needs of local people and the wider catchment area. This will also help grow the local population and, in turn, support jobs and amenities.
39	Enhance Greater Pollok's distinctiveness as place to live by adopting a master planning and site brief approach for new housing development.	To 2035	GCC	This will help create attractive places where people chose to live.
40	Support work to bring green skills education/ training and circular economy opportunities to Greater Pollok when undertaking significant infrastructure and place related projects	To 2035	GCC, Skills Development Scotland, local partners including the private sector.	Increased opportunities for local people.

# MOVING FORWARD | ACTION PROGRAMME

## SUSTAINABLE, WELL MANAGED & LIVEABLE

	Action	Timescale	Lead/Partners	Outcome
41	Develop Town Centre Action Plans for major and local town centres within Greater Pollok and consider enhancements to local shopping facilities.	To 2035	GCC, Eurofund, private owners and local communities.	Enhancing the core of each neighbourhood of Greater Pollok will strengthen their role as liveable neighbourhoods where everyday services and facilities are within a walkable distance.
42	Explore opportunities to reduce unnecessary traffic through residential streets and identify how places can be reconfigured to support more active travel.	To 2035	GCC	Traffic volume will be reduced creating a walking and cycling friendly environment.
43	Promote Glasgow's Design Guide for New Residential Areas and the aspirations for place quality in National Planning Framework 4.	To 2035	GCC, RSLs, developers.	Higher quality, more distinctive developments in Greater Pollok
44	Protect and enhance the historic environment and buildings of Greater Pollok and build on its historic connections with Mary Queen of Scots via Crookston Castle. Promote the use of the HES Buildings at Risk Toolkit for vacant buildings	To 2035	GCC, HES.	Heritage assets will be retained and connections to Crookston Castle enhanced.

# MOVING FORWARD | ACTION PROGRAMME

## SUSTAINABLE, WELL MANAGED & LIVEABLE

	Action	Timescale	Lead/Partners	Outcome
45	Scope the potential for the development of an Historic Landscapes Initiative, focusing on the <a href="#">areas identified</a> on the Heritage Opportunities map on p53 as a pilot.	To 2035	GCC, HES, West of Scotland Archaeology Service (WoSAS), Landscape Institute Scotland, Glasgow and Clyde Valley Green Network (GCVGN), NatureScot.	This would assist with aligning resources and engaging communities to deliver heritage and landscape improvements within Greater Pollok.
46	Prepare a heritage strategy for Greater Pollok. This should include a review of heritage assets and how these could be further developed. It will also identify opportunities to involve local people in their cultural/social heritage. Promote the use of the HES Buildings at Risk Toolkit for vacant buildings.	To 2035	GCC, Glasgow Life, HES, WoSAS, Higher Education (HE) and FE providers, local historians.	The cultural and social heritage of Greater Pollok will be better understood. Historic assets will be safeguarded and enhanced and new uses will be identified.
47	Connect the spaces around Crookston Castle to Rosshall Park and the National Cycle Network, making it a more attractive active travel destination.	To 2035	GCC	Creation of a green connector around the Crookston Castle site (subject to HES approval) will strengthen the green network.
48	Bring vacant land back into positive productive use and mitigate its negative impact, by identifying and overcoming specific barriers to progress.	To 2035	GCC	Key sites will be unlocked helping secure long term development.



# MOVING FORWARD | ACTION PROGRAMME

## SUSTAINABLE, WELL MANAGED & LIVEABLE

	Action	Timescale	Lead/Partners	Outcome
49	Prepare a detailed assessment of housing needs within the area and to use this to help shape future provision both within the social rented and private sector, thus ensuring provision relates more closely to local needs.	To 2035	GCC, RSLs, developers.	Continue to grow Greater Pollok's attractiveness as a sustainable, affordable, 'whole life' housing opportunity for local residents and the wider south Glasgow.
50	Identify how Crookston, South Park and Darnley Mains can become better integrated with the core of Greater Pollok.	To 2035	GCC, Transport Scotland.	Well-integrated communities that provide a range of housing.
51	Work with local stakeholders and Police Scotland's Architectural Liaison team to ensure new developments include spaces and routes that are safe, inclusive and accessible.	To 2035	GCC, RSLs, Police Scotland, developers.	Greater Pollok will be a liveable place that prioritises safety, social resilience and inclusivity.
52	Support the work in addressing the findings of the Play Sufficiency Assessment and the co-design of places and spaces with young people, women, minorities and the differently abled in collaboration with key community stakeholders and partners.	To 2035	GCC, Centre for Civic Innovation, community groups.	This approach will support the inclusion of young people in decision-making and build a culture where they feel informed and empowered.

# MOVING FORWARD | ACTION PROGRAMME

## GREENER & RESILIENT

	Action	Timescale	Lead/Partners	Outcome
53	Support delivery of Glasgow's climate change ambitions as set out in the Climate Adaptation Plan 2022 - 2030 and Glasgow's <a href="#">Climate Plan</a> and progress the journey towards net zero and a climate change resilient local economy.	To 2030	GCC.	This will help secure a just and fair transition for the people of Greater Pollok and promote the area as an exemplar for tackling climate change at a community level.
54	Explore the use of the <a href="#">Place Standard with a Climate Lens</a> to engage the community in supporting climate change mitigation and adaptation initiatives.	To 2035	GCC, GHSCP, local communities.	Increased participation and partnership with local people in decision-making and in finding solutions to mitigate and adapt to climate change.
55	Where appropriate, support the introduction of solar and other energy solutions within new and existing homes, explore renewable energy generation opportunities on vacant sites, public buildings, the landscape and commercial facilities.	To 2035	GCC, RSLs, private sector.	Reduced energy demand and reduced reliance on energy supply from carbon intensive sources.
56	Explore the creation of a climate risk assessment and development of a net zero masterplan as a pilot study looking at the potential impacts and opportunities to adapt, mitigate and make the area more resilient.	To 2035	GCC , Sustainable Glasgow, Adaptation Scotland, Sniffer, NatureScot.	This work would consider how a just transition to net zero could be achieved within Greater Pollok and act as an exemplar for tackling climate change at a community and neighbourhood level.

# MOVING FORWARD | ACTION PROGRAMME

## GREENER & RESILIENT

	Action	Timescale	Lead/Partners	Outcome
57	Support the delivery of <a href="#">Glasgow's Climate Plan</a> , <a href="#">Climate Adaption Plan 22-30</a> and the <a href="#">Local Heat and Energy Efficiency Strategy (LHEES)</a> as appropriate for the area, including the exploration of renewable energy generation.	To 2035	GCC, Glasgow Recycling and Renewable Energy Centre, local partners	Reduced energy demand and reduced reliance on energy supply from carbon intensive sources.
58	Support efforts to improve the energy efficiency of existing housing (and other building stock) through retrofits and upgrades.	To 2035	GCC, RSLs, Local Energy Scotland, Glasgow City Heritage Trust and local partners.	Improve the energy efficiency of buildings and decarbonise our energy supply.
59	Support work to expand the availability of electric vehicle charging infrastructure across Greater Pollok.	To 2035	GCC, private sector.	Increased availability for electric vehicle charging will support a transition to electric vehicles.
60	Explore the creation of new/improved links and gateways into Dams to Darnley Country Park and Pollok Park, particularly via its southern gateway on Barrhead Road and the Silverburn Centre.	To 2035	GCC.	Enhanced use of and footfall within Greater Pollok's open spaces. Improvements to wellbeing and additional visitors and jobs attracted to the local area.



# MOVING FORWARD | ACTION PROGRAMME

## GREENER & RESILIENT

	Action	Timescale	Lead/Partners	Outcome
61	Develop new opportunities and jobs in the green and circular economy to support the sharing, reuse and remanufacturing local economy.	To 2035	GCC, private sector, local communities.	Additional skills training and strengthened pathways into long term, sustainable, quality employment will be supported in line with the Council's Economic Strategy.
62	Support delivery of Glasgow's <a href="#">Forestry and Woodland Strategy</a> (2024) and the <a href="#">Clyde Climate Forest</a> initiative, and help identify other opportunities for tree planting. Support the proposals set out in the Clyde Grasslands project.	To 2035	GCC GCVGN, Clyde Climate Forest, NatureScot and other partners.	New tree and woodland habitats will be created and the urban tree canopy will be increased, helping to mitigate climate change. Grassland habitats will be safeguarded and underused/amenity grass areas will become more species rich.
63	Scope the potential for creating and reinstating attractive avenues of trees and better functioning wildlife corridors within the road network (including the M77). This will build on the existing tree lined boulevards and historic connections.	To 2035	GCC, NatureScot, GCVGN, Green Network, Green Action Trust .	Links in the green network will be restored and more ecosystem services will be delivered. People will have more shade and shelter to help them adapt to a changing climate. Place quality will be enhanced and biodiversity supported.
64	Develop a case for the preparation of an updated landscape survey, cultural heritage and character assessment. Identify potential funding and partners.	To 2035	GCC, NatureScot, HES, WoSAS.	A significantly improved understanding of Greater Pollok's landscape, issues and opportunities. Important sites would be better safeguarded for the future.

# MOVING FORWARD | ACTION PROGRAMME

## GREENER & RESILIENT

	Action	Timescale	Lead/Partners	Outcome
65	Scope the potential to create a series of distinctive green gateways into key areas including business and housing.	To 2035	GCC, NatureScot, GCVGN, Green Action Trust, local businesses and developers.	Landscape and place quality will be enhanced and the legibility of the area increased. Biodiversity and climate adaptation will be better supported.
66	Work with partners to mitigate the negative impacts of noise from the road network - <a href="#">(see map on p75 for indicative opportunities)</a> .	To 2035	GCC, Transport Scotland.	Areas impacted will become more liveable and noise will be minimised. Potential health inequalities will be mitigated and reduced.
67	Explore opportunities to enhance landscape within existing developments and on vacant land. Work with developers to promote a master planning approach to landscape.	To 2035	GCC, landowners and developers.	Landscape, liveability and place quality will be enhanced and the impact of vacant land reduced. Landscapes within new developments will support climate resilience.
68	Explore options to create new links to Dams to Darnley Country Park.	To 2035	GCC, Dams to Darnley Country Park, WoSAS.	Dams to Darnley Country Park will be more accessible from the south of the LDF area and from new housing developments Improved use of the country park as a destination will enhance quality of life and community wellbeing.

# MOVING FORWARD | ACTION PROGRAMME

## GREENER & RESILIENT

	Action	Timescale	Lead/Partners	Outcome
69	Support work to enhance, restore or reconnect the habitats along the river corridors. This may include identifying opportunities for creating species rich meadows and for tree planting.	To 2035	GCC.	Habitats along river corridors will be enhanced and fragmented green corridors will be restored to help support climate resilience.
70	Explore and identify opportunities to enhance active travel along river corridors (as appropriate) to provide more inclusive and legible options for walking, wheeling and cycling.	To 2035	GCC.	Improved active travel and enhanced access across Greater Pollok.
71	Explore the role of Greater Pollok's three main river valleys of the White Cart, Levern Water and Brockburn in managing flood risk.	To 2035	GCC, Scottish Environment Protection Agency (SEPA).	The risks of flooding will be mitigated, spaces will be more resilient and Greater Pollok will be better placed to address climate change.
72	Support the work of the Metropolitan Glasgow Strategic Drainage Partnership (MGSDP) and surface water management projects including the Pollok Surface Water Management Plan and the Thornliebank Surface Water Management Plan and the associated feasibility studies.	To 2030	GCC, SEPA, developers.	Improved surface water management infrastructure across Greater Pollok.



# MOVING FORWARD | ACTION PROGRAMME

## GREENER & RESILIENT

	Action	Timescale	Lead/Partners	Outcome
73	Support work to safeguard, manage and enhance the current Local Nature Reserves (LNR's) and grow the benefits they deliver to the local communities. Support potential projects which deliver additional Local Nature Reserves (LNRs) in Greater Pollok	To 2035	GCC and local partners.	Important green spaces are better safeguarded and enhanced in the longer term. As LNRs, they will have a stronger role in the life of local communities. Biodiversity will be better safeguarded and more resilient.
74	Support work to identify and deliver opportunities to form a strengthened network of green connector areas for biodiversity.	To 2035	GCC, GCVGN, Transport Scotland.	The green network, habitats and the biodiversity they support will be extended . Biodiversity will be more abundant and resilient. Place quality will be enhanced and more ecosystem benefits will be delivered.
75	Promote inclusive community engagement in the design and delivery of biodiversity initiatives including new nature trails, greening and planting.	To 2035	GCC and local partners.	Local people will become better connected with nature and gain health benefits from this. They will develop a sense of belonging and ownership of the projects which support biodiversity.
76	Support ongoing work to naturalise the Brock and Auldhouse Burns and the Levern Water.	To 2035	GCC, SEPA.	Watercourses and their habitats will be restored and enhanced. Biodiversity will be better supported and place quality will be improved.

# MOVING FORWARD | ACTION PROGRAMME

## GREENER & RESILIENT

	Action	Timescale	Lead/Partners	Outcome
77	Support the development of partnerships that can deliver opportunities for biodiversity in Greater Pollok.	To 2035	GCC, NatureScot, Central Scotland Green Network (CSGN), local community groups.	Alignment of key strategies that seek to enhance biodiversity will maximise benefits for people and for nature.
78	Support efforts to enhance the core path and other active travel networks and to make them more nature positive and multifunctional.	To 2035	GCC.	People will have greater access to nature. Green and blue networks will be enhanced for biodiversity.
79	Identify opportunities for nature-based solutions, and support the delivery thereof, to address longstanding local urban drainage issues.	To 2035	GCC, Metropolitan Glasgow Strategic Drainage Partnership (MGSDP).	Enhancing natural assets and making use of nature-based solutions will secure multiple benefits for people and nature.
80	Scope the potential for producing and delivering a locally focused Geodiversity Action Plan for Greater Pollok.	To 2035	GCC, British Geological Survey and other partners.	Help conserve the geodiversity of the area, strengthen the resilience of sites and safeguard their quality in relation to climate and landscape change.

The background of the page is a detailed, light-colored map of the Greater Pollok area, showing a dense network of streets and buildings. The map is rendered in a monochromatic teal or light blue color against a darker teal background.

# 6

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## APPENDICES



## APPENDIX A—KEY EMPLOYMENT SECTORS

Employment Industry	Pollok Total	Pollok %
A : Agriculture, forestry and fishing	0	0.0%
B : Mining and quarrying	0	0.0%
C : Manufacturing	35	1.9%
D : Electricity, gas, steam and air conditioning supply	0	0.0%
E : Water supply; sewerage, waste management and remediation activities	0	0.0%
F : Construction	90	4.8%
G : Wholesale and retail trade; repair of motor vehicles and motorcycles	160	8.5%
H : Transportation and storage	0	0.0%
I : Accommodation and food service activities	50	2.6%
J : Information and communication	25	1.3%
K : Financial and insurance activities	0	0.0%
L : Real estate activities	135	7.1%
M : Professional, scientific and technical activities	15	0.8%
N : Administrative and support service activities	5	0.3%
O : Public administration and defence; compulsory social security	280	14.8%
P : Education	250	13.2%
Q : Human health and social work activities	815	43.1%
R : Arts, entertainment and recreation	10	0.5%
S : Other service activities	20	1.1%
<b>Total</b>	<b>1,890</b>	<b>100.0%</b>

# APPENDIX A | BACKGROUND DATA & RESEARCH– WARD PROFILE (2017)

## Ward 3 - Greater Pollok

POPULATION		HOUSEHOLDS AND HOUSING		ECONOMY	
<b>Population (2015) (1)</b>	<b>30,729</b>	<b>Households (2011) (2)</b>	<b>12,115</b>	<b>RESIDENCE BASED</b>	
Number of Males	14,487	Average Household Size	2.42	<b>Population age 16-64 (2011) (2)</b>	<b>19,786</b>
Number of Females	16,242	Single Person Households	3,704	Economically Active	14,580
<b>Population by Age (2015) (1)</b>		- Age under 65	2,310	- Employees	11,866
0 to 4	2,047	- Age 65 plus	1,394	- Self-Employed	1,197
5 to 11	2,718	Multi-Adult Households	4,208	- Unemployed	1,517
12 to 15	1,521	- All full-time Students	71	Economically Inactive	5,206
16 to 29	5,833	- All Age 65 plus	513	<b>Benefit Claimants Age 16-64</b>	
30 to 44	5,889	- Other Households	3,624	<b>by Client Group (2016) (6)</b>	
45 to 64	8,718	Households with Children	4,203	- Numbers	
65 to 74	2,097	- Single Parent	1,401	Job Seeker	405
75 plus	1,906	- Other Households	2,802	ESA* and Incapacity Benefits	2,325
<b>Population by Ethnicity (2011) (2)</b>	<b>29,820</b>	<b>Dwellings by Tenure (2015) (4)</b>	<b>12,695</b>	Income Support/Other Benefits	1,285
White Scottish/British	25,680	Owner Occupied	6,921	- % of Population Age 16-64	
White Irish	368	Private Rented	1,477	Job Seeker	2.0%
Other White	351	Glasgow Housing Association	2,369	ESA* and Incapacity Benefits	11.4%
Mixed Ethnic Groups	93	Other Social Rented	1,928	Income Support/Other Benefits	6.3%
Indian	436	<b>Dwellings by Type (2014) (5)</b>	<b>12,631</b>	<b>WORKPLACE BASED</b>	
Pakistani	1,939	Detached	1,974	<b>Employee Jobs (2015) (7)</b>	<b>7,400</b>
Bangladeshi	11	Semi-Detached	3,907	Full-time	3,900
Chinese	411	Terraced	2,315	Part-time	3,500
Other Asian	141	Flats and Others	4,435	<b>Employee jobs by Broad</b>	
African	229	<b>Dwellings by Size (2014) (5)</b>		<b>Industrial Group (2015) (7)</b>	
Caribbean or Black	84	1 or 2 Rooms	1,195	Manufacturing, Construction and Utilities	300
Other Ethnic Group	77	3 Rooms	3,593	Wholesale and Retail	3,500
<b>Population (2011) (2)</b>		4 or 5 Rooms	5,935	Professional Services **	500
In Institutions	500	6 or more Rooms	1,172	Public Sector Services ***	1,900
<b>Electorate (2017) (3)</b>		Unknown	736	Other Activities ****	1,200
Electors	24,297				

Data sources:

- (1) National Records of Scotland Estimates 2015
- (2) National Records of Scotland - 2011 Census
- (3) Glasgow City Assessor January 2017
- (4) Glasgow City Council Estimates 2015
- (5) National Records of Scotland 2014  
(includes dwellings as part of communal establishment)
- (6) The Department of Work and Pensions May 2016
- (7) ONS 2015 Business Register and Employment Survey

\* Employment Support Allowance

\*\* includes services in relation to business administration, information, communications, finance, insurance, property, professional, scientific and technical

\*\*\* includes services in relation to public administration, education and health

\*\*\*\* includes motor trades, transport, storage, accommodation, food services, arts, entertainment and recreation

## APPENDIX A | KEY LOCAL DRIVERS, POLICIES AND STRATEGIES

### Supporting Strategies & Initiatives—Preparation of the LDF Tools has been informed by the following key documents:-

[National Planning Framework 4 \(NPF4\)](#)

[Glasgow Strategic Plan 2022 to 2027](#)

[Glasgow City Development Plan](#)

[Report of the Glasgow Place Commission 2022](#)

[Glasgow Transport Strategy 2022– 2030](#)

[Glasgow Liveable Neighbourhoods](#)

[Active Travel Strategy 2022](#)

[Glasgow City Council Property and Land Strategy 2019-2029](#)

[Glasgow Economic Strategy 2022– 2030](#)

[Glasgow Housing Strategy 2023– 2028](#)

[Glasgow Climate Adaptation Plan 2022—2030](#)

[Glasgow Climate Plan](#)

[Glasgow Community Action Plan 2020 –2023](#)

[Glasgow's Open Space Strategy](#)

[Glasgow Food Growing Strategy 2020— 2025](#)

[Local Biodiversity Action Plan](#)

[Glasgow Culture Plan](#)

[Metropolitan Glasgow Strategic Drainage Partnership](#)

[Glasgow and Clyde Valley Green Network](#)

[Connecting Nature](#)

[Clyde Grasslands](#)

[Clyde Climate Forrest](#)

[Place Standard](#)

[Place Standard Climate Lens](#)

[Common Place](#)

**In addition to the overarching strategies and tools, a number of other key area specific documents and strategies help inform the development of the Greater Pollok LDF :**

[Greater Pollok LDF initial survey summary 2022](#)

[Greater Pollok | Previous Consultations Summary](#)

[Greater Pollok Full Scoping Report](#)

[Cowglen Spatial Masterplan](#)

[Priesthill and Househillwood Thriving Place Plan](#)

[Pollok Park a Place Based Approach & overarching plan for park](#)

[Your Neighbourhood Your Place - G53/ Centre for Civic Innovation research](#)

[Pollok Park Conservation Area Appraisal](#)