



DRUMCHAPEL LOCAL DEVELOPMENT FRAMEWORK

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LIST OF ABBREVIATIONS

ALO Architectural Liaison Officer

AWWHS Frontiers of the Roman Empire (Antonine Wall) World Heritage Site

CDP City Development Plan

CPTED Crime Prevention Through Environmental Design

CWB Community Wealth Building

EDA Economic Development Area

FCC Forth and Clyde Canal

GTS Glasgow Transport Strategy

LDF Local Development Framework

MGSDP Metropolitan Glasgow Strategic Drainage Partnership

NPF National Planning Framework

OSS Glasgow Open Space Strategy

PR Principle

SBD Secured by Design

SDF Strategic Development Framework

STPR Strategic Transport Projects Review

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INTRODUCTION

INTRODUCTION | LOCAL DEVELOPMENT FRAMEWORKS

The **Glasgow City Development Plan (CDP)** Policy CDP 2 - Sustainable Spatial Strategy calls for the creation of Strategic Development Frameworks (SDFs) and Local Development Frameworks (LDFs) for priority areas of the City. These documents will function as supplementary guidance to the CDP.

Scotland's most recent **National Planning Framework (NPF)** has now also been adopted by the Scottish Government. The NPF sits alongside the CDP in comprising the Development Plan - the overall statutory plan which guides development and forms the criteria by which Planning decisions should be made.

SDFs and LDFs have been identified for different parts of Glasgow through a process of examining local areas and identifying what opportunities and challenges exist, and where there would be most benefit from an additional layer of planning intervention. **Drumchapel** is one of the three areas identified for the preparation of a **Local Development Framework (LDF)** (the others are Greater Pollok and South Central Glasgow).

The LDFs seek to:

- Provide a long-term vision for the development

of an area;

- Coordinate development activity over the short, medium and long term;
- Establish a sustained commitment to an area beyond the term of the current City Development Plan.

The Council's commitment to develop the Drumchapel LDF is shown on the **City Development Plan - Policy CDP 2 Sustainable Spatial Strategy Map** (see next page). The map outlines the location of the indicative LDF and SDF areas, including the Drumchapel LDF in the top-left of the image.

Figure 1: The structure and content of the City Development Plan, with Sustainable Spatial Strategy as one of the two overarching policies

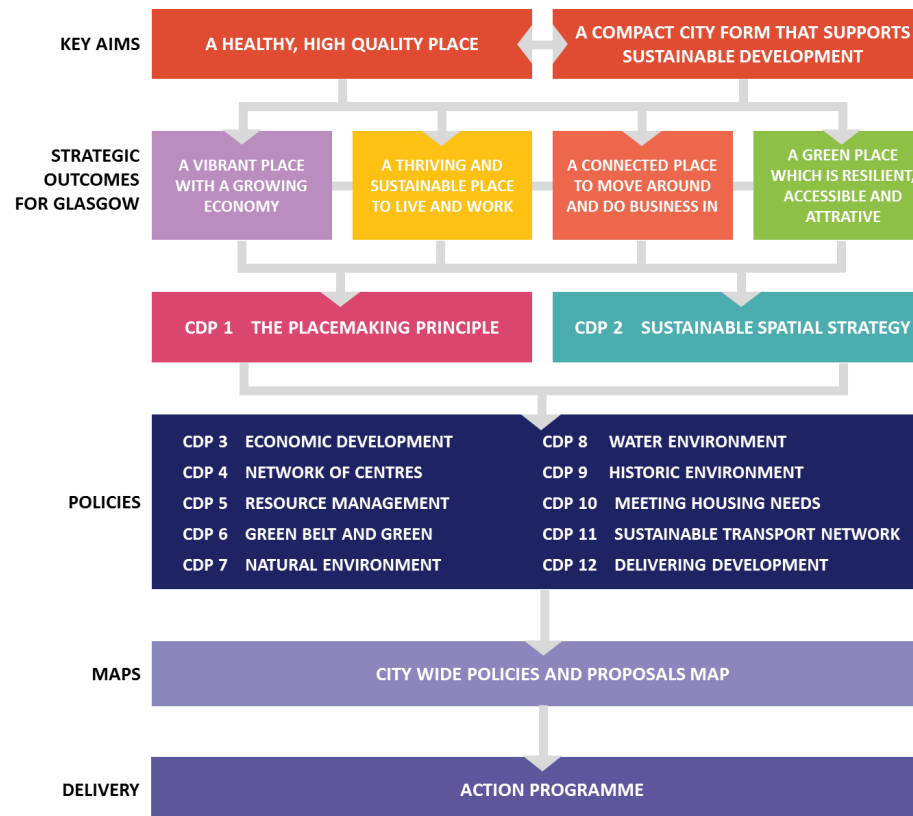


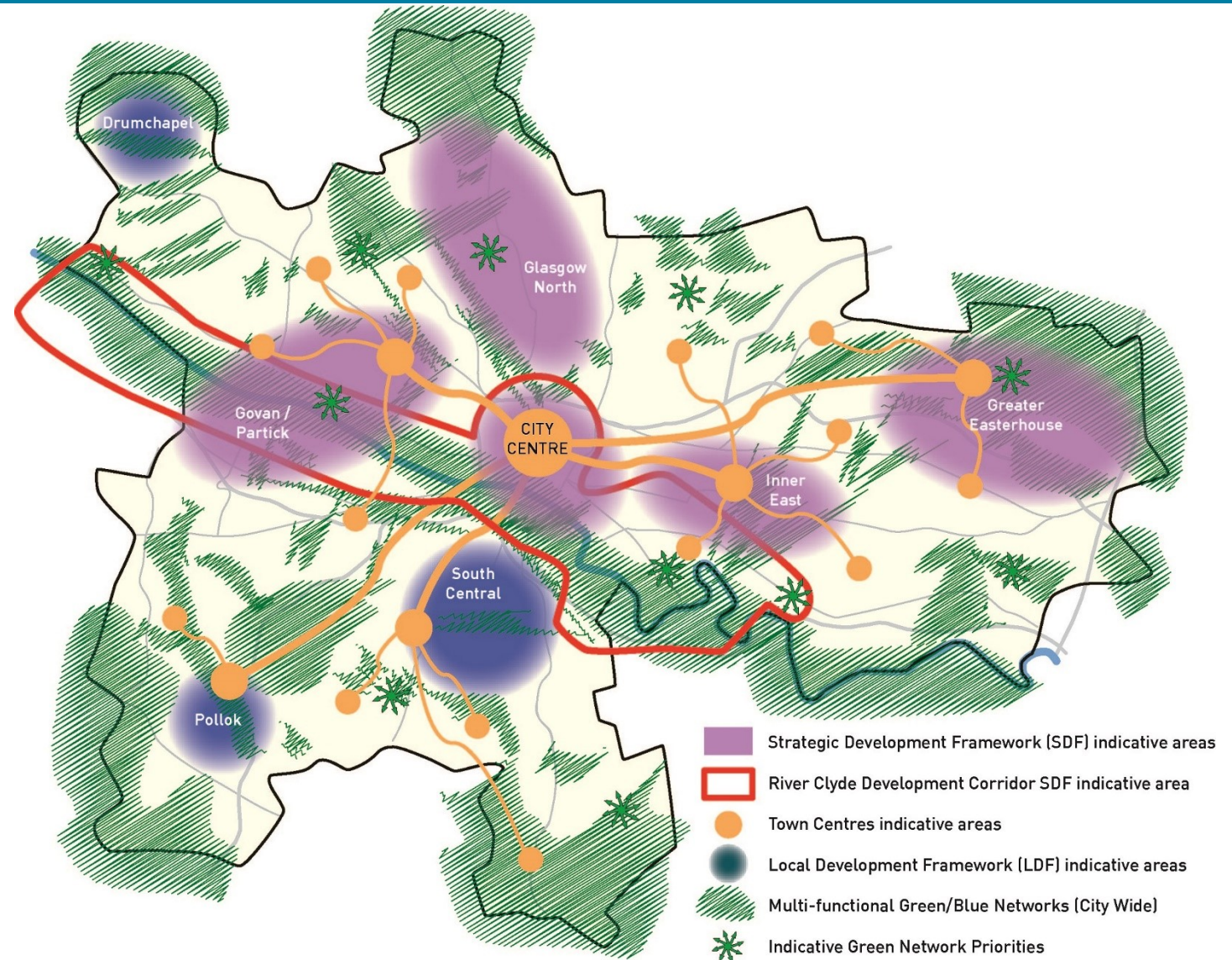
Fig 2

**CITY DEVELOPMENT PLAN -
POLICY CDP 2 SUSTAINABLE
SPATIAL STRATEGY**

Map showing the location of the Strategic Development Framework and Local Development Framework indicative areas.

Key Drivers, Policies and Strategies

In addition to the City Development Plan and National Planning Framework, there are numerous wider drivers, policies and strategies which have a bearing on future work in Drumchapel. The following page contains a list of some of these, but this is not exhaustive.



INTRODUCTION | KEY DRIVERS, POLICIES AND STRATEGIES

City Development Plan (CDP) and Supplementary Guidance

Scotland's National Planning Framework (NPF)

Glasgow City Region

Glasgow City Council Strategic Plan 2022 to 2027

Liveable Neighbourhoods

Glasgow Transport Strategy

Glasgow Active Travel Strategy and City Network

Place Standard

Open Space Strategy

Climate Plan

Glasgow and Clyde Valley Green Network

Design Guide for New Residential Areas

Metropolitan Glasgow Strategic Drainage Partnership

Food Growing Strategy 2020 - 2025

Economic Strategy 2022 - 2030

Local Biodiversity Action Plan

INTRODUCTION | DRUMCHAPEL LDF

Drumchapel LDF

As with the other LDFs, this document will seek to:

- Provide a long-term vision for the development of the area;
- Coordinate development activity over the short, medium and long term;
- Establish a sustained commitment to the area beyond the term of the current City Development Plan.

In terms of the final point, whilst having medium and short term priorities, the LDF will also include long term aspirations extending as far as 25-30 years into the future.

Community Consultation and Engagement

Separately from research conducted for the LDF itself, this strategy builds on previous work including:

- Drumchapel Town Centre Masterplan (2005)
- *Drumchapel Thriving Place* Locality Plan (2017)
- *Living in Drumchapel* Research (2018)
- *A Living Neighbourhood in Drumchapel* - University of Strathclyde Urban Design Studies

Unit project (2018)

In October 2021, Planning officers commenced a period of initial engagement with people in Drumchapel to inform what goes into the LDF and the work that should come out of it. The aim was to help find out about the issues and priorities that matter most to people who live and work in the area. An engagement report and [area overview document](#) were published at the commencement of this, and information gathered through activity including:

- An online survey (open from November 2021-June 2022) - 245 responses
- *Commonplace* interactive online map (open from November 2021-June 2022) - 63 comments
- Attendance at events to have conversations with local people and gather comments:
 - Growchapel (02/09/2021)
 - Winter Wonderland (11/12/2021)
 - Fortune Works (07/04/2022)
 - Drumhub (24/05/2022)
 - Friendship House (26/10/22)

- Holding focus groups with school pupils and pensioners

- Drumchapel High School (26/07/22)
- Goodyear Social Club (24/08/22)

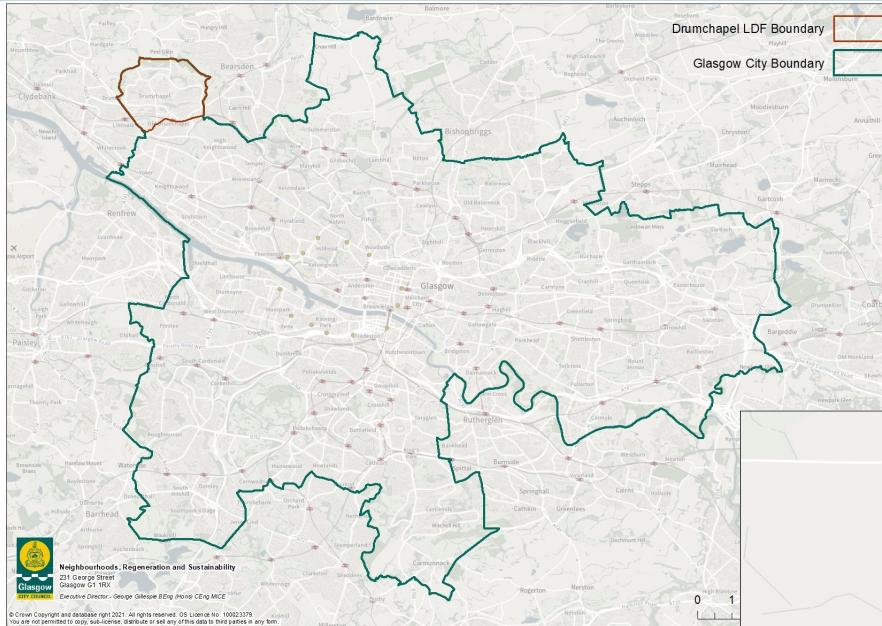
The information and experiences gathered during this period have informed the content of the LDF.

A draft version of the LDF was published in summer 2023, with the intention of gaining further comment from local people and other stakeholders, to then inform the completion of a final document. The period of public consultation lasted from the 27th of June to the 5th of September 2023.

This final document has been revised in light of comments received during the public consultation on the draft.

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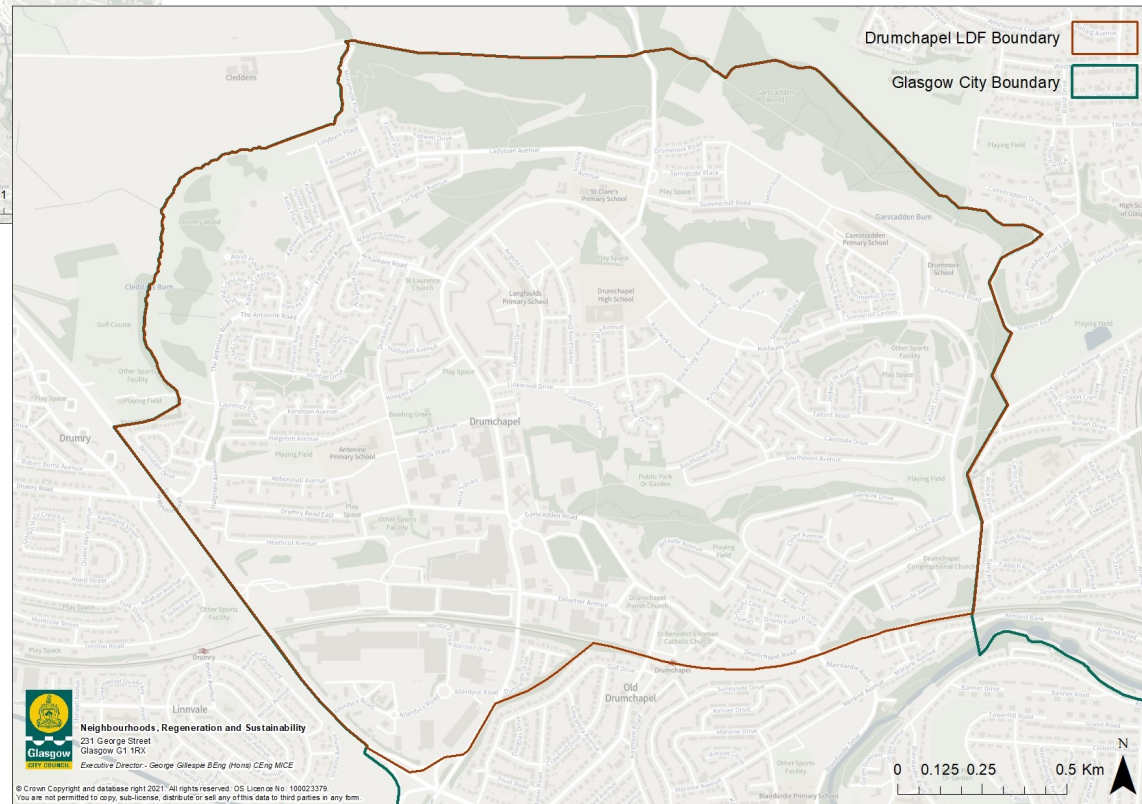
CONTEXT



LDF AREA

The extent of the Drumchapel LDF includes the area between the local railway line and the Glasgow Council boundary, as well as Great Western Retail Park and the small residential development around Duntreath Drive and Duntreath Gardens.

As part of background work prior to the initial community engagement for the LDF, an Area Overview Report was published. Please click here to view the document: [Area Overview Report](#)

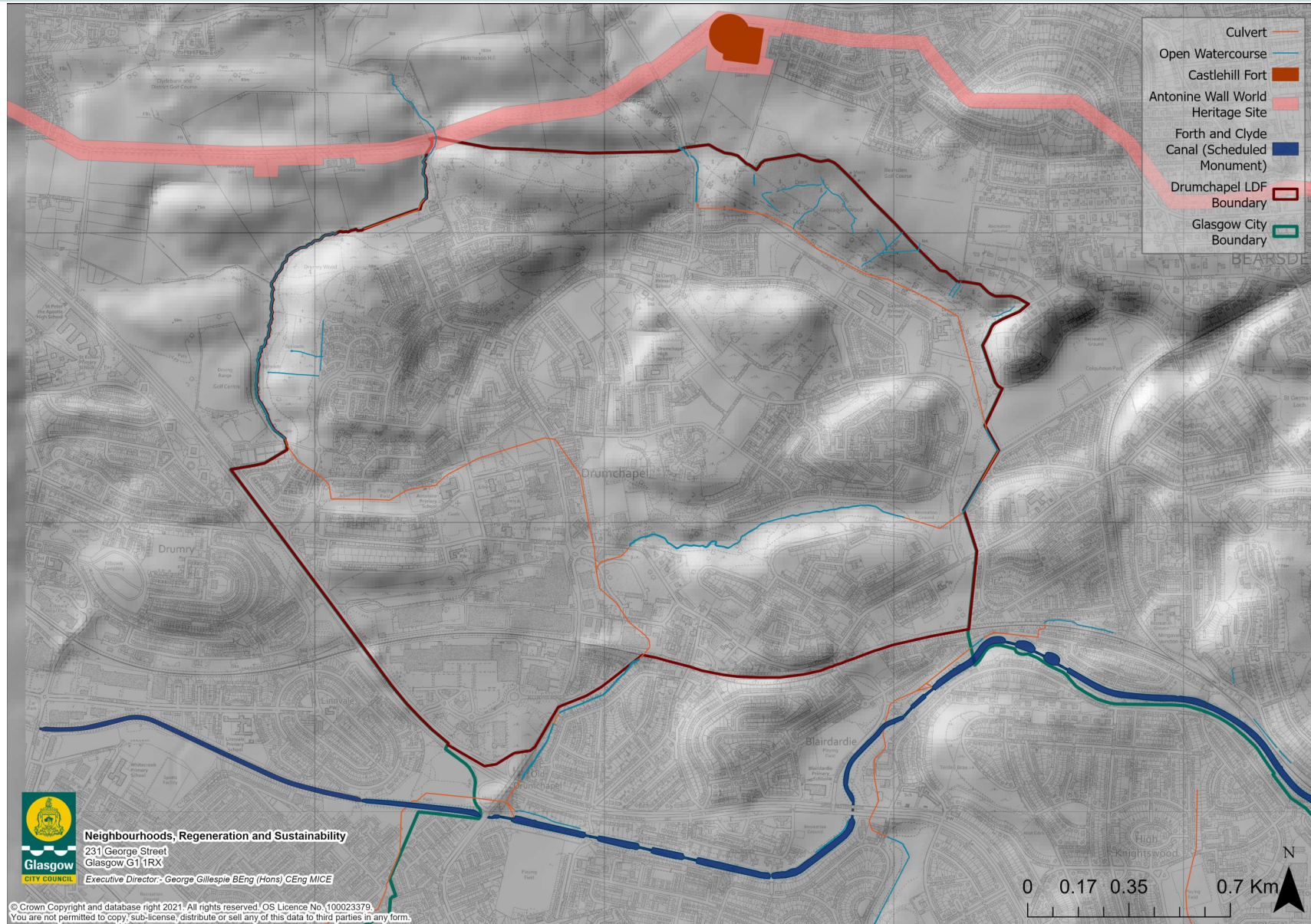


TOPOGRAPHY AND LANDSCAPE

Drumchapel's topography is core to the spatial character of the area, both in terms of landscape and neighbourhood function/liveability. Drumchapel sits right between two linear Scheduled Ancient Monuments that travel across central Scotland (from east to west). Their original engineers chose their routes to work with the landscape. The *Frontiers of the Roman Empire* (Antonine Wall) World Heritage Site (AWWHS) sits across the high ground to the north, and the Forth and Clyde Canal across the low ground to the south.

The map on the following page illustrates the topography of Drumchapel in the context of the two Scheduled Ancient Monuments. Please also see the *Green and Blue Connections* topic for more detail on landscape.

CONTEXT | AREA AND ISSUES | TOPOGRAPHY AND LANDSCAPE MAP



PLANNING ISSUES

Following the initial community engagement process previously outlined on page 7, what are considered to be the main planning issues for Drumchapel have been set out. This outline is by no means exhaustive, but seeks to highlight some key themes which have been identified:

LEGACY OF DEPOPULATION AND RELATED SOCIO-ECONOMIC FACTORS

Before outlining the physical issues in the area it is necessary to emphasise their link with the legacy of depopulation in Drumchapel, itself related to socio-economic factors associated with deindustrialisation. This is because there is a direct correlation between depopulation and many of the physical issues encountered today. The relative low population in the area can make it difficult for amenities and services to be sustained at a satisfactory level for local people. Repopulation and better retention of existing residents will help address this issue, and form a central objective of the LDF. Also, whilst affected by much broader factors than spatial planning, well known and relevant local socio-economic factors such as health inequality (including healthy life expectancy), unemployment, low incomes, caring responsibilities, cost of living issues and covid recovery will also

intersect with the LDF.

PHYSICAL ISSUES

The first three issues (Town Centre, Vacant and Derelict Land and Perceptions) are considered to be the most significant, and along with repopulation form the basis for the LDF Priorities outlined on page 17. Other key physical issues follow subsequently.

TOP THREE PHYSICAL ISSUES

Town Centre

The condition, functionality and provision of the local town centre (i.e. Drumchapel Shopping Centre and surrounds) is the most immediate planning issue in the area. Vacant, derelict and underused spaces; lack of pleasant areas to relax in; no public toilets; relatively low shopping and leisure variety and concerns around security and anti-social behaviour are some of the factors contributing to this.

Vacant and Derelict Land

The legacy of housing demolitions left large volumes of vacant and derelict land in Drumchapel. Several of these areas have since been redeveloped, however there remain some particularly large long-term vacant sites, as well as several smaller ones. Dealing with

these is vital in addressing the increasingly recognised negative impact which such sites can have on those living near to them.

Perceptions

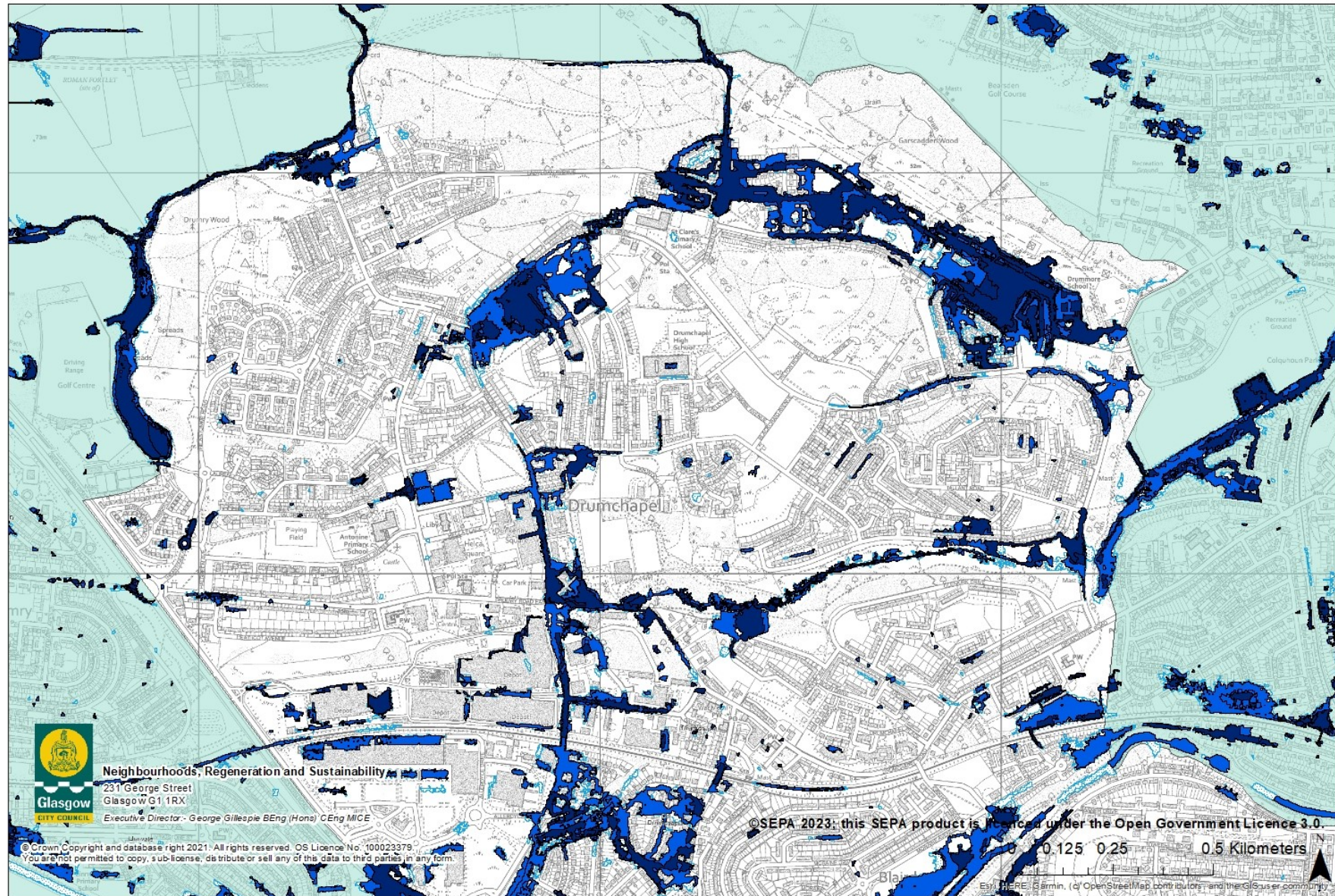
Drumchapel has experienced negative perceptions and reputational issues, as well as frustration from inside the area at the perceived slow pace of positive change. The built environment has contributed to this, and consequently efforts at physical renewal should seek to build on and encourage local pride, agency and identity.

OTHER KEY PHYSICAL ISSUES

Flood Risk (see map on following page)

Flooding is an existing issue for certain parts of Drumchapel, with the most prominent challenges faced in the north-east of the area. Efforts have been and are being made to address this through the implementation of a Surface Water Management Plan. Measures will be required to address existing flooding and to make Drumchapel resilient to future increased flood risk as a result of climate change. Flood risk is likely to be a constraint to development aspirations on certain vacant sites, and should be a key consideration when assessing development potential. Please see the [Glasgow Climate Adaptation Plan](#) for city-wide policy.

CONTEXT | AREA AND ISSUES



The above map shows areas of high, medium and low surface water flood risk, with higher risk being shown in a darker shade of blue.

CONTEXT | AREA AND ISSUES

Community Facilities and Places to Meet

Desire for more accessible community facilities, as well as places to meet and socialise more broadly (such as cafes) has featured prominently in community engagement. This could include multi-use community buildings, sports facilities, children’s facilities or things like community cafes.

Day-to-day Amenities

There are some parts of Drumchapel where provision for day to day amenities within easy walking distance is low. This is a feature common to parts of Glasgow’s peripheral housing schemes, but something which requires work in order to improve both the provision itself, and accessibility e.g. through better active travel¹ connections and public transport provision. These issues exist despite the presence of Great Western Retail Park on the edge of Drumchapel.

Walking, Wheeling and Cycling

There are parts of Drumchapel where the road and pavement environment makes walking, wheeling and particularly cycling difficult. This acts as a significant deterrent to people choosing more active travel options. Particular areas of concern are Drumchapel Road, Garscadden Road, towards and along Duntreath

Avenue, and around the town centre. Issues with access to and through the natural environment e.g. the *Drumchapel Way*, have also been raised. Another major issue in parts of Drumchapel is obstruction caused by pavement parking.

Safety and Anti-Social Behaviour

Personal safety and anti-social behaviour are a concern for some residents. This has been highlighted for the town centre as mentioned previously, and also particularly at night, with issues regarding lighting being raised. Research has indicated that concerns around safety are particularly prevalent among women, young people and the elderly.

Housing Provision and Built Form

Whilst there has been new housing development in recent years, there remain gaps in provision which have been highlighted. There is particular demand for family homes, including larger family homes of 4 bedrooms and above. This has resulted in overcrowding within a number of households. There is also a need for housing which will facilitate independent living for those with additional accessibility requirements, and housing for the elderly. A desire for improvements to housing quality has also

been expressed.

Public Transport and Wider Connectivity

As one of Glasgow’s original “peripheral” schemes, Drumchapel’s location can create a perception of disconnection from more central areas of the city. Bus provision has come up as an issue, in particular for certain areas of Drumchapel, to Great Western Retail Park and in relation to timetable reliability. As a spatial planning strategy the LDF does not have control over bus operation, but addresses the topic of public transport under the *Getting Around* outcome. Access to Drumchapel and Drumry railway stations is another issue highlighted.

Other Local Impacts of Climate Change

In addition to increased flood risk, climate change may also raise issues for Drumchapel as a result of projected heat increases. This risk is pronounced for more vulnerable groups of people, such as the elderly. Wider Glasgow policy in relation to climate change includes the [Climate Plan](#), [Adaptation Plan](#) and [Circular Economy Route Map](#). Glasgow aims to achieve carbon neutrality by 2030, and the LDF aims to support a [just transition](#) for Drumchapel which captures opportunities from this whilst contributing to

Footnotes

1 Active travel means modes of travel which are generally powered by the physical movement of the individual, including walking, use of a wheelchair (wheeling) and cycling.

CONTEXT | AREA AND ISSUES

Glasgow's wider climate change mitigation goals.

OTHER PROMINENT PHYSICAL ISSUES

- Underused natural spaces;
- Physical accessibility to places of employment, education and training;
- Open space and play area quality;
- Some problems with access to parking;
- Topography – There are several hills in the area which bring challenges to accessibility and development (see map on page 10).

One other issue which has featured very heavily through the engagement process has been maintenance and enforcement e.g. roads, litter, fly-tipping. As a Planning document the LDF cannot address day-to-day management issues, however the Council's Planning department will seek to work with other departments and partners where there are any linkages with physical development.

VISION, PRIORITIES AND OUTCOMES

The Vision, Priorities and Outcomes visible on the following page provide the structure on which the LDF is built.

- The **Vision** aims to succinctly express the long-term aim of the LDF.
- The **Priorities** show what are considered to be the top three areas which the LDF most pressingly needs to address.
- The four **Outcomes** summarise what the Vision would look like if realised.

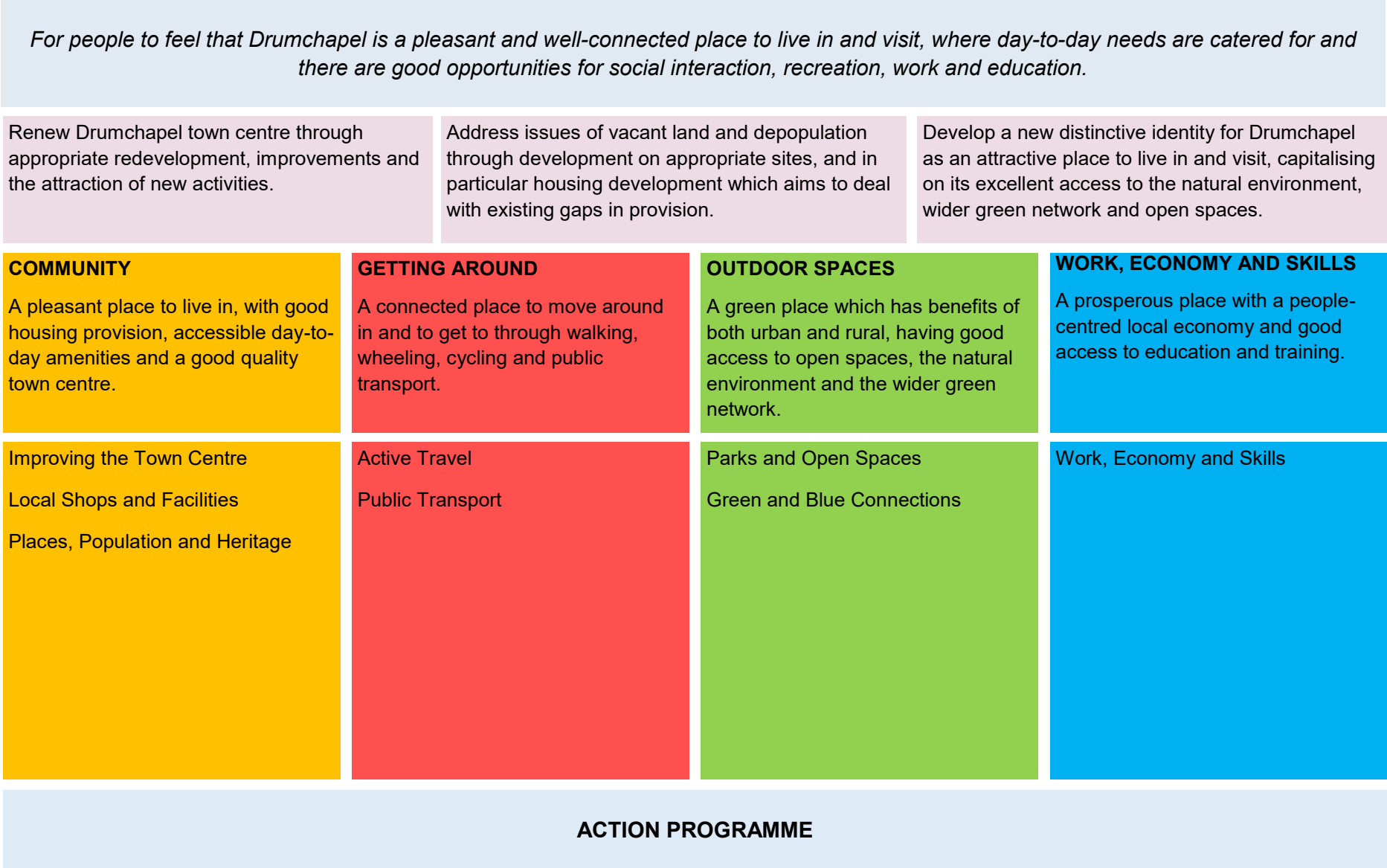
The **Topics** and **Action Programme** are contained in the subsequent pages of the document, and will outline how the Vision and Outcomes can be worked towards from a spatial planning perspective.



Woodland beyond the vacant land directly north-east of Kinfauns Drive

STRUCTURE

VISION
PRIORITIES
OUTCOMES
TOPICS
DELIVERY



4

SPATIAL DESIGN STRATEGY

SPATIAL DESIGN STRATEGY

SPATIAL DESIGN STRATEGY

The Spatial Design Strategy is set out across eight

Topics, each relevant to one of the four LDF outcomes. These are:

Community

- **Improving the Town Centre**
- **Local Shops and Facilities**
- **Places, Population and Heritage**

Getting Around

- **Active Travel**
- **Public Transport**

Outdoor Spaces

- **Parks and Open Spaces**
- **Green and Blue Connections**

Work, Economy and Skills

- **Work, Economy and Skills**

Each topic contains a series of **Principles** (guidance statements) that seek to:

- support planning initiatives and projects;
- inform the design of proposals;
- assist in the determination of planning applications

These principles are shown as **PR** within the topic pages and individually numbered for reference.

A selection of **maps** are contained within the strategy which seek to illustrate how some of the principles could be applied across the area.

Across the eight topics there are also cross-cutting themes which are related to and stand to benefit from the delivery of the principles. These themes include but are not limited to **safety, climate change mitigation and adaptation, health and facilitating local living.**

5

COMMUNITY

SPATIAL DESIGN STRATEGY | OUTCOME 1 | COMMUNITY

The *Community* outcome seeks to create “A pleasant place to live in, with good housing provision, accessible day-to-day amenities and a good quality town centre.”

Drumchapel possesses a strong overall community identity, as well as being made up of a series of smaller places and communities. The LDF seeks to support the social connections which create this, through following a placemaking led approach (see **PR18**). All development in the area will be expected to align with this and with the more detailed principles outlined in the LDF.

Amongst other things, creating and sustaining a positive sense of place includes having good housing provision and accessible day-to-day amenities. Drumchapel should become a place where a broad range of housing needs are met - creating a ‘whole life community’ for people who have grown up in the area and want to live affordably near friends and family, and attracting new residents.

A positive sense of place also involves having focal points for people in the area to visit and spend time in, and Drumchapel can build on its unique identity through the promotion of local heritage (both tangible

and intangible), including listed buildings and landmarks.

In Drumchapel the major focal point is the town centre, which includes Drumchapel Shopping Centre and its surrounds. Improving the town centre is a priority for the LDF, and has featured heavily in local engagement. The Drumchapel Town Centre Regeneration Project, linked in with the City’s Community Hubs programme, was successful in being awarded £14.9m from the UK Government Levelling Up Fund in November 2023. A masterplan is being developed which aims to incorporate new housing, public space and active travel links alongside a new community hub for the area.

Drumchapel sits at an opportune moment in which to develop a new distinctive identity as an attractive place to live in and visit. Recent housing development in Clydebank town centre indicates that there is demand within this part of the Glasgow City Region, and Drumchapel stands in a good position to take advantage of this, capitalising on its excellent access to the natural environment, wider green network and open spaces, and the significant town centre investment about to be delivered.

Consequently, the **Principles (PR)** relating to the *Community* outcome are set out under the following topics:

- Improving the Town Centre
- Local Shops and Facilities
- Places, Population and Heritage

In addition, across this outcome the LDF strongly promotes:

- Measures that support independent living, access and safety for all;
- The considerate location of housing and amenities for the benefit of all, including disadvantaged groups;
- Design that is not just adaptive and inclusive, but also creates high quality environments that bring people from different groups together;
- The alignment of amenities with the location of public transport; and
- Regard to the latest planning best practice regarding health and other inequalities.

Within Drumchapel town centre, through working with the Council and other partners, development should aim to:

PR1 Create a recognisable core area, where people can meet, facilities and services are concentrated and outdoor activities can take place. This should serve as a new focal point for the community, and include a new public space for events and activities. Design should promote a sense of safety, with a Police Scotland Architectural Liaison Officer (ALO) being involved in the process.

PR2 Create new public space in the town centre more generally and improve existing spaces. This should include attractive new seating and pleasant places for people to relax. Public realm quality should also be improved, particularly the concourse on Kinfauns Drive and leading round to Hecla Square. As in PR1, a Police Scotland ALO should be involved in any design process.

PR3 Support café and community uses, providing more places for people to meet and as additional focal points for the community.

PR4 Improve the appearance of existing unit frontages.

PR5 Improve connections for walking, wheeling and cycling into and within the town centre.

The Council should also work with partners to:

PR6 Facilitate housing development within and around the town centre in order to help support and sustain local services.

PR7 Encourage provision of accessible public toilets in the vicinity of the town centre.

PR8 Improve streetscape and public realm (including trees and street greening), and explore reconfiguring the road space on Kinfauns Drive. This may include measures such as pavement buildouts, road narrowing and/or traffic calming. Adequate space should be provided for bus stops and the taxi rank, though these could potentially be relocated to help create a more pleasant pedestrian environment.

PR9 In line with the above, explore how to make bus stops more accessible and pleasant, with the potential of an enhanced bus hub being explored (also see *Mobility Hubs* in the [GTS Spatial Delivery Framework](#)).

PR10 Promote redevelopment of the site of the former Drumry House care home. Any development here should create direct active travel links to the Donald Dewar Leisure Centre and to Garscadden House. The site also has the opportunity to feature a gateway building with street presence.

Informed by these principles, some opportunities could include:

- Housing development of sufficient density (see PR19), either side of Hecla Place;
 - Should include elderly and accessible housing
- Improvements to Drumchapel Park and the creation of a much closer relationship between the park and the broader town centre;
- Public/open space between new housing and existing shopping centre;
- Ground floor commercial/community units under new flats closest to the existing shopping centre, facing onto new public space;
- Working with shopping centre owners, explore potential for new medium sized supermarket retail;
- Improved active travel access through the former care home site at Garscadden Road/

/Kinfauns Drive, providing connection to Glasgow Club Donald Dewar and Garscadden House;

- Redevelopment of the aforementioned care home site including housing and open space;
- Siting of mobile pod units for small businesses e.g. creative industries.

SPATIAL DESIGN STRATEGY | COMMUNITY | LOCAL SHOPS AND FACILITIES

Efforts to improve access to local shops and facilities will be linked in with the *20-minute neighbourhood* concept.¹ This is being promoted by the Scottish Government and aims for the provision of good quality services, public open spaces and connections, so that residents have the ability to meet their basic day-to-day needs conveniently and safely through walking, wheeling, cycling or public transport if they so wish. For the purposes of the LDF this is defined as a 20 minute round trip walking time from home for the average person. In Glasgow, the [Liveable Neighbourhoods](#) programme is at the core of helping to deliver on the 20-minute neighbourhood aspiration.

PR11 The LDF supports efforts to address gaps in local convenience retail and improve overall provision to build 20-min neighbourhoods. As a starting point upon which to build and expand provision, the LDF reiterates City Development Plan *CDP4 Network of Centres* policy which states that: *Significant new housing developments must include provision for new Local Shopping Facilities where any part of the development is more than 800 metres walking distance from existing Centres.* This 800m standard (10 minute average walking distance) should be extended in Drumchapel to work towards 20-min round trip retail provision for all residents in the area. Developments should be tested against this standard where applicable, and those

which contribute to meeting this will be supported.

PR12 The LDF supports the concentration and co-location of local amenities and facilities around local shopping parades, to form local hubs/focal points. Small scale community uses should also be directed to these areas. Existing and emerging clusters of activity should be supported as appropriate, and linkages made to develop a network of amenities which serves the whole of Drumchapel. Related activities should be connected up in these locations e.g. links made between growing spaces and local cafes/shops.

PR13 Where there is opportunity, the LDF supports measures to bring vacant buildings into positive use e.g. for culture/arts (such as theatre, cinema), community use, to strengthen the local economy. This includes encouraging retrofit climate change adaptation and mitigation measures, while promoting a programme of building replacement where it would result in a positive impact on climate change outcomes. Policy 2c of the National Planning Framework supports retrofit measures that reduce emissions or support climate change adaptation.

PR14 The LDF supports development which can

facilitate indoor sports and exercise, building on the positive culture of health and fitness activities in the area.

PR15 In association with future housing development, the LDF supports the creation of a square/public space at Barnkirk Avenue/Bayfield Terrace around the listed St Pius X church building. New retail/community provision would also be supported in (or potentially in the wider vicinity of) this location as appropriate, taking into account the primacy of the town centre as the retail focus for Drumchapel.

PR16 Great Western Retail Park primarily serves a wider catchment in West Glasgow and West Dunbartonshire, however it does provide some amenity for Drumchapel. Access to the retail park is poor—consequently the LDF supports measures to improve connections to Great Western Retail Park via walking, wheeling, cycling and public transport. Longer term, the opening of the Yoker-Renfrew road bridge has the potential to have implications on the retail park, if shoppers become increasingly drawn to Braehead. Consequently, this location will need to be flexible enough to adapt if shopping habits change. The retail park is an important employment location, and the LDF re-affirms support for this area to evolve over

Footnotes

¹ [Sustrans](#); [NPF](#) (Pages 61, 144)

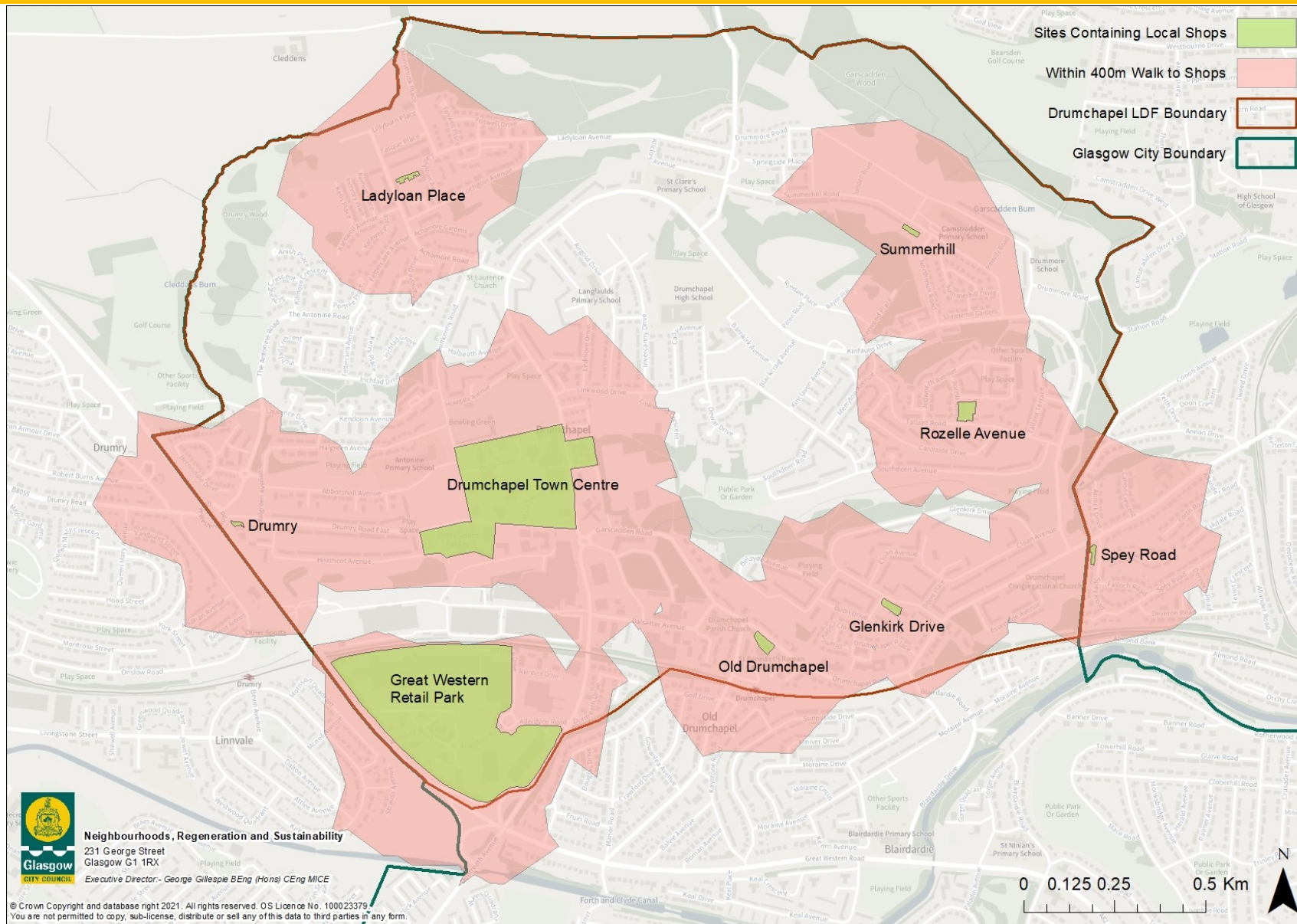
time where it continues its role as a major location for local employment (see **PR93**).

PR17 According to the City Development Plan, Drumchapel contains five parades of Local Shopping Facilities located at: Drumchapel Road; Glenkirk Drive; Rozelle Avenue; Summerhill Road and Drumry Road East. There is also a small row of units at Ladyloan Place not identified in the CDP, and a row of units at Spey Road just over the Council boundary in Bearsden.

For all of the local shopping parades within Drumchapel, the LDF supports frontage and public realm improvements. Furthermore, for Ladyloan Place there is a particular need for improved convenience retail provision.

The map on the following page shows local shop locations with a 400m walking distance.

SPATIAL DESIGN STRATEGY | COMMUNITY | LOCAL SHOPS AND FACILITIES (MAP)



The following principles relate to *placemaking* (see below), increasing/sustaining the population of Drumchapel and local heritage.

PR18 In line with CDP Policy CDP1 and guidance SG1, and now the NPF, development should follow a *placemaking-led* approach. Placemaking means that development should:

- Be design led;
- Be the result of meaningful dialogue with stakeholders and effective engagement with communities;
- Consider the site and wider area context;
- Aspire to achieve the six qualities of a successful place. Under the NPF these are that a place is healthy (including a focus on safety, particularly for women), pleasant, connected, distinctive, sustainable and adaptable.¹

PR19 The LDF has at its core an ambition to reconnect and repopulate Drumchapel. As such, the LDF supports residential development at a **sufficient density to sustain and develop local shops, facilities and services**, in order to create 20-minute neighbourhoods (see page

24). This includes support for development which will help retain the existing population and attract new residents, including former residents. As part of reconnecting the area, safety for all should be placed at the heart of the design process.

PR20 Having **PR19** as a starting point in terms of support for a sustainable residential density, the LDF recognises that Drumchapel is a part of Glasgow with extensive green and natural space. The original vision for the area sought to incorporate this, in contrast to the inner city neighbourhoods which many of the residents had relocated from. Other areas of Glasgow were also inspired in their design by the garden city movement, featuring tree lined streets, parks, broad boulevards with flower planted central reservations and housing with gardens. The LDF seeks to take inspiration from this, promoting the incorporation of a **refreshed garden suburb** vision for Drumchapel. This is not an attempt to recreate the area as it was in the 1950s, but seeks to take advantage of the benefits of both urban and rural living, through capitalising on existing assets of:

- open space;
- the natural environment and;
- the wider green network

Design should incorporate this vision, taking advantage of the above assets whilst supporting a residential density which sustains and develops local facilities.

PR21 To help create a safer environment in Drumchapel, the LDF supports developer engagement with a Police Scotland ALO, and the incorporation of Secured By Design (SBD) and Crime Prevention Through Environmental Design (CPTED) principles. This is particularly vital for larger developments.

PR22 At the centre of the vision for Drumchapel should be support for social interaction/infrastructure and community development. Consequently, the LDF supports the improvement of and creation of new public, civic and community spaces in line with Glasgow's Open Space Strategy (OSS). Such spaces must have safety for all as a core aim, for example through incorporating passive surveillance. As above, SBD standards and the involvement of an ALO are supported.

PR23 The LDF supports efforts to redevelop vacant and derelict land in Drumchapel according to placemaking principles (see previous outline). Housing development should be accompanied by open and/or public space

Footnotes

1 [NPF](#) (Pages 141-142)

(in line with Glasgow’s Open Space Strategy (OSS)), active travel links and local convenience/facility provision as appropriate. New developments on vacant land should be physically and visually permeable and not create disconnection through built form. Any large proposals beyond a single developer should be treated as one cohesive plan from the perspective of SBD and CPTED.

PR24 GCC Planning should work with GCC Housing and Registered Social Landlords to address housing need. Whilst there is opportunity for flats at gateways as urban markers, and as part of the mix within and around the town centre, research indicates that overall focus at this time should be placed on increasing the provision of lower turnover house sizes, particularly:

- Family housing, and especially larger family housing of 4 bedrooms and above;
- Accessible housing for older people and disabled people

New build housing should meet the Glasgow Standard and Housing for Varying Needs specifications, as well as conforming with Secured By Design New Homes 2023 standards (and where applicable be accredited to SBD Gold standard).

PR25 As part of addressing housing need, the LDF supports the retrofitting of existing homes to reduce emissions and adapt to climate change, in line with Policy 2c of the NPF. This should include encouraging adaptation and mitigation while promoting a programme of building replacement where it would result in a positive impact on climate change outcomes.

PR26 Flood risk should be a key consideration when assessing the development potential of vacant land, and is likely to be a particular constraint to development on certain sites, particularly in north-east Drumchapel. The LDF supports the exploration of opportunities for sustainable flood adaptation measures to address existing issues and to unlock development. Any new development should consider what contribution it can make to reduce flooding risk and increase the resilience of existing communities (see **PR74**).

PR27 New care homes, housing for older people/those with disabilities, and facilities that support them should be located as close as possible to community life, and to public transport connections.

PR28 As part of meeting climate change mitigation goals, new development should incorporate renewable energy generation e.g. PV (solar) panels. The LDF also encourages the expansion of new electric vehicle charging points across the whole of Drumchapel where there is opportunity, and within new housing developments. New builds should meet the highest sustainability standards as is practicable in line with Policy 2b of the NPF, with Passivhaus being supported as appropriate.

PR29 In line with the refreshed garden suburb vision, new development is encouraged to align itself so as to maximise the beneficial views of landscape features e.g. woodlands or pleasing vistas. This could include, for example, providing panoramic windows. This is particularly relevant to community amenities and for facilities/housing that serves older people, those with disabilities and the more vulnerable. Trees which provide colour and interest in different seasons are encouraged for all new development.

PR30 The LDF supports work with initiatives including the Vacant and Derelict Land Fund to promote innovative activity on vacant sites, including meanwhile uses. This includes nature based solutions, which are referred to specifically in **PR58**.

PR31 The LDF supports the planting of vacant/ underused land with wildflowers or pictorial meadows to improve their appearance and reduce blight, including as a meanwhile use. This will also support biodiversity and can improve the setting of the historic environment. Alternatively, the edges of sites could be the main focus, with lines of attractive planting marking their visual boundaries.

PR32 Similarly to the above, the LDF also supports capturing opportunities to enhance with planting (possibly pictorial meadows) the open spaces that are within the setting of listed buildings. Development proposals should mitigate any potential impacts on the setting of listed buildings and also consider using good design to deliver enhancements.

PR33 For sites where buildings have recently been demolished, the LDF supports landscaping measures as soon as is possible, in order to avoid adding to blight and lowering place quality.

PR34 The LDF supports the promotion of and the direction of investment to listed buildings and local landmarks. These are included on the map on page 33.

PR35 Where there is any potential for interaction with archaeology, the LDF reiterates the need for developers to consult the West of Scotland Archaeology Service (WoSAS) - enquiries@wosas.glasgow.gov.uk. The LDF also highlights the buffer zone of the *Frontiers of the Roman Empire* (Antonine Wall) World Heritage Site (see pages 32-33).

PR36 New development and public realm should seek ways in its landscaping, design and naming to reflect the heritage of Drumchapel, particularly those features that have now disappeared from the local landscape such as the Antonine Wall, Garscadden House, the “Girnin Gates” and the Peel of Drumry. Community heritage engagement should form part of the development design process.

PR37 The LDF supports developing future partnership work to enhance the historic environment and place quality of the Forth and Clyde Canal corridor beside Drumchapel. Examples could include measures such as active travel improvements and wayfinding (see **PR47**), or support for biodiversity.

The following page contains site specific principles relating to existing vacant land in Drumchapel, and is accompanied by a map on page 31.

PR38 The below contains site specific principles relating to some of the existing vacant land in Drumchapel. The sites are numbered to correspond with the map on the following page.

Sites with short to medium term housing potential:

1. Town Centre

There is significant potential for development within and around Drumchapel town centre. This is addressed in the earlier section *Improving the Town Centre*.

2. Abbotshall Avenue

Tying in with efforts to renew the town centre, there is an opportunity for residential development on the site of the former Drumry Primary School. This could include family sized housing of 3 bedrooms and above at a medium density whilst also incorporating some higher densities closer to the town centre.

3. Kinfauns Drive

There are significant vacant sites either side of Kinfauns Drive as the road passes by and continues along from the entrance to Drumchapel High School. These sites are a priority for new development. The LDF supports the provision of high-quality housing, primarily for families. Developers are expected to work with the

Council from the outset of the design process, and requirements will be set out in planning briefs/ guidance for the sites. Part of the requirement for these sites includes the creation of new open space, nature/green links, local shop units and public realm (see **PR19 and PR20**).

4. Lochgoin Avenue

Another former school site, development should incorporate open space provision in line with the open space strategy, and be designed to improve access and passive surveillance for the neighbouring woodland. Housing should be family sized and include townhouses to take advantage of views across the city.

5. Linkwood Drive

This former multi-storey flat site should be of a higher density due to proximity to the town centre, and should include flats and/or townhouses. Existing open space on site should be retained and improved in line with the OSS, SG6 and the NPF.

6. Drummore Road/Kinfauns Drive

This former school site in the east of Drumchapel has the advantage of being adjacent to the *Drumchapel Way* and Garscadden (Bluebell) Wood, as well as the Kinfauns Drive bus corridor. There is potential for family sized housing development on this site which incorporates and/or contributes to open space and

green network links.

Key sites with longer term development potential:

7. Summerhill Road/Drummore Road

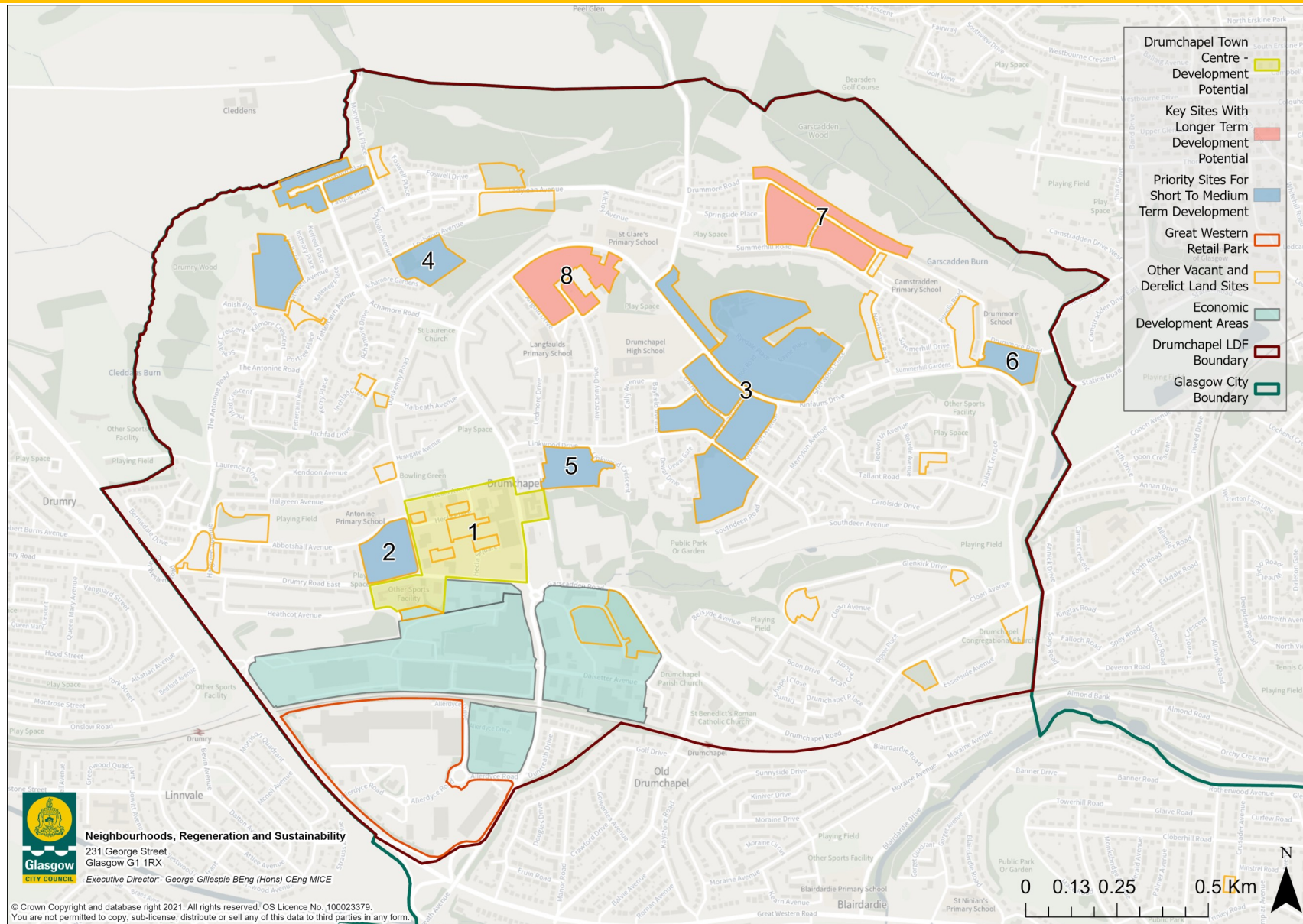
Development here has the opportunity to take particular advantage of its location adjacent to Garscadden Wood. Useable open space should be created from the existing vacant land and integrated with the woodlands. There may also be potential at this location for a visitor/heritage facility as a gateway to the woodlands, and could relate to activities such as outdoor and woodland knowledge and skills. This could also link in with exploring the potential of a training academy (see **PR70 and PR96**).

8. Kinfauns Drive/Airgold Drive

This site has the potential for new high quality open space, being located at a very central location within Drumchapel.

As referred to, please see the map containing the above numbered sites on the following page.

SPATIAL DESIGN STRATEGY | COMMUNITY | PLACES AND POPULATION (SITES)



SPATIAL DESIGN STRATEGY | COMMUNITY | HERITAGE MAP

The map on the next page indicates where some of the heritage principles could be applied, as well as seeking to make connections between the two Scheduled Ancient Monuments detailed below:

Frontiers of the Roman Empire (Antonine Wall) World Heritage Site (AWWHS)

The Antonine Wall was inscribed by UNESCO as part of the *Frontiers of the Roman Empire* World Heritage Site in 2008. It is also a Scheduled Ancient Monument. To protect the important landscape setting of the Antonine Wall a Buffer Zone has been designated to the north and south of the monument. The Buffer Zone does not act as an absolute barrier to development but defines a zone where added protection to the immediate setting of the World Heritage Site is given. While only a small part of the monument is within the Glasgow City Boundary, the Zone covers part of Garscadden Woods and Drumry Wood (see map). In 2023, the Council adopted the [Frontiers of the Roman Empire \(Antonine Wall\) World Heritage Site Supplementary Guidance](#).

Historic Environment Scotland are working on a refreshed Management Plan for the World Heritage Site.

The Forth and Clyde Canal

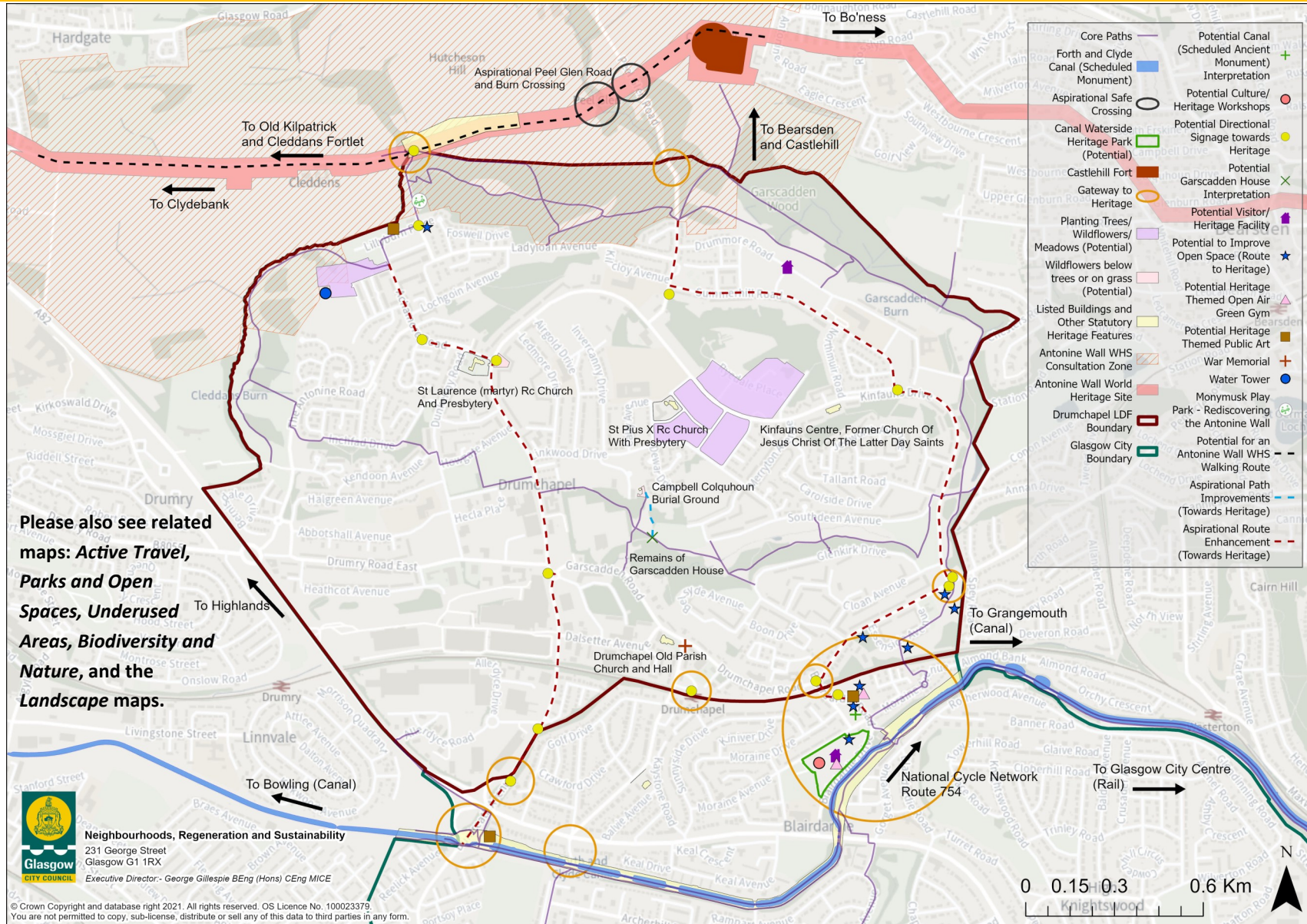
The Forth and Clyde Canal (FCC) is a Scheduled Ancient

Monument completed in 1790 to bring goods across Central Scotland. It runs for 35 miles between the River Clyde at Bowling and the River Carron at Grangemouth. The relationship with the FCC on the doorstep of Drumchapel makes it part of local history. Spatially it remains an important long distance link outward from Drumchapel for recreation, education and for active travel along the National Cycle Network route 754.

Regarding Central Scotland, the [NPF](#) (page 131) states that “there is a particular opportunity to build on the successful regeneration of our canals to provide an invaluable strategic greenspace that connects communities across the area as a whole, contributes to its strong post-industrial heritage and provides wider functions such as water management to support future resilience to climate change. The potential of a canal asset should be recognised as a shared priority”. The LDF has identified one location where there may be a particular opportunity to explore contributing to this (see map).

The following map shows the locations of existing heritage assets and illustrates potential opportunities relating to local heritage which could be explored. These are not specific proposals or prescriptive in any way.

SPATIAL DESIGN STRATEGY | COMMUNITY | HERITAGE MAP



6



GETTING AROUND

SPATIAL DESIGN STRATEGY | OUTCOME 2 | GETTING AROUND

The *Getting Around* outcome seeks to create “a connected place to move around in and to get to through walking, wheeling, cycling and public transport.”

As one of Glasgow’s post war peripheral housing schemes, Drumchapel sits at a distance from the City Centre, being closer to Clydebank in neighbouring West Dunbartonshire. In order for local people to have easy access to the benefits of the city region, and for more people to visit the area, there must be good public transport provision which connects Drumchapel within a wider network of places.

As part of achieving the vision of Drumchapel being a pleasant place to live in, residents must be able to easily access day-to-day amenities and locations for social interaction, recreation, local employment and education. This should be in line with 20-minute neighbourhood aspirations (see **PR11**), meaning that such activities should be safely accessible via walking, wheeling and cycling (active travel), and/or public transport.

Efforts relating to this outcome will also need to take account of Drumchapel’s varied topography, with the

area comprising a series of valleys with some fairly steep gradients in places.

Consequently, the **Principles (PR)** relating to the *Getting Around* outcome are set out under the following topics:

- Active Travel
- Public Transport



Duntreath Avenue from the south as you enter Drumchapel

SPATIAL DESIGN STRATEGY | GETTING AROUND | ACTIVE TRAVEL

As previously outlined on page 13, active travel means modes of travel which are powered by the physical movement of the individual, including walking, use of a wheelchair (wheeling) and cycling. As referred to in the *Local Shops and Facilities* topic, efforts to improve accessibility will be linked in with the 20-minute neighbourhood concept and the Council's Liveable Neighbourhoods programme. On a wider scale, the [Active Travel Strategy](#) outlines city-wide aspirations. It is also recognised that pavement parking is a major issue in much of Drumchapel. Nationally, the Transport (Scotland) Bill (2019) introduces a [ban on footway parking](#) across Scotland. At the time of writing, the Council is updating its back-office systems to allow it to enforce these offences as soon as possible, based on regulations published by the Scottish Government in December 2023.

PR39 Kinfauns Drive is the major transport route around Drumchapel. The LDF supports work on a design study to explore how this route can be improved for active travel. Potential areas of exploration could include:

- The introduction of parking bays alongside pavement build-outs.
- The feasibility of a segregated cycle route.

PR40 Duntreath Avenue is the main connection to Great Western Road, the Forth and Clyde Canal (National Cycle Route) and further south to Yoker and Knightswood. The active travel environment here is extremely poor. The LDF supports measures including pavement widening, segregated cycle infrastructure and significant intervention at the roundabout which meets Kinfauns Drive, in order to make it friendly for pedestrians and cyclists. The potential of replacing the roundabout with another form of junction should be explored.

PR41 The LDF supports work to expand and improve the quality of cycle routes through quiet roads and on specific off-road paths. This includes better signage and wayfinding as well as surface improvements.

PR42 In terms of the overall path network (including [core paths](#)), the LDF supports actions which will improve surfaces and wayfinding, and expand the network. Disability access should be significantly expanded. Key sections of path for improvement include:

- Garscadden Burn Park and west to town centre - Surface should be made consistent rather than the variety of quality which exists currently.
- Between Kinfauns Drive and Conon Avenue -

better connections should be facilitated to Colquhoun Park and Bearsden

PR43 The LDF supports work to explore and/or deliver on a cycle route connecting Bearsden with Drumchapel Town Centre. This would make use of Garscadden Burn Park.

PR44 The LDF supports improvements to and promotion of the *Drumchapel Way* running through the woodlands around Drumchapel. Currently there are several parts where the path virtually disappears. Improvements should include elements such as better surfacing and appropriate path width and margins.

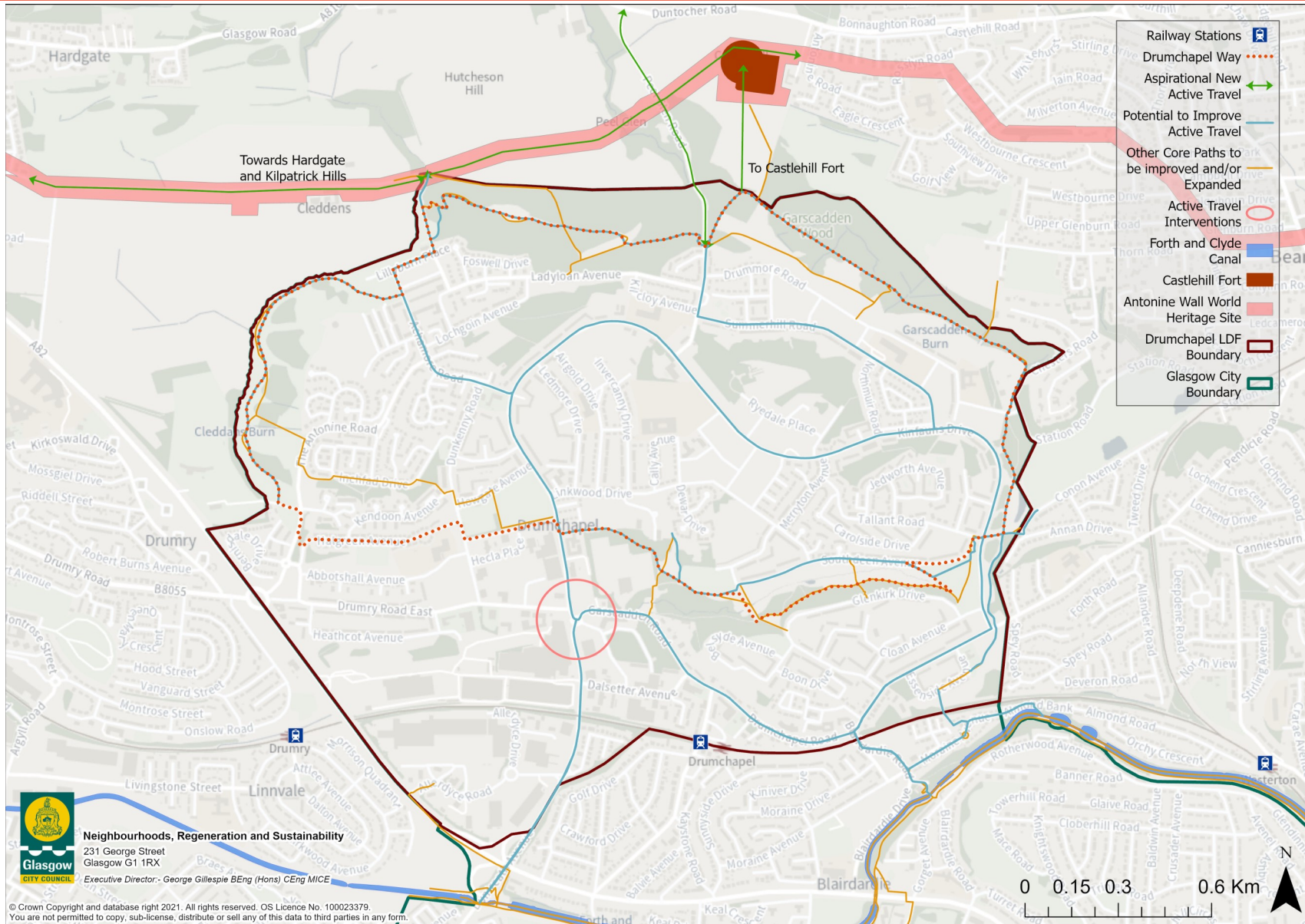
PR45 Most trips using public transport will also include active travel as part of the journey. Consequently, the LDF supports better integration of active travel with public transport. In particular, improvements to connections with Drumchapel and Drumry train stations should be delivered, and opportunities to improve links to the bus network should be considered.

PR46 There are significant perceptions of safety as an issue, particularly at night. The LDF supports work to

identify where improvements can be made to better create a safe environment for active travel e.g. through lighting improvements.

PR47 The LDF supports measures to improve wayfinding/signage to key locations such as the Forth and Clyde Canal, community facilities, open spaces and train stations. The canal should be given increased profile, with wayfinding supported along access routes. Relevant signage could also show destinations that can be reached via the Canal, with distances given.

SPATIAL DESIGN STRATEGY | GETTING AROUND | ACTIVE TRAVEL (MAP)



Drumchapel has several bus routes running through it, connecting the area with the City Centre, West and North-West Glasgow, Clydebank and Bearsden. There are also two railway stations serving the edges of the area (Drumchapel and Drumry). However, there are parts of Drumchapel which are more isolated and not well served by public transport (see map on next page), and there are issues across the area with bus frequencies and reliability. The latter issues relate primarily to bus operation and can thus not be addressed directly by the LDF, however partnership working is encouraged to help improve this. Into the future, the Clyde Metro project also has potential to improve transportation for Drumchapel and provide other transformational opportunities.

PR48 Due to its location at the extreme edge of the Glasgow City boundary, Drumchapel has often been described as one of Glasgow's peripheral housing schemes. What is overlooked in this description is the relationship which the area has to neighbouring towns and local authority areas, particularly Clydebank and Bearsden. The LDF supports improvements to public transport connections **both** with areas of Glasgow such as the City Centre, and to neighbouring destinations. As such, the LDF welcomes the STPR2 Clyde Metro [Recommendation 11](#) and the conceptual map of routes which appears to include Drumchapel within the

project's integrated scheme.

PR49 The LDF supports work with relevant partners to improve bus provision across the whole of Drumchapel. A priority for this should be addressing specific locations where there are gaps in provision, particularly further from the Kinfauns Drive corridor e.g. in the west, north-east and around Garscadden Road-Drumchapel Road (see map on next page).

PR50 The potential of creating an enhanced bus hub at Drumchapel town centre should be explored (also see *Mobility Hubs* in the [GTS Spatial Delivery Framework](#)). This could include public realm improvements and better integration with cycling infrastructure.

PR51 As in **PR45**, the LDF supports improved access to Drumchapel and Drumry railway stations. These should be better integrated with the bus and cycle network, particularly Drumchapel Station. The LDF supports the redesign of the external areas in and around the railway station to make it more attractive and feel safer. Disabled access improvements at Drumchapel Station are supported.

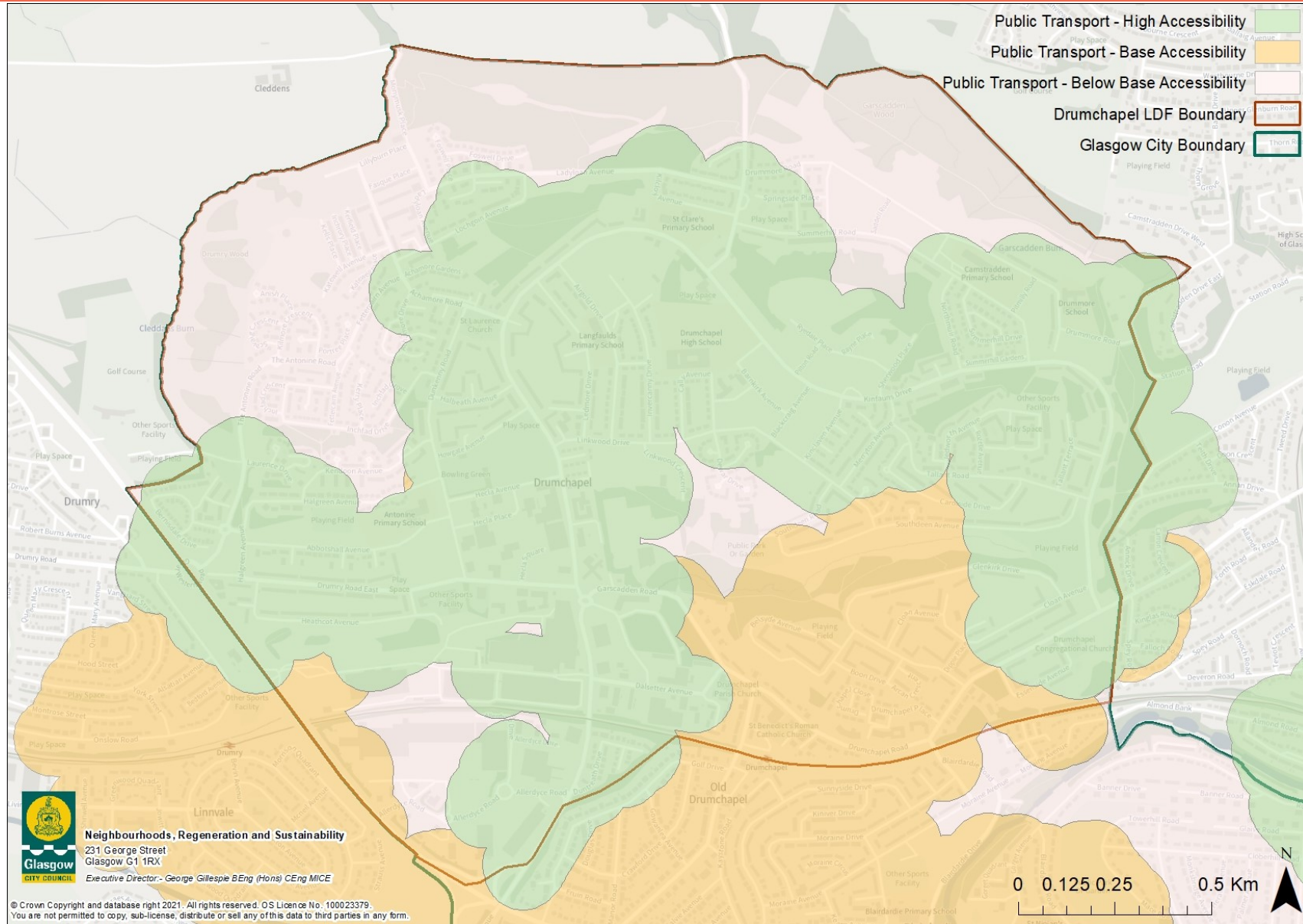
PR52 The National Planning Framework (NPF) and Strategic Transport Projects Review (STPR) contain proposals for a Glasgow City Region metro system, termed "Clyde Metro" (see [link](#)). The Clyde Metro Team are progressing the Clyde Metro project with Transport Scotland and other stakeholders for the Case for Investment and Transformation work over the next 2-3 years.

The LDF supports transformational change as part of the Clyde Metro project which would better connect Drumchapel with both the City Centre and neighbouring areas i.e. adjacent local authorities and other parts of the city.

PR53 As mentioned, matters relating to bus operation are outwith the control of the LDF, however partnership working is supported to help improve reliability, timetable display, frequency and routing in order to aim for accessible public transport in all parts of Drumchapel.

The map on the following page shows an assessment of public transport accessibility in Drumchapel, using the standard contained within Annex A of [SG11: Sustainable Transport](#).

SPATIAL DESIGN STRATEGY | GETTING AROUND | PUBLIC TRANSPORT ACCESSIBILITY



7



OUTDOOR SPACES

SPATIAL DESIGN STRATEGY | OUTCOME 3 | OUTDOOR SPACES

The *Outdoor Spaces* outcome seeks to create a “green place which has benefits of both urban and rural, having good access to open spaces, the natural environment and the wider green network.”

Drumchapel’s location and original post-war vision as a healthy place with plentiful access to greenery means that the area has excellent potential with regard to outdoor spaces. Drumchapel has many such assets which can be improved on and made more accessible.

The *Outdoor Spaces* principles contained in the following pages will work alongside city-wide guidance, in particular the [Open Space Strategy \(OSS\)](#); related supplementary guidance SG6, SG7 and SG8 and the Council’s upcoming play sufficiency assessment. The OSS and SG6 include standards for multi-functional publicly usable open space provision for new development, and requirements for developer contributions for its provision and accessibility as appropriate.

Drumchapel’s access to open spaces and the green network are arguably what makes the area most unique, and provide an opportunity to further contribute to a distinctive positive identity.

Consequently, the **Principles (PR)** relating to the *Outdoor Spaces* outcome are set out under the following topics:

- Parks and Open Spaces
- Green and Blue Connections



Entrance to Drumchapel Park from the south

SPATIAL DESIGN STRATEGY | OUTDOOR SPACES | PARKS AND OPEN SPACES

PR54 As previously outlined in **PR20**, the LDF promotes the incorporation of a refreshed garden suburb vision for Drumchapel. This includes a focus on access to plentiful open and natural space, as well as the incorporation of greening into design, and the extension of the wider green network should be part of this. Development proposals are expected to demonstrate their application of this principle.

PR55 The LDF supports the delivery of Glasgow's Open Space Strategy (OSS) and supplementary guidance SG6 within Drumchapel, through improving access to and the quality of open spaces in the area. This includes improvements to existing spaces and the creation of new publicly useable open spaces where appropriate. Some areas which require a particular focus on improvement and/or creating new spaces are:

- North-west Drumchapel - There are currently no spaces with the potential to meet the OSS quality and accessibility standards. A new space is required.
- West Drumchapel - Some of this area is close enough to Drumchapel Park for this to be an accessible space, however at the western edge there are currently no adequate spaces.
- East-central area around Kinfauns Drive - Open

space required with new development.

- Eastern end of Summerhill Road - Quality issues
- South-east Drumchapel - There is a large quantity of open space here, but the quality requires improvement, with the key spaces being Garscadden Burn Park and at Essenside Avenue.

PR56 Drumchapel Park is the main large multi-functional open space in the area. In line with the vital role it plays, the LDF supports a renewed focus on improving the provision and quality of this space.

PR57 In line with the OSS/SG6 and linked in with the *Active Travel* topic, the LDF supports better linkages and accessibility to existing open spaces. This includes nearby spaces which are outwith Drumchapel itself, including Colquhoun Park in Bearsden which requires improved paths from the Glasgow side.

PR58 The LDF supports delivery of nature-based solutions¹ (see footnote) in Drumchapel. Through Vacant and Derelict Land funding, it is intended that a net-zero masterplan will be delivered for Drumchapel which will outline opportunities for nature-based

solutions to be applied. The LDF supports the incorporation of this into open space improvements in the area.

PR59 The LDF recognises that vacant and underused land may have potential in terms of open space and biodiversity. Proposals for vacant sites should take into account existing potential and incorporate this into development in line with the OSS, SG6, CDP, NPF and LDF. Furthermore, the LDF supports initiatives to introduce meanwhile uses to stalled sites. In addition, some spaces sit right next supported living accommodation e.g. beside care homes. Bringing these sites forward first should be a priority.

PR60 As part of improving health and wellbeing in Drumchapel, and as referred to in **PR14**, building on the positive culture of health and fitness activities in the area, the LDF supports improved access to outdoor sports and activities through the provision of suitable spaces and improvement of existing spaces.

PR61 The LDF supports new growing spaces in Drumchapel, in line with the [Glasgow Food Growing Strategy](#). This includes support for the Growchapel project. Furthermore, the LDF supports use of spaces in

Footnotes

1 <https://connectingnature.eu/nature-based-solutions-explained>

SPATIAL DESIGN STRATEGY | OUTDOOR SPACES | PARKS AND OPEN SPACES

Drumchapel to assist in food production in line with the [Glasgow City Food Plan](#).

PR62 Provision for children’s play and opportunities for social interaction should be improved across the area, including for those with additional support needs. The LDF supports projects to improve existing spaces and to incorporate or create new play spaces. The Council will be conducting a play sufficiency assessment, and future provision in Drumchapel should seek to meet the requirements of this.

PR63 New development should avoid creating residual/ underused spaces without a positive function, and proposals for such positive functions should be well considered.

PR64 Local people should be involved (in an inclusive way) with the design of open spaces. Conversations should identify any reasonable adjustments that could make the spaces welcoming, safer and more inclusive. Local people should be involved in decisions about new gardens or growing spaces. They should also be given an opportunity to help design and deliver them. There should be especial emphasis on people who have lived experience of the spaces as they are at the moment.

PR65 Where appropriate, even small spaces should become climate adapted. For example, consideration should be given to providing shelter from rain and shade from the sun, such as through covered seating.

PR66 New open spaces should be well located and designed to be safe, inclusive, accessible for all, promote independent living, and to be child friendly. Spaces should promote connections between different groups, generations and cultures. Features that are helpful to disabled people. different ages (including older people), families and carers should be included such as sensory planting, adapted growing opportunities, seating and play equipment for disabled people or those with additional support needs. They should also be designed and located to support the lives of girls and women.

PR67 New or enhanced spaces should be designed with safety in mind, including for women, girls and more vulnerable people. This includes consideration of lighting, signage and location of exit and entry points, sight lines, natural surveillance and measures such as CCTV and help points.

PR68 New care homes, housing for older people/those

with disabilities, and facilities that support such people should include communal garden or adapted green space. This should allow people to sit outside, meet each other and have visitors. Spaces should be attractive, stimulating, nature-rich, accessible and climate adapted (with cooling vegetation and shade), and take advantage of views of the landscape and community life where possible.

Where such facilities don’t have a garden, the LDF supports the creation/co-location of new gardens or greenspace next to them.

SPATIAL DESIGN STRATEGY | OUTDOOR SPACES | PARKS AND OPEN SPACES (MAP)

In relation to the OSS and SG6 (see **PR55**), please click the link to [this map](#) which shows spaces (called “Community Spaces” in the OSS) with the potential to meet the Quality and Accessibility Standards set out in those documents. Not all of these will be taken forward as Community Spaces, particularly in those areas of the City where there may be a number of potential options.

- The scoring of the spaces will be updated on an ongoing basis and so the colour of each (indicative of the extent to which it is likely to meet the OSS Quality Standard) will change over time.
- New spaces may be added where these are identified by the Council, and will be added to the map where this is the case.

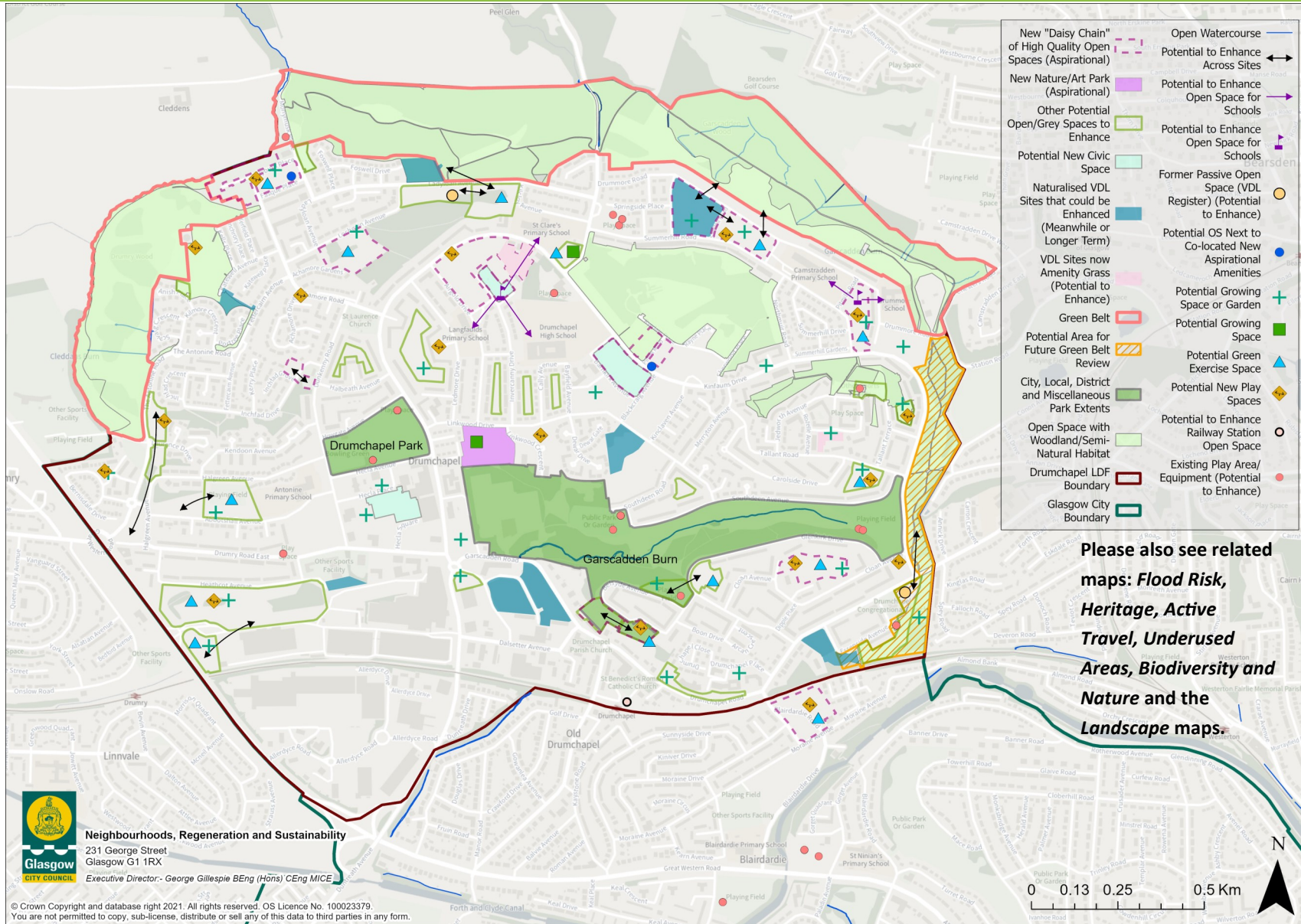
To support the work of the Open Space Strategy, the map on the following page shows existing assets and illustrates some potential opportunities relating to open space in Drumchapel. It must be emphasised that **these are potential opportunities which could be explored, and not specific proposals or prescriptive in any way**. These include:

- Play areas - The map identifies some possible areas that could include new play provision. Play should be accessible for all, including for example different ages, those with disabilities, and spaces for women and girls. The upcoming play sufficiency assessments should support

this. Routes to and from open spaces are also an opportunity to promote play;

- Gardens and greenspace which serve locations such as care homes, elderly/accessible housing, and facilities that support vulnerable people or those with disabilities;
 - Civic space - Space which reflects the spirit and culture of the local community and raises local pride, providing a focal point for Drumchapel to connect and mark the area as a destination. This could create a place for events and culture and help to combat social isolation. The map identifies a few possible areas to explore, but these are not prescriptive. This should be designed to a high quality with the local community, and promote safety and inclusion;
 - Nature/art park - In Drumchapel there is a formal managed park on the one hand, but on the other more semi-natural countryside. There could be benefit from a new park that is partly naturalised, and perhaps includes public art reflecting culture and heritage. It could be designed specifically to support biodiversity and connect people to nature, and inclusively for all, including those with disabilities, girls and women and for carers. If this particular site was developed for housing perhaps part of the site could be used for a small park. It has the
- potential to create a green link between the town centre and Garscadden Burn Park;
 - A core “daisy chain” of new high quality temporary and/or permanent open spaces or gardens, connected across Drumchapel to deliver benefits to the whole area;
 - Shared opens spaces/gardens that might be shared as an asset between more than one school. Some of these schools still have blaes pitches. They might include growing, dancing areas, green gyms, nature based play, quiet reflective spaces etc. The map identifies some areas that might be looked at further but this is not prescriptive;
 - New community growing spaces or gardens - The map identifies some spaces that could contain potential for growing spaces or gardens;
 - Green exercise spaces - There may be opportunity to create outdoor gyms or other exercise spaces within open/green spaces.
 - Former passive open space - These are spaces categorised on the Vacant and Derelict Land Register as previously having had an open space function. There may be potential to deliver positive community open space use within these.

SPATIAL DESIGN STRATEGY | OUTDOOR SPACES | PARKS AND OPEN SPACES (MAP)



SPATIAL DESIGN STRATEGY | OUTDOOR SPACES | PARKS AND OPEN SPACES

The map on the following page also illustrates some potential opportunities, this time in relation to underused spaces. Again it must be emphasised that **these are potential opportunities which could be explored, and not specific proposals or prescriptive in any way.** These include:

- Creating small gardens, relaxing or growing areas (including next to care homes) in the form of “heritage gardens”, or for workers next to or within their workplaces;
- Planting areas of amenity grass - For example, with wildflowers to support insects, to connect the green network, for raingardens or urban farming/free food growing;
- Creating specific health and well-being spaces - Places that are inclusive, communication friendly (for people with sensory impairments), and well designed to nurture mental health and promote relaxation. The LDF links these spaces on the map to some sites that formerly had a caring health role.
- Enhancing Drumchapel Park with flowers to support mental health and biodiversity. Other possibilities could also include dedicated spaces for girls and women and carers, if desired;
- Enhancing the amenity grass within/around play areas to create a more stimulating and inclusive

environment e.g. with flowers and child height raised beds for children to take part in growing. They could also be enhanced by including play equipment suitable for use by disabled people;

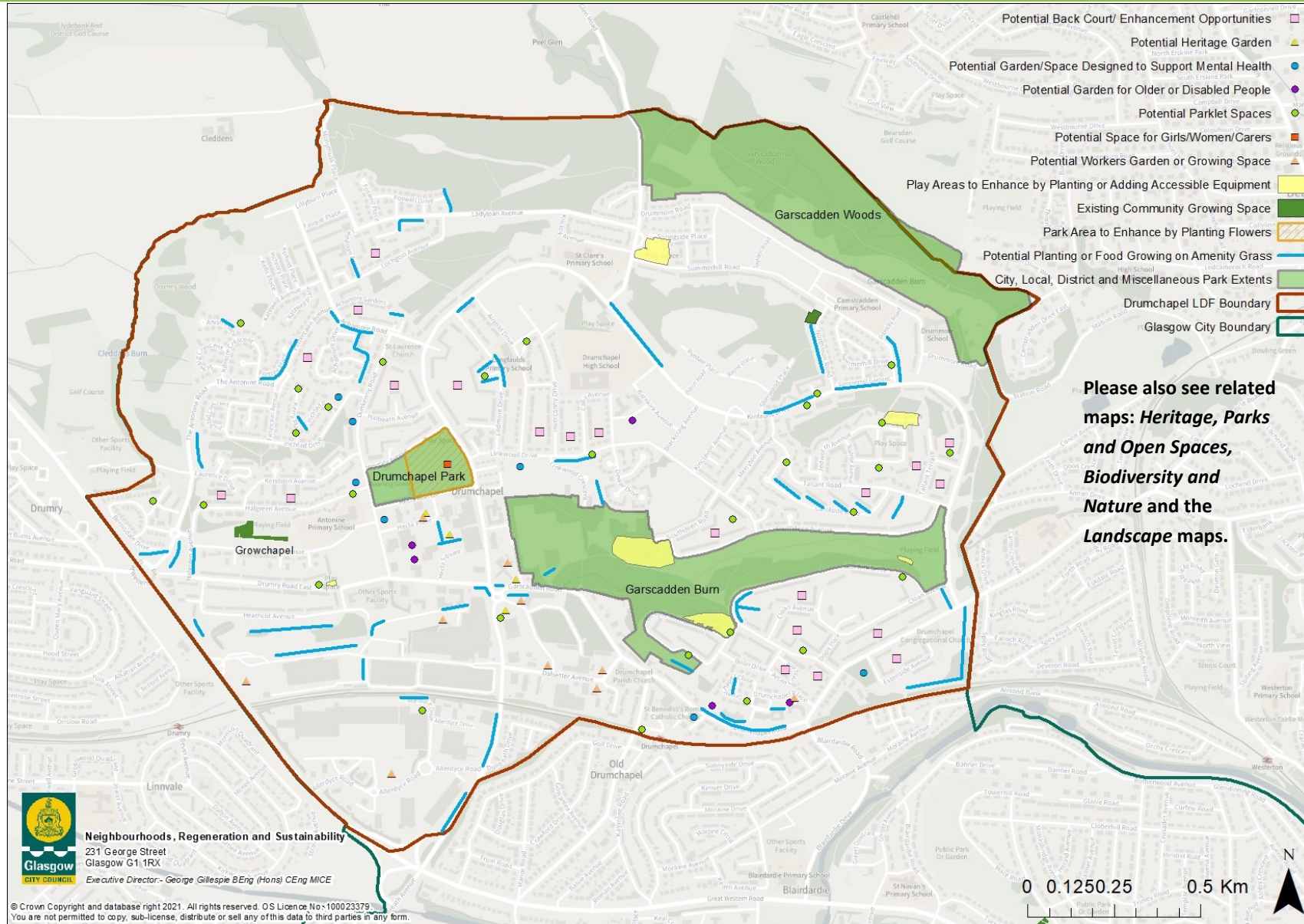
- Enhancing the disused open space of back court areas e.g. with growing spaces, orchards, small wooded areas, wildflower meadows, green gyms or other outdoor exercise areas. They should be visually pleasing and include beautiful trees (during different seasons) e.g. to support the mental health of people who can't go out; and
- Situating parklets* where appropriate, on streets with underused areas - This can promote connections between people and raise place quality, but also create small distinctive landmarks e.g. to help people with dementia navigate their area.

*Information on parklets can be found in the Glasgow Liveable Neighbourhoods [Parklet Report](#). The [Liveable Neighbourhoods Toolkit](#) also has relevant information.



Currently underused space within the town centre

SPATIAL DESIGN STRATEGY | OUTDOOR SPACES | UNDERUSED AREAS MAP



As touched on previously, Drumchapel possesses a great natural environment, as well as having immediate proximity to the countryside surrounding Glasgow.

PR69 The LDF supports improved access to and through Drumchapel’s woodlands and natural space, as well as better promotion. This should include new support for the *Drumchapel Way*, in the form of path improvements, better publicity and the addition of supporting infrastructure such as benches and public art.

PR70 In addition to basic infrastructure, the LDF supports exploring the potential of visitor facilities for Drumchapel’s natural areas and heritage, and promoting the area to visitors more generally. Ways to promote Drumchapel as a “staging post” location on the way to the wider countryside, with a natural environment attraction for visitors in its own right, should be explored. This could include a visitor/heritage facility as a gateway to the woodlands, and could relate to activities such as outdoor and woodland knowledge and skills. This could also link in with exploring the potential of a training academy (see **PR96**). The potential of nature trails and mountain bike trails could also be considered. Efforts should consider if there is an individual site which could serve as a

primary location.

PR71 The LDF supports work in Drumchapel to increase tree coverage and improve access to existing trees/woodland in line with the [Glasgow Tree Plan](#) and the emerging Glasgow Forest and Woodland Strategy. This should include a review of trees in the area and their management.

PR72 As an area on the edge of Glasgow City, Drumchapel has a boundary with both West and East Dunbartonshire. Much of this boundary is located on the green belt and offers potential in terms of access to the countryside. The LDF consequently supports improved physical connections with neighbouring local authority areas, and joint working with both councils where applicable.

PR73 In line with the above, the LDF also supports work to promote Drumchapel’s links with the Antonine Wall (part of the *Frontiers of the Roman Empire* World Heritage Site). This should include interpretation panels and improved paths up to the site of the wall, as well as incorporation into potential visitor facilities as previously referred to. Please also see *Places, Population and Heritage* topic and Heritage map.

PR74 The LDF supports the aims of the Metropolitan Glasgow Strategic Drainage Partnership (MGSDP) in reducing flood risk within Drumchapel. This includes the Drumchapel Surface Water Management Plan. Flood risk adaptation measures should be well integrated with open spaces and the green network, and not reduce the overall useability of spaces by local people. Any new development, including active travel routes, should consider what contribution it can make to reduce flood risk and increase the resilience of existing communities (see **PR26**).

PR75 Drumchapel’s water tower is a major landmark, and the LDF supports exploring opportunities to promote it as such and improve its appearance where applicable. The potential of bringing back lighting to the tower should be explored.

PR76 The LDF supports the exploration of opportunities for renewable energy generation (see **PR96**). Examples could potentially include PV (solar) projects, and in the case of some of the hills in Drumchapel, the feasibility of small scale community owned wind generation should be explored.

PR77 Development, and design more broadly, should

reinforce the strong landscape features of Drumchapel, such as its hills, valleys and woodlands. This should include the strengthening of landscape corridors through streetscape, planting and other landscaping, to form green/blue/grey routes.

PR78 The existing green network in Drumchapel is fragmented and has lots of dead ends. Consequently, the LDF supports efforts to improve its function through creating “stepping-stone” connections, such as by planting within and around existing open spaces.

PR79 Long term, the LDF supports the creation of an inner and outer series of “Green Gateways”. These should be designed to be distinctive and beautiful, using planting/trees to clearly mark gateways into Drumchapel from a distance, including at key junctions. Public art could also be included. See map on page 54.

PR80 New green corridors should connect to existing habitats and green infrastructure if there is an opportunity. Other opportunities may be along the edges of vacant land (either temporary or permanent). However, precautions should be taken and checks made to avoid spreading any invasive non-native species.

PR81 New linear green links should create functional wildlife corridors. Understory planting below trees and lines of hedges is encouraged. Existing green links should be safeguarded.

PR82 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).

PR83 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.

PR84 If there is existing road infrastructure within vacant sites then new development should consider if this can be successfully re-used.

PR85 When selecting plant 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 animal species (particularly in severe or winter weather).

PR86 Personal Safety - Within the landscape the canopy height of new trees should be a consideration, and should be appropriate in order to maintain safety. The planting of new landscape features (such as hedges or trees), especially involving active travel routes, street corners or open spaces should keep sight lines in each direction open and clear from obstruction. They should not block existing exit points. Distinctive trees could be used to provide wayfinding to exit points.

PR87 All development should deliver the specific positive outcomes for biodiversity set out in the NPF. This includes Policy 3, requiring an understanding of the value of the site’s characteristics and biodiversity in its appropriate ecological context, to be taken into account.

PR88 Where vacant sites have become naturalised to

any extent, in order for them to be properly assessed in line with the requirements of the NPF all planning applications should be accompanied by an ecological survey. The map on page 46 identifies some of these sites that are becoming naturalised, however more sites could be relevant by the time planning applications come forward. This includes sites that may be developing woodland or open mosaic habitat areas.

PR89 The quality of the blue (water) network in Drumchapel should be safeguarded. Where there is an opportunity, the blue network should be connected and nature-based solutions should deliver opportunities for biodiversity to thrive. SUDS and raingardens should be designed to maximise their potential to attract and support biodiversity. New wetland habitats should be created including within new development if there is an opportunity.

PR90 The LDF supports sustaining and expanding connections between protected sites and to other habitats (including wetland habitats).



View from below the water tower looking towards Garscadden Wood (Bluebell Woods)

SPATIAL DESIGN STRATEGY | OUTDOOR SPACES | GREEN AND BLUE CONNECTIONS

There are two maps on the following pages, which take some of the previous principles and give examples of how they could potentially be applied spatially.

The first map shows landscape features and local landmarks:

The significance of landscape and topography in the context of Drumchapel's two scheduled ancient monuments has been touched on previously in the LDF.

It is notable that the most distinct landmarks in Drumchapel are natural. The woodlands are the most striking where they sit on top of the hills, and are most often viewed from below. They are very eye-catching landscape features, sometimes creating an attractive backdrop for the housing. The two remaining multi-story flats and the water tower are the clearest modern built landmarks in the skyline and can be seen from a long distance. Another striking landmark seen from within the area (including from Drumchapel Park) is the ring of trees on Castlehill to the north which marks the Roman fort on the Antonine Wall (built around 142 AD). The hedge that marks the line of the monument is also visible.

As mentioned previously, the natural landscape in Drumchapel is one of the most striking things about its character, giving it a special quality. Surrounded by countryside to the north and west, its highly visible natural features arc around the outskirts and also pass

through it. Long views, sometimes extending to the other side of the Clyde Valley, deliver big open skies, creating a feeling of wide open space.

The second map focusses more on "Green Gateways" and green links, as well as illustrating potential opportunities relating to "Green Avenues", which are outlined below:

New Tree-lined Avenues (on-street):

The map shows how a cohesive network of connected on-street green avenues could be created across Drumchapel. It would further be enhanced by green connections across the spaces.

Starting from two of the southern gateways, two core circular avenues would better guide people through the area. Between these are connecting avenues. As well as enhancing legibility this concept extends the green network in all directions. Some of the components of green avenues (trees, hedges) already exist in some of these streets, but the edges of adjacent open spaces or vacant land could be incorporated where there are gaps. Wildflower planting could also be used.

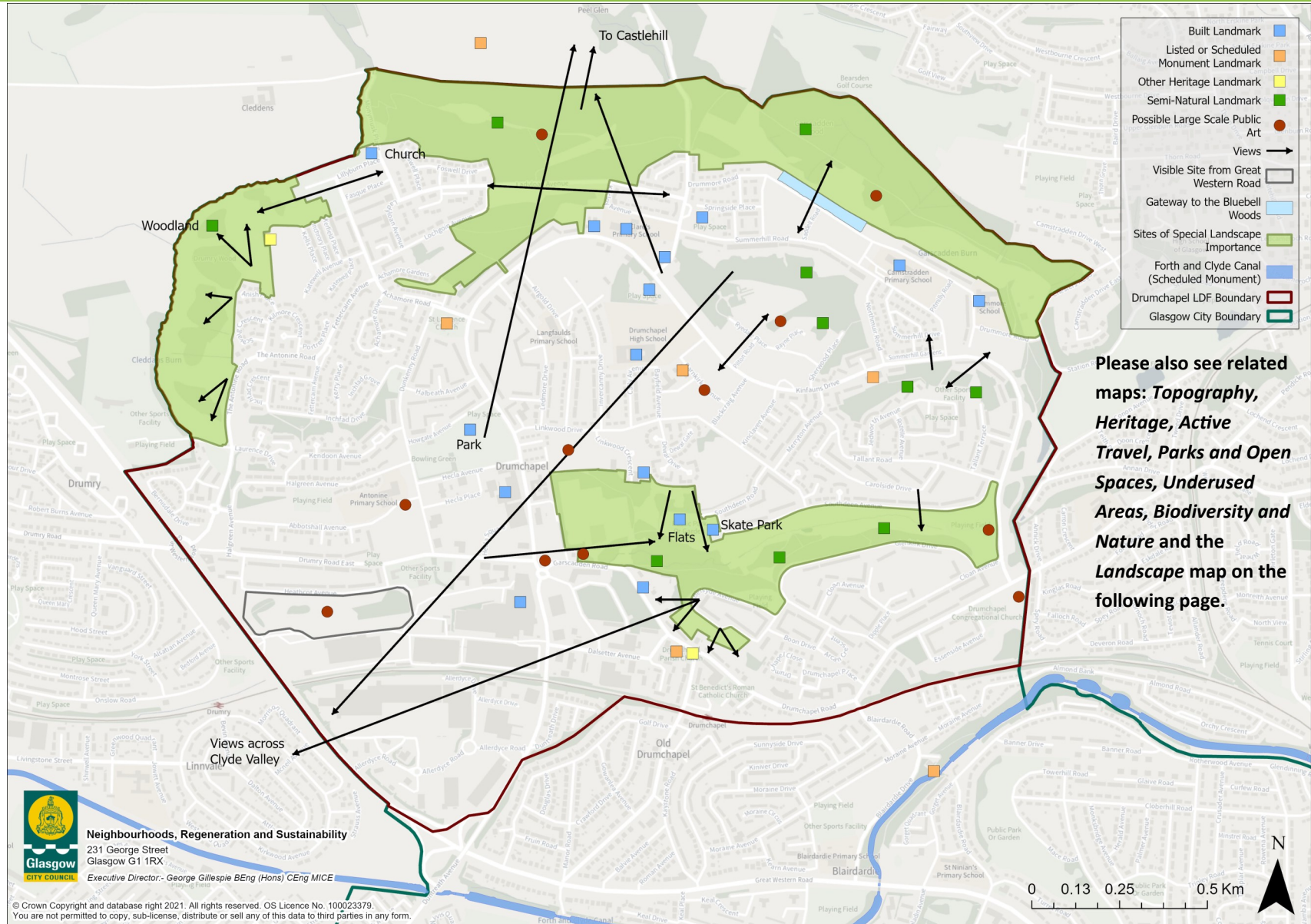
They should be beautiful to raise place quality but they could also help to lower air pollution, support biodiversity and provide shade or shelter in hot or wet weather. The avenues could also help to connect places that people might want to go, and be within a reasonable distance of facilities like care homes.

It must be emphasised that **these maps show potential opportunities which could be explored, and are not specific proposals or prescriptive in any way.**



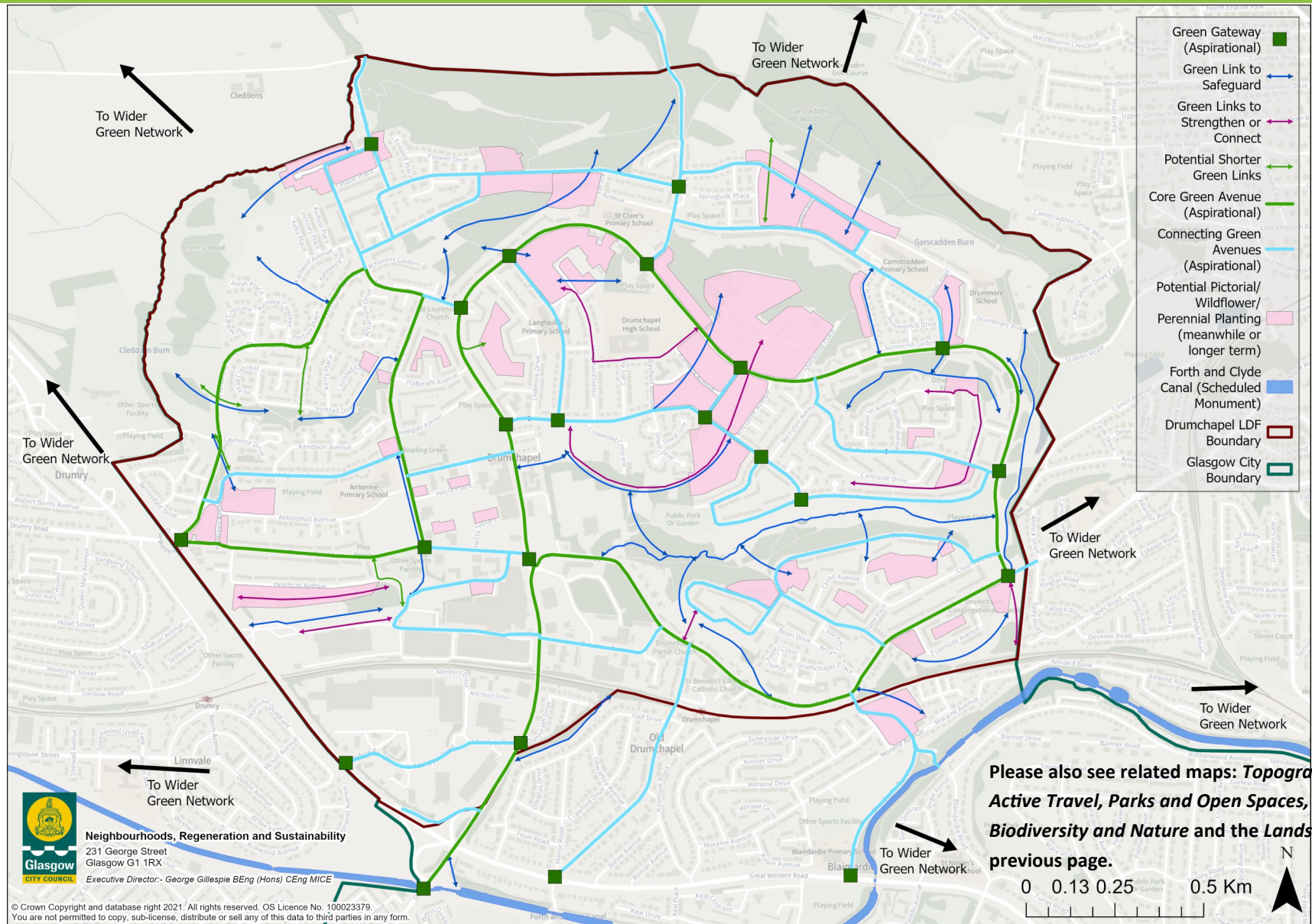
Drumchapel Water Tower

SPATIAL DESIGN STRATEGY | OUTDOOR SPACES | LANDSCAPE FEATURES AND DESIGNATIONS MAP



Please also see related maps: *Topography, Heritage, Active Travel, Parks and Open Spaces, Underused Areas, Biodiversity and Nature* and the *Landscape* map on the following page.

SPATIAL DESIGN STRATEGY | OUTDOOR SPACES | LANDSCAPE, GREEN INFRASTRUCTURE AND GREEN NETWORK MAP



The map on the following page illustrates some potential opportunities in relation to nature/ biodiversity.

There are several designations that protect biodiversity and habitats in Drumchapel. Sites that are protected and proposed to be protected include:

- Part of the habitat along the Yoker burn is protected by a Tree Preservation Order;
- A large part of Garscadden Wood, and a link down Colquhoun Street are Ancient Long-established or Semi-Natural Woodland;
- Sites of Importance for Nature Conservation (SINC) - Cleddans Burn is a City wide (C) SINC. Part of Garscadden Burn Park is a CSINC, the east side of Garscadden Wood is a CSINC; Garscadden Wood (West) is a local SINC. While the Forth and Clyde Canal is just outside of the LDF boundary it is an important wildlife corridor for Drumchapel. It is designed as a CSINC;
- Garscadden Wood and Cleddans Burn are Local Nature Reserves (LNR).
- There are three Sites of Special Landscape Importance (SSLI). They are Garscadden Burn Park SSLI, Garscadden Woods SSLI and Drumry Wood SSLI.

- There are two areas of Greenbelt around Drumry Wood/Cleddens Burn (this covers both of the west and east woodlands);
- There are only two designated green corridors in the LDF area - along the railway line and the Yoker Burn. The canal is designated green corridor;
- Many areas in Drumchapel are on the [PAN65 open space map](#) and protected.
- **A new LNR is currently proposed** in Drumchapel - Garscadden Burn Park.

In several sections of the LDF are measures that will potentially increase the capacity for Drumchapel to support biodiversity. Some of these are illustrated on the previous corresponding maps (see landscape maps, parks/open space map and heritage map). Where possible in Drumchapel, an Ecosystem Approach¹ should be applied to combine biodiversity opportunities and maximise the benefits. The local community and businesses could also engage with biodiversity in a way that supports health and wellbeing e.g., citizen science projects and helping to plant or build features to support biodiversity. Efforts to mitigate climate change through tree planting can also potentially deliver considerable benefit for biodiversity at the same time, but must be well designed.

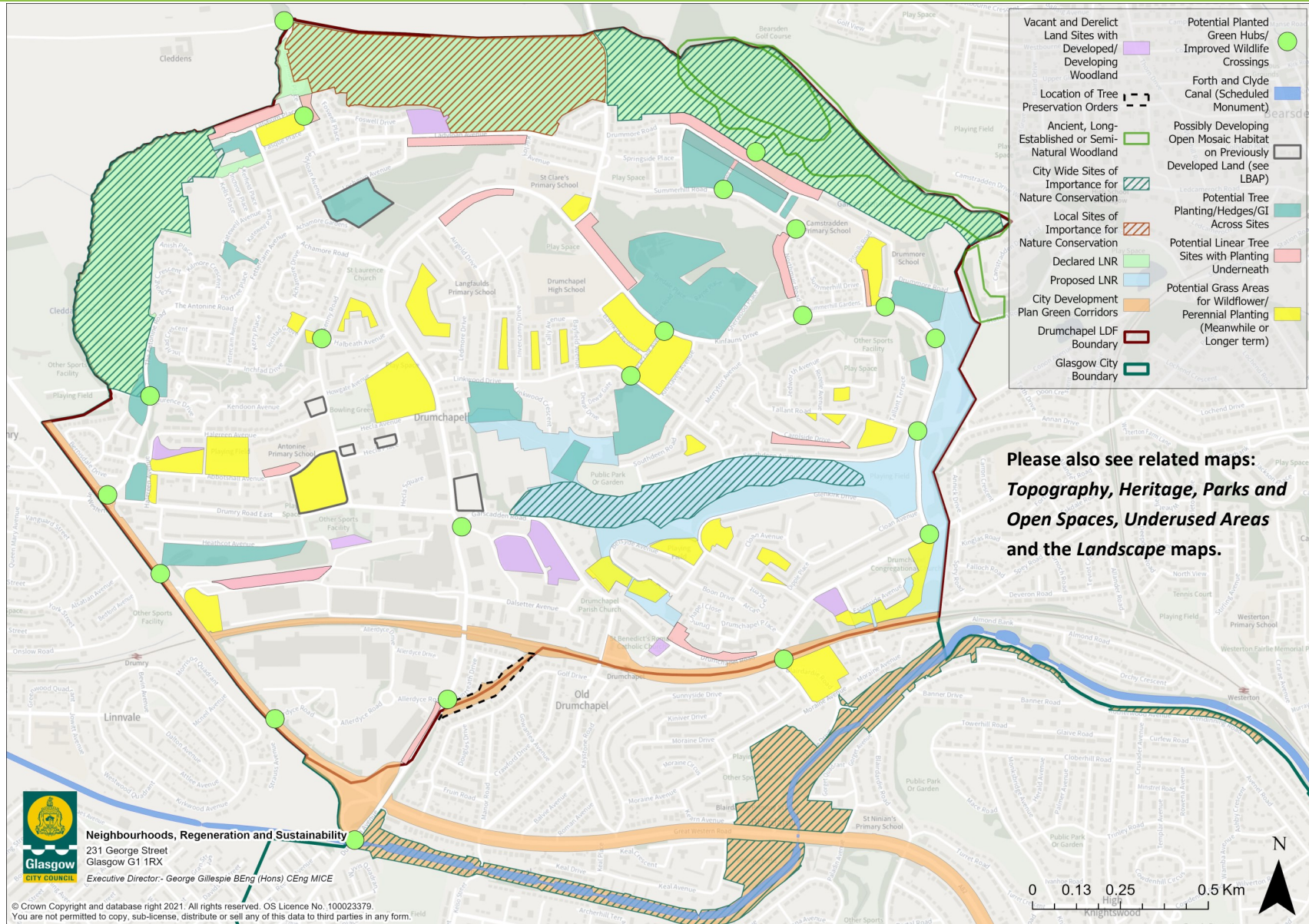
Footnotes

1 "The Ecosystem Approach is a strategy for the integrated management of land, water and living resources that promotes conservation and sustainable use in an equitable way. The Ecosystem Approach places human needs at the centre of biodiversity management. It aims to manage the ecosystem, based on the multiple functions that ecosystems perform and the multiple uses that are made of these functions. The ecosystem approach does not aim for short-term economic gains, but aims to optimize the use of an ecosystem without damaging it." (Scottish Biodiversity Strategy to 2045, 2022, p. 79)

The biodiversity map illustrates the following opportunities. It must be emphasised that **this shows potential opportunities which could be explored, and not specific proposals:**

- The creation of green "hubs" at junctions which would provide cover to make it easier for wildlife to cross, and making the road network less of barrier. These would involve planting areas of amenity grass on each corner. They also sometimes overlap with the concept of creating "Green Gateways" (See map on previous page);
- Habitats on some of the vacant sites which could be enhanced, including sites that are possibly developing Open Mosaic Habitat on previously developed land (see [Glasgow LBAP](#) for guidance);
- Amenity areas of grass that might be planted (with wildflowers or pictorial meadows) to increase biodiversity, including pollinators (see [Glasgow Pollinator Plan](#));
- Linear areas that might be suitable for planting lines of trees to create corridors (understorey should be included or hedges to make this a functional corridor); and
- Possible sites/areas for future tree planting or woodland enhancement.

SPATIAL DESIGN STRATEGY | OUTDOOR SPACES | BIODIVERSITY AND NATURE MAP



7



WORK, ECONOMY AND SKILLS

SPATIAL DESIGN STRATEGY | OUTCOME 4 | WORK, ECONOMY AND SKILLS

The *Work, Economy and Skills* outcome seeks to create “a vibrant place with a people-centred local economy and good access to education and training.”

Insofar as spatial planning can contribute to this, the LDF seeks to support local employment, economic activity and skills/education in Drumchapel. Part of this includes support for appropriate activity within Economic Development Areas (EDAs) as per the City Development Plan. The LDF goes into some further detail regarding locations, sectors and other opportunities.

Emerging economic development approaches gaining support by groups including the Council and the Scottish Government (such as community wealth building (see **PR91**)) will play a part in future partnership work relevant to place and spatial planning.



Drumchapel Economic Development Area visible from the north, with plane approaching Glasgow Airport across the River Clyde (also note deer in foreground)

PR91 Whilst recognising that Planning can only partially influence this, the LDF supports working with partners to promote the community wealth building (CWB) approach to economic development in Drumchapel. This approach has been adopted by the Scottish Government, and is now included in the Development Plan for Glasgow via the National Planning Framework (NPF). The development of a CWB Strategy is also an action of the Council's Strategic Plan. The approach is outlined on the [Scottish Government website](#), and is defined by the NPF as a "people-centred approach to local economic development, which redirects wealth back into the local economy, and places control and benefits into the hands of local people." This could include for example the promotion of local/co-operatively owned or social/socially minded enterprises, and on the socially productive use of land and property. As such, the LDF supports exploring ways to facilitate local, social and community owned enterprises e.g. community owned energy projects.

PR92 In line with the above aim to keep more spending local, the LDF supports the concentration and co-location of appropriate smaller scale commercial activities, and of social enterprises, within Drumchapel town centre and local neighbourhood focal points/clusters (see also **PR12**).

PR93 The LDF seeks to facilitate the growth of sustainable local employment opportunities insofar as Planning has the ability to do this. The initial focus for this should be supporting existing businesses to expand and to adapt to climate change, and the promotion of appropriate uses within the vacant plots in Drumchapel's Economic Development Area (EDA) at Dalsetter Business Village, and any other buildings or land that becomes available as sectors evolve over time. The area currently benefits from industries related to food and drink, with a large whisky maker and large bakery already operating. There may be potential for a cluster of uses to develop and further attract supporting or similar businesses. The LDF also supports environmental and access improvements to the EDA to help make it a more attractive place for businesses to operate in.

PR94 The LDF supports new appropriate industrial and business uses outwith EDAs, provided they comply with policy requirements and enhance local amenity. This could include new workspaces in Drumchapel town centre. Great Western Retail Park is an important employment location providing mostly service-based jobs, and the LDF re-affirms support for this area to evolve over time where it continues its role as a major location for local employment.

PR95 The LDF supports the exploration of opportunities to create a further education facility e.g. as part of a larger college institution. This could take the form of a facility/campus in or near Drumchapel town centre, as well as support for the ancillary and spin-off facilities required for it to optimally function e.g. student accommodation, playing fields, start-up premises. The examples of John Wheatley (now Glasgow Kelvin) College and The Bridge in Easterhouse, or the emerging Glasgow Riverside Innovation District in Govan, show how such institutions can benefit a similar area and be linked in with other services.

PR96 Capitalising on its location and environment as previously mentioned, the LDF supports economic and skills opportunities relating to the green economy, the outdoors, heritage and traditional skills. Areas of potential could include:

- Renewable energy generation and heat networking - Solar, wind (subject to Air Traffic restrictions at Glasgow Airport) or heat pumps. Such projects should ensure community benefit, preferably through forms of community ownership and wealth building, including developing and linking to new heat networks.

SPATIAL DESIGN STRATEGY | WORK, ECONOMY AND SKILLS |

- Green and outdoor economy – Training academy, nature-based enterprises, ecological surveying, woodland management, landscape design, tree planting, nature-based solutions, specialist fencing, drystone walling etc.
- Green leisure and heritage opportunities - Visitor facility (see **PR70, PR73**), more general outdoor and woodland activities e.g. forest skills.

As mentioned above, the potential of creating a training academy should be explored, perhaps linking in with a visitor facility.

PR97 In line with the *Getting Around* outcome, physical access should be improved to:

- Places of employment;
- Educational establishments e.g. Primary Schools, High Schools, Clyde College Anniesland, West College Clydebank and the University of Glasgow.

PR98 The LDF supports and encourages opportunities for small businesses to share spaces and for the development of co-working spaces that would benefit

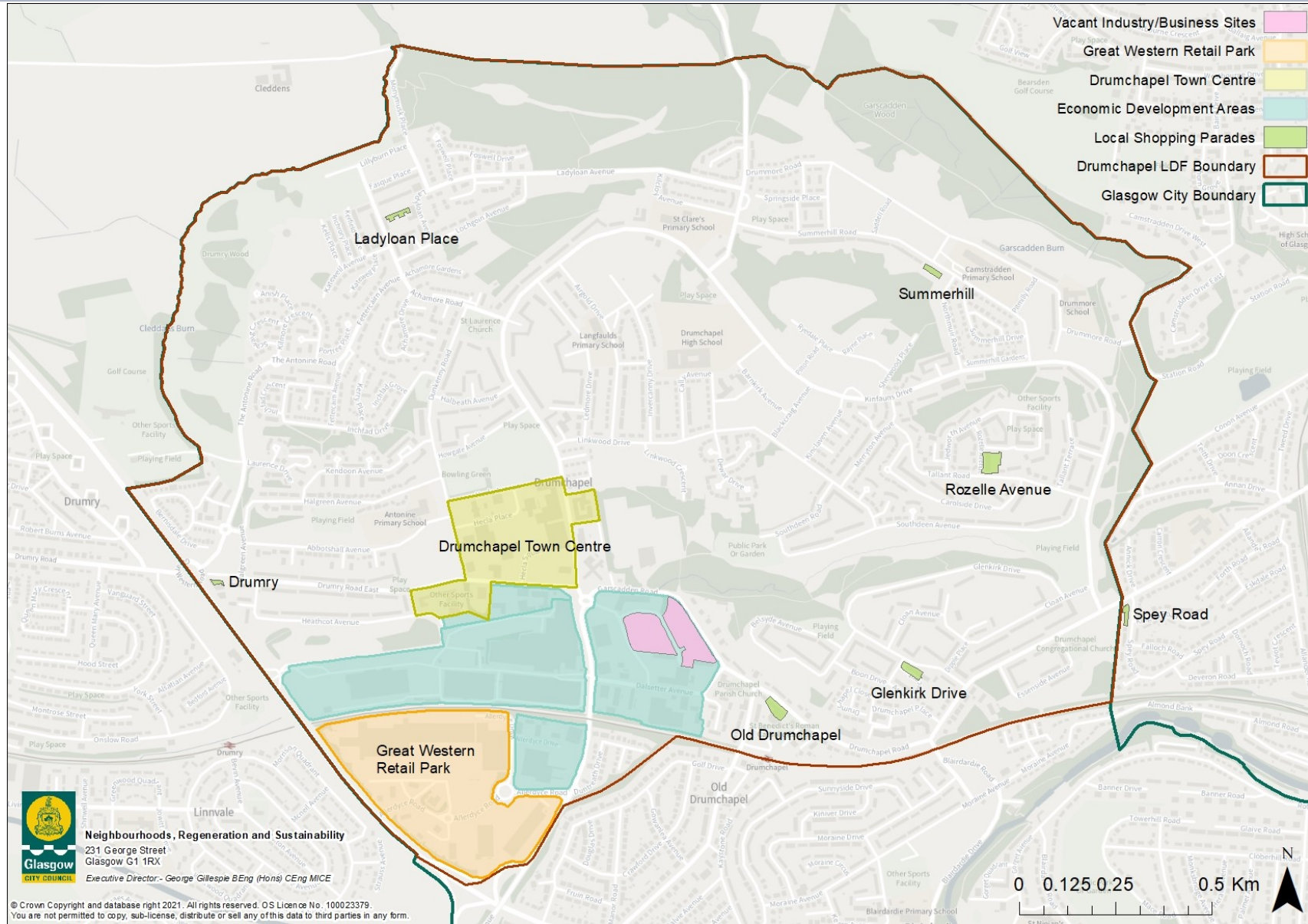
start-up and smaller businesses in the local area. Examples of potential uses could include creative industries and the arts, or office spaces for people working from home. Vacant or underused buildings could provide potential for this, subject to the amenity impacts on neighbours of the new business. The improvement of existing broadband connections and the development of digital infrastructure is encouraged to support this, as well as economic, social and educational opportunities more generally.

PR99 The LDF seeks to encourage emerging and growing industries (or headquarters) to locate in Drumchapel. According to Scotland’s Strategy for Economic Transformation (2022), some emerging opportunities include space technologies, the circular and blue economies, digital technology, food and drink innovation and the creative industries. Drumchapel is well connected by the A82 to businesses in the north (who might be looking for less expensive accommodation closer to Glasgow). Drumchapel is also a short journey by road to the new Advanced Manufacturing Innovation District at Glasgow Airport, and will be even more closely connected upon the opening of the new Yoker-Renfrew bridge. Interventions suggested in the LDF aim to raise place quality to attract new industries and investors.

PR100 Linking in with the strong presence of the food and drink sector in Drumchapel, and in addition to **PR92**, the LDF supports exploration of other food related opportunities. An example could be a cooking/ chef academy, building on other similar initiatives. This could potentially be co-located with another new facility in Drumchapel or combined with some of the new food growing opportunities.

The map on the following page shows Drumchapel’s EDA (including vacant plots), alongside retail sites at the town centre, retail park and local scales.

SPATIAL DESIGN STRATEGY | WORK, ECONOMY AND SKILLS | MAP





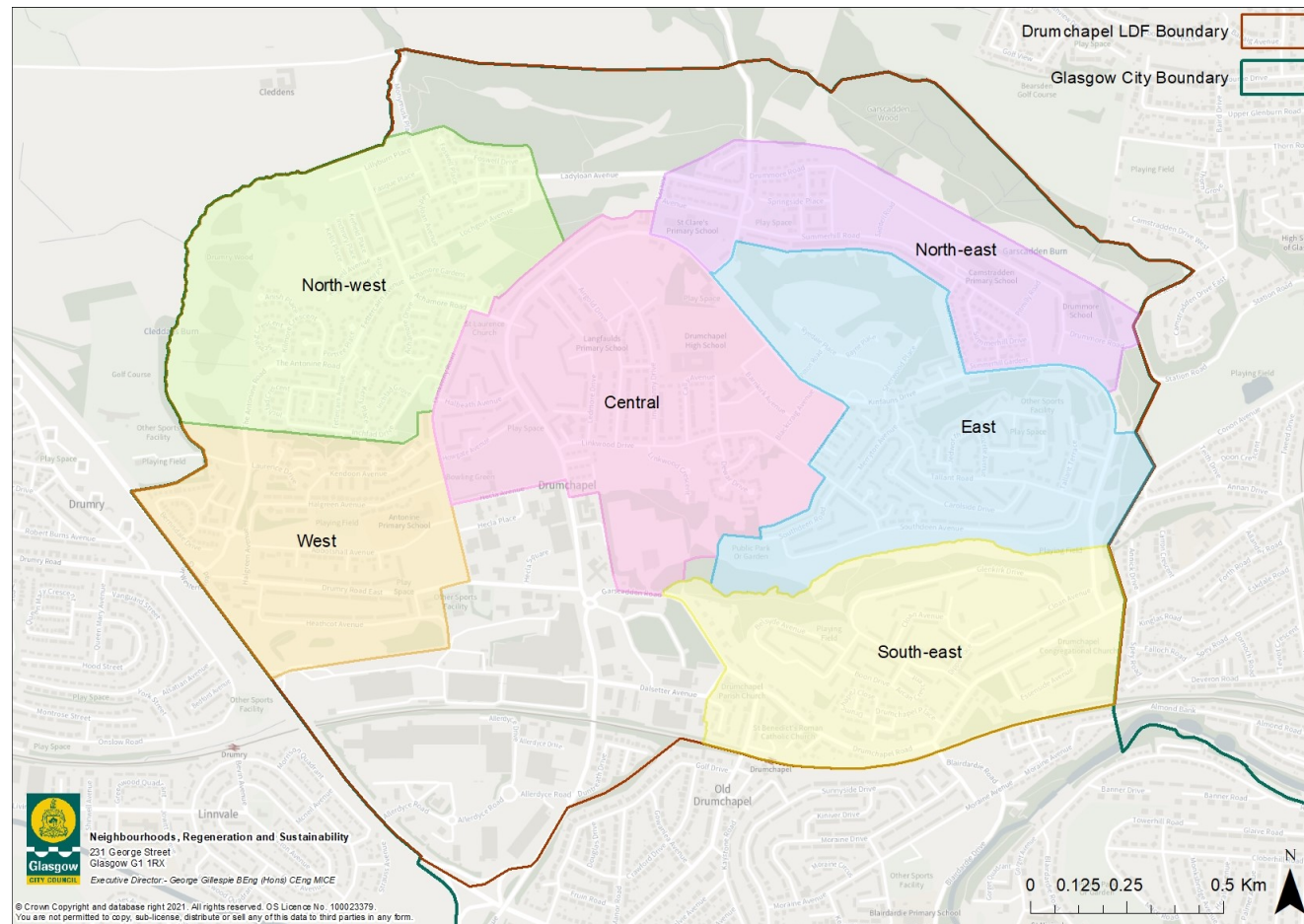
LOCAL NEIGHBOURHOOD AREAS

LOCAL NEIGHBOURHOOD AREAS |

Whilst the Spatial Design Strategy does provide guidance relating to specific spaces, sites and parts of Drumchapel, the following pages split the area into different sections and highlight some key issues and opportunities for each. These areas do not represent individual communities or have any meaning in themselves, they have merely been created in this document to allow Drumchapel to be examined at a smaller scale. The areas are:

- West
- North-west
- Central
- North-east
- East
- South-east

The south-west of Drumchapel includes the town centre, the Economic Development Area (EDA) and Great Western Retail Park. Guidance for these locations is contained within the Spatial Design Strategy, so the area will not be included in this section.



LOCAL NEIGHBOURHOOD AREAS | WEST

West Drumchapel’s housing is mostly a mixture of post-2000 low-rise development and 1950s tenements. Great Western Road borders West Drumchapel and the area benefits from the presence of Drumry Train Station nearby. There are several vacant sites in the centre of the area and adjacent to Antonine Primary School, which is located in the east. Great Western Retail Park lies to the south. Cleddans Burn Park is accessible to those in the north-west of the area, and the Growchapel project is located next to the former playing field.

LOCAL ISSUES TO BE ADDRESSED

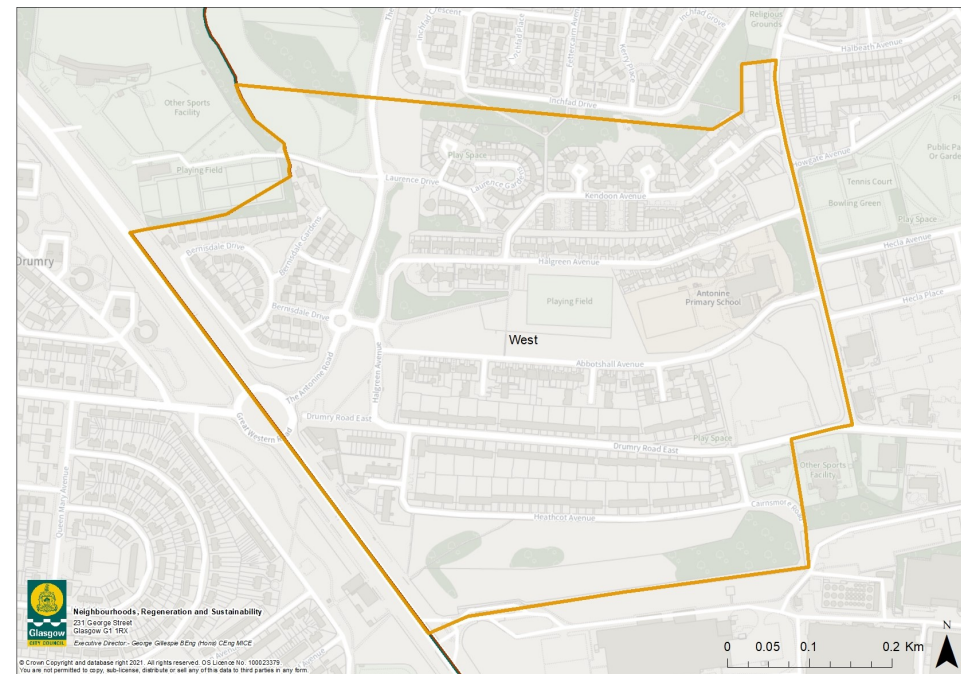
- Drumry Road East local shopping facilities have a limited offer.
- Great Western Road creates a physical barrier, particularly to Drumry Station and at the roundabout. Access and traffic control improvements could be beneficial.
- There is a lack of multi-functional open space, even though there are many green areas.
- Pavement parking and narrow roads are an issue in this area.

KEY LOCAL OPPORTUNITIES

- Growchapel - This project has potential to develop further and provide an expanded community function.
- The former football pitch at Halgreen Avenue may have open space potential.
- There is an opportunity for residential development at the Abbotshall Avenue/Dunkenny Road site.
- Public realm and shopfront investment around the local shopping facilities

could improve the feel of the location.

- Better access across Great Western Road and to Drumry station could improve public transport accessibility
- The potential for existing open spaces to be improved or reconfigured could be explored. These include the spaces to the west of Growchapel and the north of the shops.
- Improve access to the *Drumchapel Way*, including through more direct off road paths.
- Consider making Drumry Road East one way around the residential block, creating a circuit with Heathcot Avenue which already is one way.



LOCAL NEIGHBOURHOOD AREAS | NORTH-WEST

Lying to the west of Kinfauns Drive, with much of the neighbourhood on an incline, North West Drumchapel is somewhat removed from the rest of the area. There is one main bus service serving part of the area, and both Drumry and Drumchapel Train Stations are a considerable distance away. A small parade of shop units is found on Ladyloan Place and there is a single shop on Inchfad Drive. The area has excellent access to natural space, with Cleddans Burn to the south-west and Garscadden Wood to the north-east. None of the housing in this neighbourhood of Drumchapel is from the original 1950s development, having been demolished and mostly replaced with semi-detached houses and flatted dwellings.

LOCAL ISSUES TO BE ADDRESSED

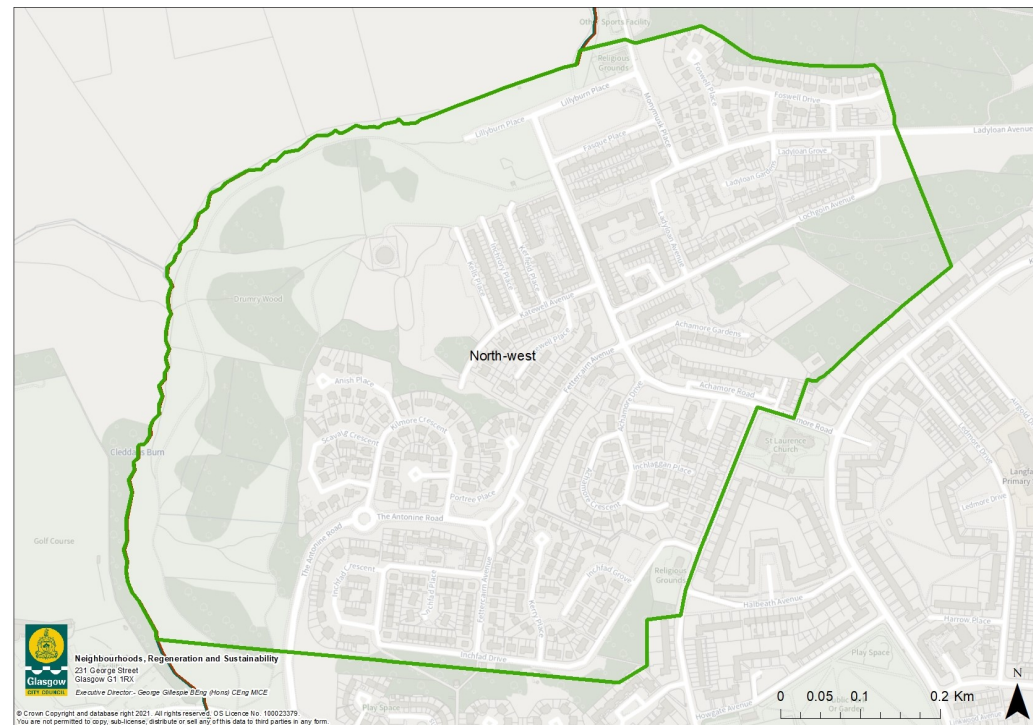
- Currently several vacant sites in the area.
- Ladyloan shops are limited and could be improved - particularly with more convenience retail provision.
- Paths out to the green belt/towards the Antonine Wall are in poor condition, and connections to the natural environment could be improved.
- Southern part of the area has very limited bus links.
- No adequately useable open space despite a lot of spare ground.

KEY LOCAL OPPORTUNITIES

- Development and open space opportunities on vacant sites.
- Local shop provision and appearance could be improved as population increases alongside new developments.
- The water tower and space surrounding could be better utilised and

improvements made, including to accessibility.

- Should be access improvements to and better promotion of the wider natural environment and Antonine Wall, including the path from Monymusk Place.
- May be opportunities for improved bus provision alongside new development.



LOCAL NEIGHBOURHOOD AREAS | CENTRAL

Central Drumchapel incorporates Drumchapel Park, Glasgow Club Donald Dewar, Langfaulds Primary School and Drumchapel High School. Kinfauns Drive, the primary road through Drumchapel, intersects much of the area. This area is home to a mix of housing types, including refurbished 1950s tenements, two tower blocks, semi-detached houses from the 2010s and recently completed terraces. There is a large proportion of Drumchapel’s vacant sites in this neighbourhood, though much of it has recently been developed. One of Drumchapel’s three church buildings (St Pius X) with listed building status is located in the east of the area.

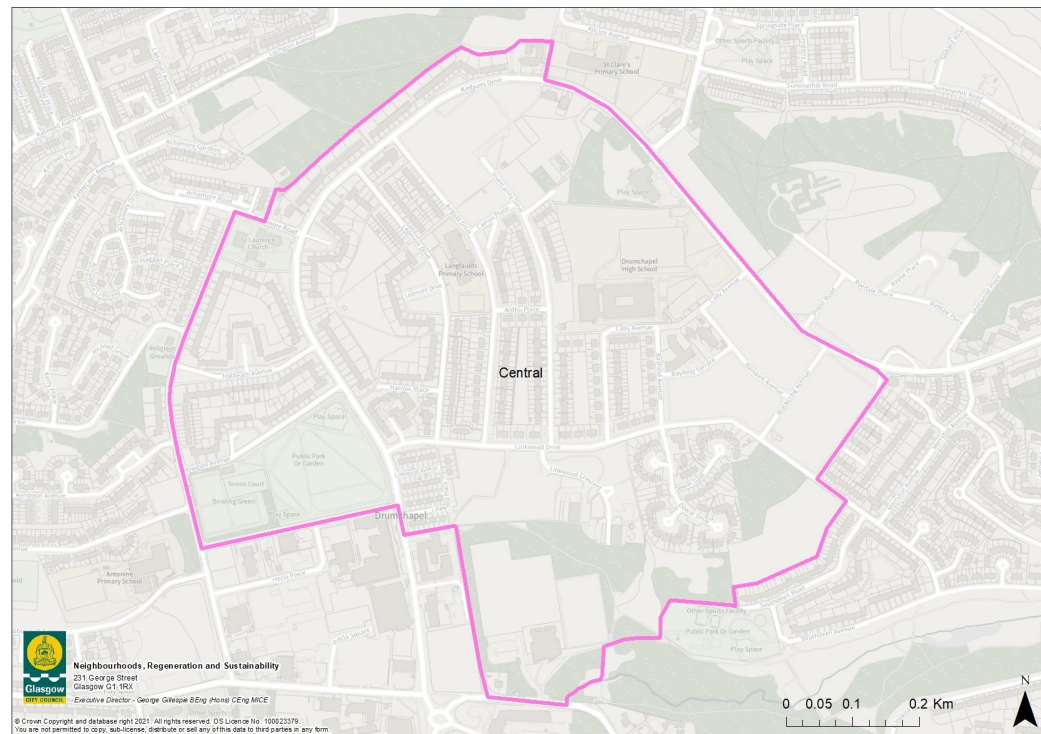
- In line with **PR39**, there are opportunities to explore potential improvements to the active travel environment along Kinfauns Drive e.g. through a design study. This could look at ideas such as the introduction of parking bays alongside pavement build-outs and/or the feasibility of a segregated cycle route.
- There should be work to achieve open space investment and management solutions.

LOCAL ISSUES TO BE ADDRESSED

- Large areas of vacant land remain.
- Poor active travel environment on Kinfauns Drive due to traffic and pavement parking.
- Issues with safety and quality of the off-road path network.
- Some negative perceptions around open space and green network quality.

KEY LOCAL OPPORTUNITIES

- Significant development opportunities on vacant land – Potential for housing, open space, local shop unit(s), public realm.
- As referred to in **PR15** there is potential to create a square/public space at Barnkirk Avenue/Bayfield Terrace around the St Pius X church building. Limited new retail/facility provision is also supported in this location as appropriate.
- There should be work to make paths through the green corridor feel safer and of better quality.



LOCAL NEIGHBOURHOOD AREAS | NORTH-EAST

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

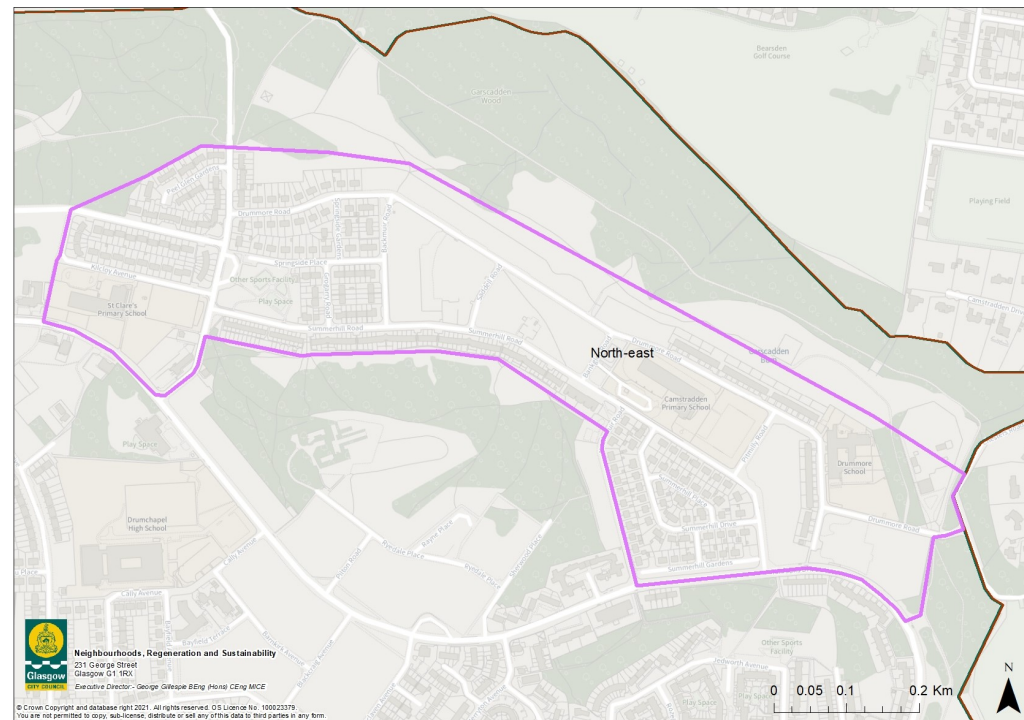
LOCAL ISSUES TO BE ADDRESSED

- Large central area of vacant land.
- Significant flood risk issues require to be addressed by Drumchapel Surface Water Management Plan.
- The local shopping facilities are some distance from the western part of the area and are in poor external condition.
- The valley section in the middle of Summerhill Road feels very isolated. New development should have good connections to Kinfauns Drive and the rest of Drumchapel.
- Traffic and active travel issues—Peel Glen Road, Drummore Rd to Station Rd, pavement parking.

KEY LOCAL OPPORTUNITIES

- Development/open space opportunities on vacant sites.
- Public realm and shopfront investment at the shopping parade.
- There is a need for a better/new bus service, particularly alongside any new housing development.

- There should be open space investment to serve existing housing and any new development.
- Opportunities for better access to and improvement of the woodland. In line with **PR70** and **PR96**, this could include a new facility for visitors and residents e.g. with activities such as outdoor and woodland knowledge and skills.
- Opportunities for improved active travel connections:
 - To Bearsden via Drummore Road and Station Road
 - North towards the site of the Antonine Wall and Castlehill Fort



LOCAL NEIGHBOURHOOD AREAS | EAST

East Drumchapel includes large vacant sites north of Kinfauns Drive and the woodland on their perimeter. The area borders Garscadden Burn Park to the south, as well as woodland to the east where the City meets Bearsden. Housing is a mix of terraces and semi-detached houses, cottage flats and post-war tenements. East Drumchapel has access to a variety of greenspace and good access links out of the area.

- Better connections with Bearsden e.g. to Colquhoun Park

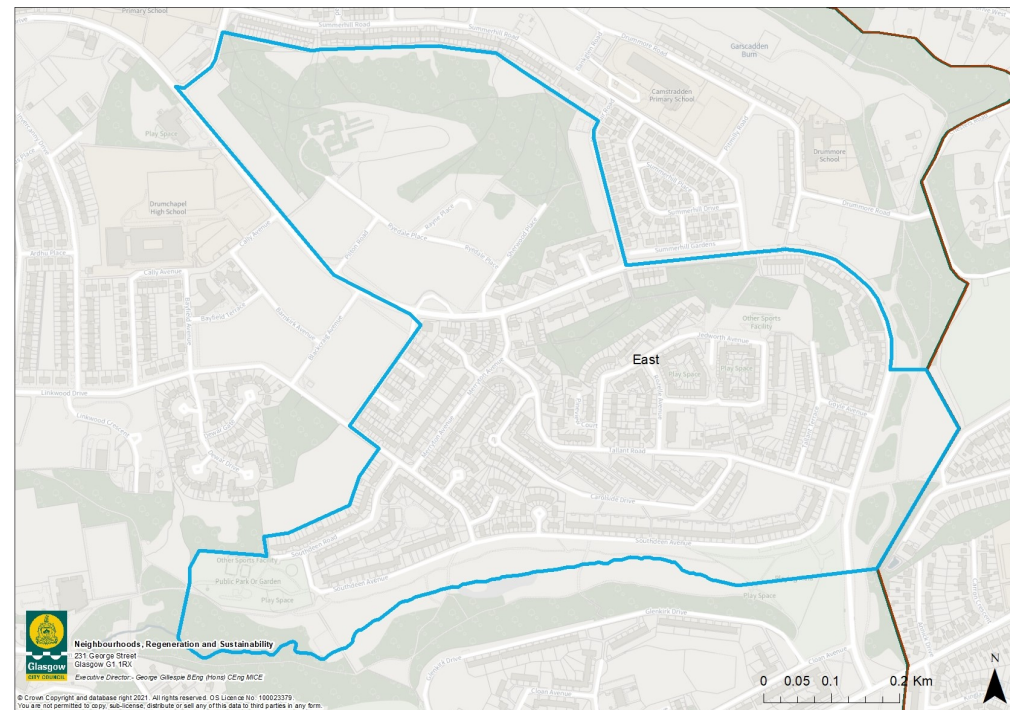
- Open space, play and natural environment investment - Southdeen Park, Garscadden Burn Park, forest areas.

LOCAL ISSUES TO BE ADDRESSED

- Large area of vacant land in the northwest.
- Local facilities needed in north-west as development materialises.
- Eastern space within Garscadden Burn Park is lacking functionality.
- Active travel connections to the town centre could be improved.
- Issues with the condition of the off-road path network e.g. the *Drumchapel Way*.
- Issues with traffic on Kinfauns Drive.

KEY LOCAL OPPORTUNITIES

- Development opportunities on vacant sites – Potential for housing, open space, local shop(s) (linked in with sites across Kinfauns Drive).
- Opportunities to improve the active travel environment and connections
 - Along and across Kinfauns Drive e.g. crossing points, cycle segregation
 - Off-road paths should receive surface improvements



LOCAL NEIGHBOURHOOD AREAS | SOUTH-EAST

South-east Drumchapel is located between Garscadden Burn Park to the north and the railway to the south. This area has some good access to public transport out of Drumchapel, incorporating Drumchapel Train Station and having access to bus routes which pass the town centre to the west. One of Drumchapel’s bigger local shopping parades is found on Drumchapel Road, while the NHS’ Glenkirk Centre and a care home lie adjacent to the former hospital site which has recently been redeveloped for housing.

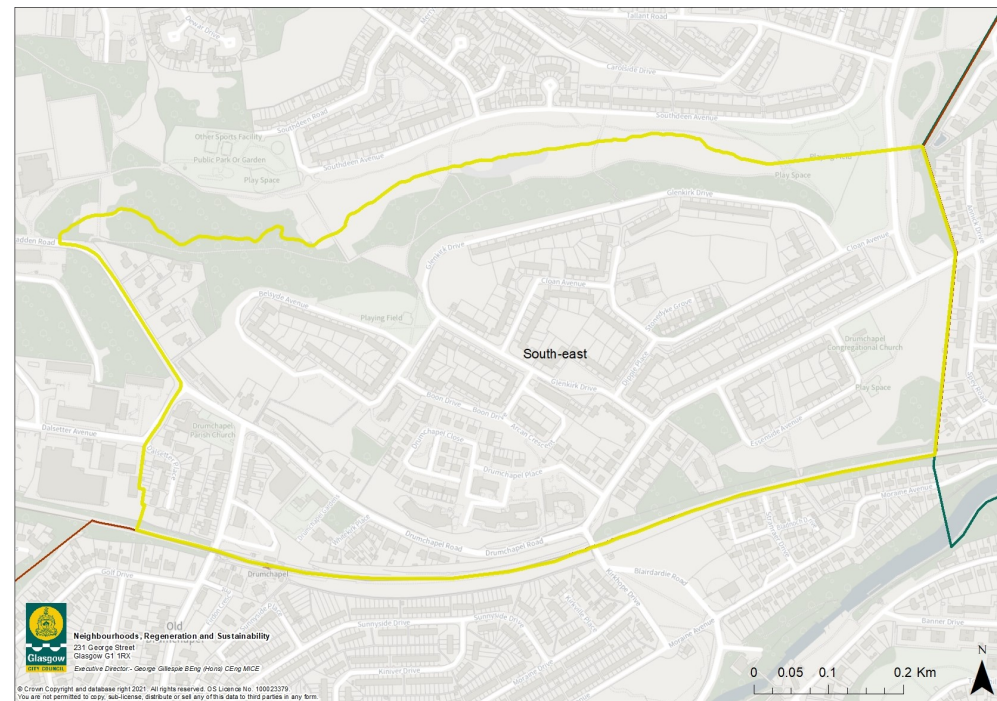
LOCAL ISSUES TO BE ADDRESSED

- External appearance and public realm around local shops could be improved.
- Some of this area is quite distant from the town centre, so an enhanced neighbourhood focal point could be beneficial.
- Some of the links to the town centre have issues e.g. lack of surveillance. The bus route is quite indirect.
- Issues with quality and accessibility of some open spaces, including the public spaces which are surrounded by tenement blocks.
- Issues with pavement parking, footway widths and narrow roads.

KEY LOCAL OPPORTUNITIES

- Opportunities for public realm and shopfront investment.
- Active travel connections through the green corridor should be improved and made safer, with the potential of a new path to the town centre being explored.
- Connections to the train station should be improved.

- There are opportunities for improvements to open spaces and the natural environment, including to:
 - Essenside/Drumchapel Road Spaces
 - Garscadden Burn Park
 - Belsyde Avenue Park
 - Public spaces surrounded by tenement blocks
- There may be an opportunity to explore creating an enhanced central focal point.



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ACTION PROGRAMME

ACTION PROGRAMME

TOPIC: IMPROVING THE TOWN CENTRE

Action	Timescale	Lead/Key Partners	Outcome
A.1 - Inform and support the Drumchapel Town Centre Regeneration Project.	Ongoing	GCC, City Property, Landowners, Wheatley Homes Glasgow, Police Scotland ALO	An improved town centre for the area.
A.2 - Deliver development and/or open space on the site of the former Drumry House care home.	To 2030	As previous	Appropriate redevelopment, reactivation and reconnection of this space.
A.3 - Deliver active travel improvements in and around the town centre, including through the exploration of road space reconfiguration on Kinfauns Drive, including the potential reconfiguration of the junction with Duntreath Avenue.	To 2030	GCC, SPT, Landowners	A more attractive town centre to pedestrians and cyclists and the creation of a more pleasant environment to spend time in.
A.4 - Deliver housing development in and around the town centre.	To 2030	GCC, Registered Social Landlords (RSLs)	Increased population in close proximity to the town centre, reactivation of vacant/underused spaces and improved passive surveillance.
A.5 - Work with transport partners to explore improved bus access in the town centre and an enhanced bus hub.	To 2030	GCC, SPT, Glasgow City Region Bus Partnership, Bus Operators, Landowners	Improved bus access.
A.6 - Work with landowners to facilitate, attract and sustain new retail/café development.	To 2030	GCC, Landowners	Improved all round offer in the town centre, more activity and greater diversity of use.

ACTION PROGRAMME

TOPIC: LOCAL SHOPS AND FACILITIES

Action	Timescale	Lead/Key Partners	Outcome
A.7 - Input and work with NRS colleagues to identify and deliver Liveable Neighbourhoods projects which increase access to, and the physical quality of, the areas around local shops and facilities, with the aim of creating 20-minute neighbourhoods.	To 2030	GCC, Police Scotland ALO	Neighbourhoods which better meet the 20-minute criteria resulting in more convenient, accessible, healthier and pleasant places.
A.8 - Explore opportunities to improve local active travel and public transport accessibility from Drumchapel into Great Western Retail Park.	To 2030	GCC, Sustrans, SPT, Glasgow City Region Bus Partnership, bus operators	Greater access to the retail park for residents.

ACTION PROGRAMME

TOPIC: PLACES, POPULATION AND HERITAGE

Action	Timescale	Lead/Key Partners	Outcome
A.9 - Work collaboratively with local people and support their efforts in the design and delivery of placemaking initiatives, in-line with the overall objectives of the LDF.	Ongoing	Local people, GCC	A greater sense of genuine influence amongst local people on the renewal of their area, and better placemaking outcomes as a result.
A.10 - Work to address local housing need and to deliver placemaking-led housing development on vacant sites.	Ongoing	GCC, Registered Social Landlords, City Property, Developers, Police Scotland ALO	Better housing provision, increased population to support local amenities and reactivation of vacant sites.
A.11 - Work with partners such as the Vacant and Derelict Land Fund to mitigate the effects of vacant sites whilst they remain undeveloped.	To 2030	GCC, Landowners, Environmental Groups, Police Scotland ALO	Reduced negative impact of vacant sites and benefits to wellbeing, community activity etc.
A.12 - Support a review of the Vacant and Derelict Land Site Register in Drumchapel to bring it up to date and into line with planning policy including the NPF. This includes clarifying the boundaries and what green/blue infrastructure or habitats are on the sites.	To 2030	GCC, Greenspace Scotland, Glasgow and Clyde Valley Green Network, Nature Scot	An up to date VDL Site Register which can help realise the potential of these sites.
A.13 - Support the creation of an “opportunities portfolio” for each vacant site, describing them in their ecological, social and landscape context, identifying temporary or permanent opportunities, as well as how to add social and environmental value to future development.	To 2030	As previous	Promotion of new opportunities on vacant sites, building of social capital, climate resilience, nature positive benefits, and as a reference for development management.
A.14 - Explore the potential to complete safety audit(s) of public locations and routes in Drumchapel, alongside Police Scotland ALO. This should include identification of how secured by design principles can be applied across the area.	To 2030	GCC, Police Scotland ALO	Improved public safety.

ACTION PROGRAMME

TOPIC: PLACES, POPULATION AND HERITAGE

Action	Timescale	Lead/Key Partners	Outcome
A.15 - Create a heritage and cultural arts strategy, along with an audit of historic assets, which will identify opportunities to involve local people.	To 2030	GCC, HES, AWWHS Steering Group, Historic Glasgow, local historians/ universities/colleges, WoSAS	Creation of a platform for new projects in Drumchapel.
A.16 - Scope the potential with neighbouring councils to create a walking route along the <i>Frontiers of the Roman Empire</i> (Antonine Wall) World Heritage Site (AWWHS), for the section that sits above Drumchapel and leads to Castlehill Fort.	To 2030	GCC, West Dunbartonshire Council, East Dunbartonshire Council, Historic Glasgow, Historic Environment Scotland, AWWHS Steering Group	Improved access to the AWWHS which could bring in visitors.
A.17 - Enhance the two active travel routes between the Forth and Clyde Canal Scheduled Ancient Monument and the AWWHS.	To 2035	GCC, Historic Glasgow	Improved access to the AWWHS which could bring in visitors.
A.18 - Install new signage and interpretation to market the AWWHS and The Forth and Clyde Canal Scheduled Ancient Monument in a joined-up way, that presents them as a more integrated offer to visitors. Explore opportunities to create new Antonine Wall assets.	To 2030	GCC, Historic Glasgow, AWWHS Steering Group, Tourism Agencies, Historic Environment Scotland, Universities, UNESCO	Increased engagement with and a higher and more attractive profile/presentation for the AWWHS. Attract and grow visitor numbers and enhance the visitor experience.
A.19 - Explore opportunities to enhance connections via open space at Blairdardie Road that brings people down to the Forth and Clyde Canal, with visitor experience and presenting the history of the canal in mind.	To 2030	GCC, Sustrans, Greenspace Scotland.	Better use of the canal by locals and visitors.
A.20 - Scope and explore the feasibility of using the greenspace next to the Canal (see map on page 33) to create a heritage/ nature park and/or facility.	To 2030	GCC, Scottish Canals, Glasgow Canal Regeneration Partnership (GCRP)	Better use of the canal by locals and visitors.
A.21 - Work with Glasgow Canal Regeneration Partnership (GCRP) or other partnerships to enhance the canal environment, including the historic environment, active travel, biodiversity and general liveability and pleasantness. Future iterations of the Canal Action Plan should include this section of the canal.	To 2030 or 2035	GCC, Scottish Canals, GCRP, West Dunbartonshire Council, East Dunbartonshire Council	Better use of the canal corridor by locals and visitors.

ACTION PROGRAMME

TOPIC: ACTIVE TRAVEL

Action	Timescale	Lead/Key Partners	Outcome
A.22 - Input and work with NRS colleagues to identify and deliver targeted Liveable Neighbourhoods projects which will improve active travel accessibility; and also align with the Glasgow Active Travel Strategy. See also A.7 .	To 2030	GCC	Neighbourhoods which better meet the 20-minute criteria resulting in more convenient, accessible, healthier and pleasant places.
A.23 - Working alongside the Active Travel Strategy, identify and improve key on and off road routes for cycling.	To 2035	GCC, Sustrans	Improved cycling accessibility with associated health, convenience and environmental benefits.
A.24 - Identify opportunities for lighting interventions in alignment with the emerging City Lighting Strategy, and deliver lighting improvements which will have benefits for safety and the attractiveness of the area.	To 2035	GCC, Landowners	Better use of lighting to create safer, more pleasant and attractive places at night.
A.25 - Explore the potential of a design study for Kinfauns Drive looking at how this route can be improved for active travel.	To 2030	GCC, SPT	A more pleasant environment and improved active travel accessibility.
A.26 - Work to deliver improvements to the overall path network, particularly to surfaces, feelings of safety, disability access and through expansion of the network. This includes review and improvement of the <i>Drumchapel Way</i> .	To 2030	GCC, Disability Groups, Paths for All	Improved access to the green network as well as better general active travel accessibility.
A.27 - Work with neighbouring local authorities to improve active travel connections out of and into the city, including by exploring a cycle route from Bearsden to Drumchapel Town Centre via Garscadden Burn Park.	To 2030	GCC, Sustrans, West Dunbartonshire and East Dunbartonshire Councils	Improved access to the countryside and to neighbouring towns and villages.
A.28 - Implement the proposals emerging from the road safety roundtable, specifically on improving accessibility and tackling transport poverty.	To 2030	GCC	Improved road safety.
A.29 - Explore using the Liveable Neighbourhoods accessibility audit methodology to analyse and identify interventions to improve movement for active travel, primarily for pedestrians. This could promote inclusion e.g. for women and girls, disabled people, older people or those with dementia.	To 2030	GCC	A more inclusive active travel network, which improves independent living and access for all.

ACTION PROGRAMME

TOPIC: PUBLIC TRANSPORT

Action	Timescale	Lead/Key Partners	Outcome
A.30 - Work with relevant partners to improve bus provision across the whole of Drumchapel.	To 2035	GCC, SPT, Bus Operators	Improved public transport accessibility across the area.
A.31 - Work with relevant partners to improve bus connections both with areas of Glasgow such as the City Centre, and to neighbouring destinations.	To 2035	GCC, SPT, Bus Operators, Neighbouring Councils	A better connected Drumchapel with benefits for leisure, visiting, employment and the local economy.
A.32 - Explore the potential of creating an enhanced bus hub at the town centre.	To 2030	GCC, SPT, Sustrans	Improved and better integrated bus access at the town centre.
A.33 - Work to improve access to Drumchapel and Drumry railway stations, and to better integrate them with the bus network (particularly Drumchapel Station).	To 2030	GCC, SPT, Scotrail, West Dunbartonshire Council	Increased use of rail travel with consequent accessibility benefits.
A.34 - Work with the Clyde Metro project to include Drumchapel in the proposed network.	To 2030	GCC, SPT, Transport Scotland, Neighbouring Councils	Drumchapel benefits from the Clyde Metro in terms of better connectivity and opportunities for transformational changes to occur.
A.35 - Explore opportunities to improve the external environment in and around Drumchapel Station.	To 2030	GCC, Scotrail, Keep Scotland Beautiful, Police Scotland Architectural Liaison, Glasgow Disability Alliance	A safer, more pleasant environment around the station which should encourage use.

ACTION PROGRAMME

TOPIC: PARKS AND OPEN SPACES

Action	Timescale	Lead/Key Partners	Outcome
A.36 - Create and deliver on a net-zero masterplan for Drumchapel.	To 2030	GCC	Creation and delivery of a masterplan
A.37 - Create a vacant land group which will identify and deliver on opportunities to activate vacant and underused spaces.	To 2030	GCC, Landowners	Mechanism in place to help address vacant and underused spaces.
A.38 - Support the expansion of food production initiatives, including Growchapel.	To 2030	GCC	Increased food growing activity, contributing to social connections, health and local food provision.
A.39 - Explore with local people the desire and potential for garden/growing spaces and open/green spaces (including vacant land and underused spaces), including potentially through use of The Place Standard Tool with a Climate Lens .	To 2030	GCC, Glasgow Disability Alliance, Glasgow City Health and Social Care Partnership, The Glasgow Local Biodiversity Action Plan Partnership, Greenspace Scotland, Glasgow Community Food Network, Glasgow Clyde Valley Green Network, Keep Scotland Beautiful, Make Spaces for Girls	A greater understanding of the range of opportunities there are as well as aspirations for these type of spaces in the local area. Increased participation in decision-making and the design of spaces.
A.40 - Develop an inclusion and accessibility audit and enhancement plan for open/green spaces in Drumchapel that looks at it through the lens of disabled, isolated and vulnerable people. This could include a pilot project.	To 2030	GCC, Glasgow Disability Alliance, Glasgow City Health and Social Care Partnership, Make Spaces for Girls	Greater access to open spaces for disabled, isolated and vulnerable people.

ACTION PROGRAMME

TOPIC: GREEN AND BLUE CONNECTIONS

Action	Timescale	Lead/Key Partners	Outcome
A.41 - Review the <i>Drumchapel Way</i> , including access, site lines, signage, surfacing and vegetation management. Consequently develop a list of actions for improvement.	To 2030	GCC, Environmental Groups, Neighbouring Councils	Improved access to and through the natural environment with associated health and recreation benefits and increased attraction of visitors.
A.42 - Explore the potential of creating a visitor facility for Drumchapel's natural areas and heritage.	To 2030 or 2035	GCC, Environmental Groups	Attraction of visitors to the area and potential associated economic benefits.
A.43 - Related to the <i>Active Travel</i> topic, work with neighbouring local authorities to improve physical connections through the green belt and into the countryside.	To 2035	GCC, Neighbouring Councils	Improved access to the countryside.
A.44 - In line with the above, work to promote Drumchapel's links with the Antonine Wall (part of the <i>Frontiers of the Roman Empire World Heritage Site</i>).	To 2035	GCC, Neighbouring Councils, Historic Glasgow, AWWHS Steering Group, Tourism Agencies, Historic Environment Scotland, Universities	Greater profiling of heritage assets and potential to attract visitors to the area.
A.45 - Explore the potential to improve the prominence and appearance of the water tower, such as through bringing back lighting.	To 2030	GCC	Greater profiling of the water tower as an attractive landmark which contributes to local identity and pride.
A.46 - Develop a holistic green infrastructure, landscape and green/blue network quality strategy and guidance for Drumchapel.	To 2030	GCC, SEPA, MGSDP, Greenspace Scotland, Glasgow & Clyde Valley Green Network, Nature Scot, The Landscape Institute Scotland, Keep Scotland Beautiful, Green Action Trust, Skills Development Scotland	Climate resilience and enhanced place quality.
A.47 - Work towards completing extended baseline phase 1 habitat surveys on all of the vacant sites in Drumchapel (whether or not they are on the Vacant and Derelict Site Register). Aspiration that this should be kept up to date.	To 2035	GCC, The Woodlands Unit, the Local Biodiversity Partnership, Scottish Wildlife Trust	Access to habitat data which will allow development or open space projects to incorporate and encourage biodiversity.

ACTION PROGRAMME

TOPIC: GREEN AND BLUE CONNECTIONS

Action	Timescale	Lead/Key Partners	Outcome
A.48 - Review and extend, if necessary, the designation of habitats within Drumchapel (and their boundaries), including landscape and open space designations. This should include identifying priority habitat and potential mitigation, and clarify which habitats or other areas are important for their landscape values. Boundaries of environmental designations should be updated.	To 2030	GCC	Improved safeguarding of biodiversity, ecosystem services and landscape features.
A.49 - As part of any future green belt review for the next City Development Plan, explore the potential to extend the green belt designation as identified on the <i>Parks and Open Spaces</i> map on page 46.	To 2030	GCC	Potentially expanded green belt protection for the identified area on the eastern edge of Drumchapel.
A.50 - Explore the creation of a climate risk assessment, which would include the natural environment, vulnerable people and heritage, amongst other themes.	To 2030	GCC	Improved preparedness for the local impacts of climate change.

ACTION PROGRAMME

TOPIC: WORK, ECONOMY AND SKILLS

Action	Timescale	Lead/Key Partners	Outcome
A.51 - Support partners in establishing community wealth building principles in economic decision making.	To 2035	GCC, Anchor Institutions, Scottish Enterprise	Redirection of wealth into the local economy, greater local, community and social ownership/enterprise.
A.52 - Work to support industrial/business development for the vacant plots in Dalsetter Business Village.	To 2030	GCC, Landowners, Scottish Enterprise	New economic activity with associated employment and activation of vacant spaces.
A.53 - Work with landowners to encourage new small-scale industrial and business uses in Drumchapel town centre.	To 2030	GCC, Landowners, Scottish Enterprise	New economic development and more diversity of activities in the town centre.
A.54 - Explore opportunities relating to the green economy, particularly community owned energy projects e.g. solar, wind, heat pumps.	To 2035	GCC, Community Groups	Local income generation and use of space which ties in with climate change mitigation and potentially adaptation.
A.55 - Related to the Green Connections topic, explore the potential of economic and skills activities relating to the outdoors, green economy and wellbeing economy. This could include scoping the business case for a training academy which could include, for example, climate technology skills and ecological skills.	To 2035	GCC, Forestry and Land Scotland, College/University sector, Scottish Enterprise	Potential for employment and skills development.
A.56 - Explore opportunities to create a further education facility e.g. as part of a larger college institution.	To 2035	GCC, Colleges	Creation of a centrally located facility providing both educational/employment opportunities and wider benefits.