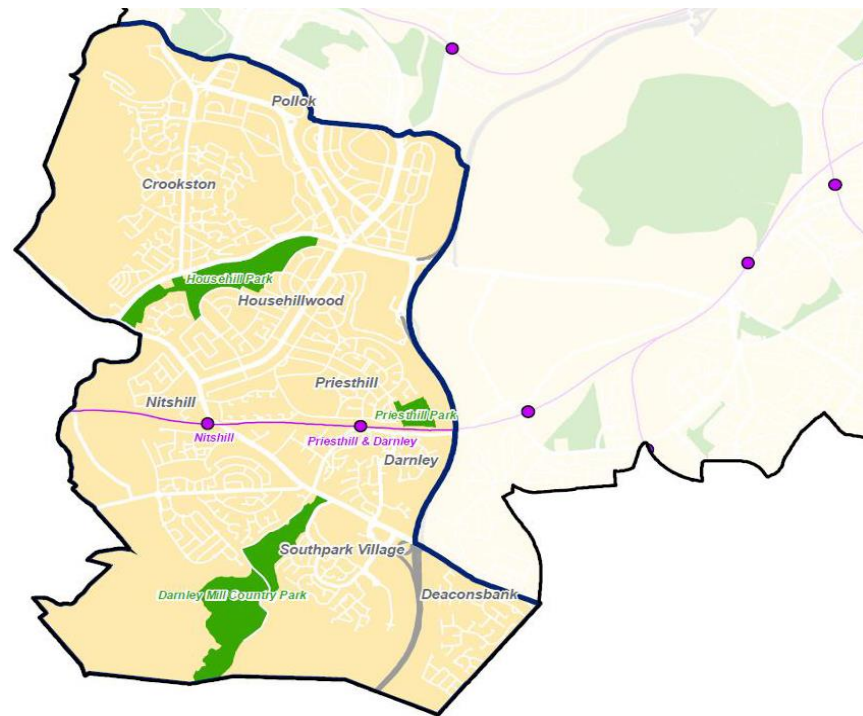


Greater Pollok Glasgow



Local Development Framework - Summary April 2022

Greater Pollok Local Development Framework- Role & Purpose

Greater Pollok has come a long way in the last 25 years. However there's still significant pockets of poverty and inequality. COVID 19 has made it even more challenging to support local jobs and peoples health.

SO:-

We'd like to have a conversation with the people and stakeholders of Greater Pollok to help create a strategy for improving the area.

What are the main issues?

What has our research told us so far?

Moving forward, how do we solve these issues?



Purpose of the Local Development Framework

The Local Development Framework is a strategic approach which will:-

Provide a structured, 'joined up' way of tackling regeneration and development

Help identify future priorities for designing and managing public spaces

Build on Greater Pollok's natural assets such as the river valleys, Pollok Park and Dams to Darnley

Use natural, nature based approaches to changing public spaces

Find solutions for better connectivity and active travel

Promote local economic and employment opportunities

Glasgow City Development Plan (CDP) (adopted in March 2017) identifies six areas of the city where a more strategic approach is needed to help co-ordinate development and unlock opportunities

Strategic Development Frameworks :

The River Clyde Corridor

Govan-Patrick

City Centre

Glasgow North

Inner East

Greater Easterhouse

City Development Plan 'Light Touch' Local Development Framework Areas:- .

Greater Pollok

South Central

Drumchapel

City Development Plan - Key Principles :-

CDP1 - The Place Making Principle

CDP2 – The Sustainable Spatial Strategy

How will the Local Development Framework fit with other strategies?

Scottish Policy Context for the Greater Pollok LDF

National Planning Framework 4 (NPF 4)

Scottish Government's Housing 2040 Vision and Plan

The Place Principle

Glasgow's Open Space Strategy

Greater Pollok LDF - What exactly do we want to achieve?

We'd like to create place which

- Supports people's health and happiness**
- Offers a greener, wellbeing and health focused economy**
- Is successful with a growing jobs , life chances and opportunities**
- Is a good quality and safe place to live, work and do business in**
- Has well connected neighbourhoods and is safe and easy to move around**
- People can flourish and reach their potential**
- Recognises climate change and is green, sustainable and biodiverse**

Natural solutions for community challenges...

Through a 'Nature Based Solutions approach' to improving Greater Pollok, the framework will aim to enhance:-



- The community enterprise, volunteering and nature oriented local economy
- Biodiversity and connections between habitats, flora and fauna of the area
- The area as a place to live and identity as a city quarter
- Its attractiveness as a place to invest, work, move around and learn in
- The Health and wellbeing of the area's population, particularly beyond the 2020/22 COVID 19 pandemic
- The long term resilience of the area in relation to global issues such as climate change and warming.

Why does Greater Pollok need a Local Development Framework?

- **Greater Pollok is at an important junction in its development.**
- **Car dominance in the area makes walking and movement challenging or dangerous**
- **Significant housing and commercial investment is emerging or in the pipeline**
- **Opportunity to strengthen Silverburn's role as key town centre and key employer.**
- **Social exclusion and poverty remains an urgent priority**
- **There's a climate and ecological emergency which will impact on Greater Pollok**
- **There's a strong need to enhance place quality and character.**
- **Need to improve connections between neighbourhoods and also Pollok Country Park**
- **Progress in business and employment areas has been slow for many years**
- **Some areas moving towards housing, in others the employment role strengthened.**
- **Still too much vacant and overgrown land**

Key ambitions for the LDF – Initial Thoughts and Ideas

Opportunities 1:- Improving the pedestrian and active travel experience by:-

- Reducing traffic impact to help improve road safety, noise and pollution on main routes and within housing areas.
- Improving connecting neighbourhoods by introducing more crossing points, lowered kerbs and traffic calming measures
- Removing unnecessary street clutter and managing parking issues throughout the area
- Improving the 'off road' footpath network throughout Greater Pollok's neighbourhoods
- Making people feel safer by reducing anti-social behaviour with better lighting, passive observation and diversion activities
- Improving the perceptions and cleanliness of the area by helping to tackle fly tipping
- Using nature based solutions, targeted initiatives and supporting community volunteering in public and green spaces.

Opportunities 1:- Improving the Pedestrian experience

Cycle Routes

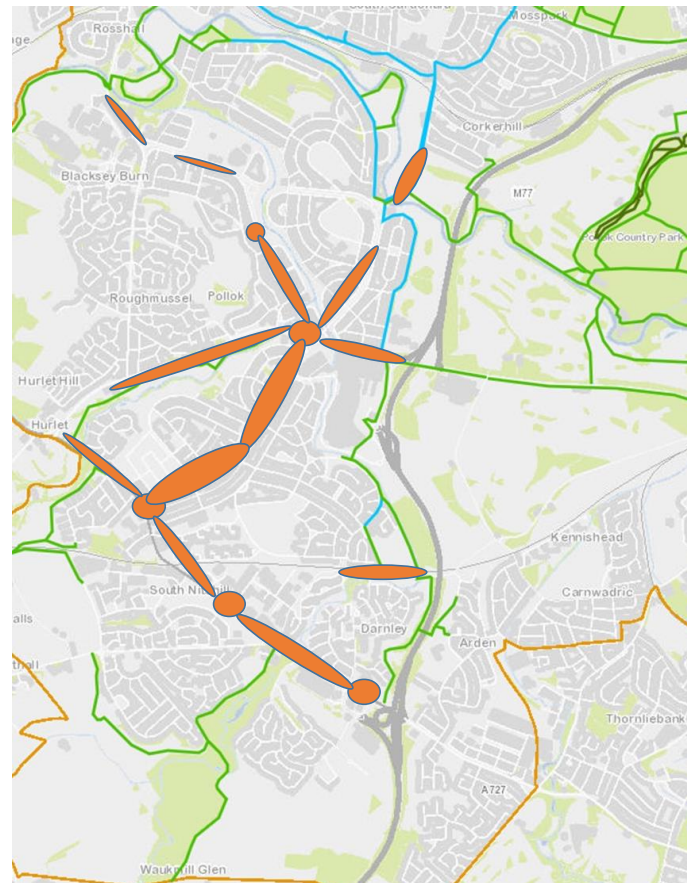
- Type 1 and City Way - Traffic free (includes segregated and shared surfaces)
- Type 2 - May encounter traffic (demarcation and traffic calmed)
- Leisure - Leisure facilities including MTB, BM; and track ovals

Glasgow

City Boundary



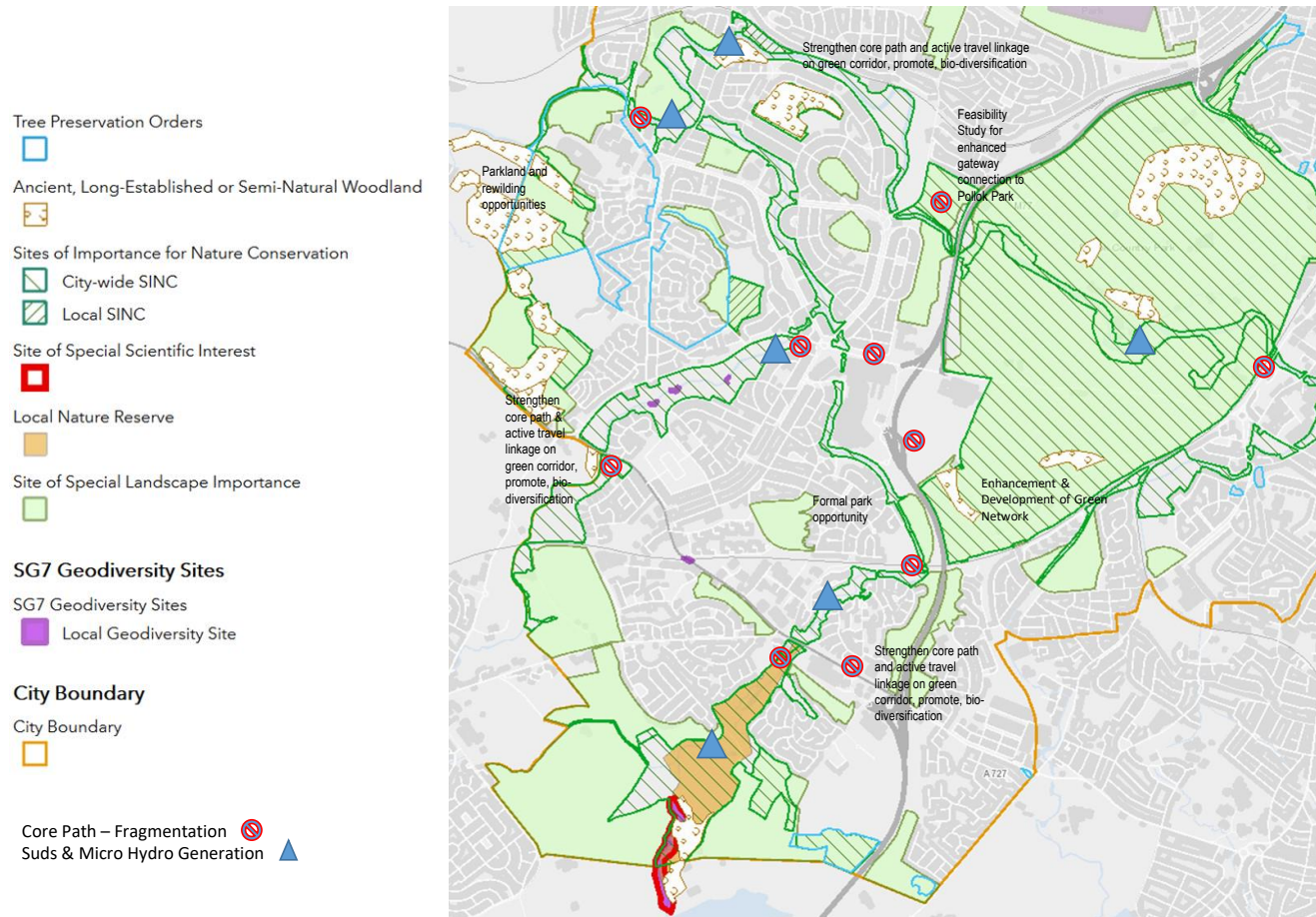
Connectivity & Traffic Issues



Key ambitions for the LDF – Initial Thoughts and Ideas

Opportunities 2:- Improving the Green network by better...

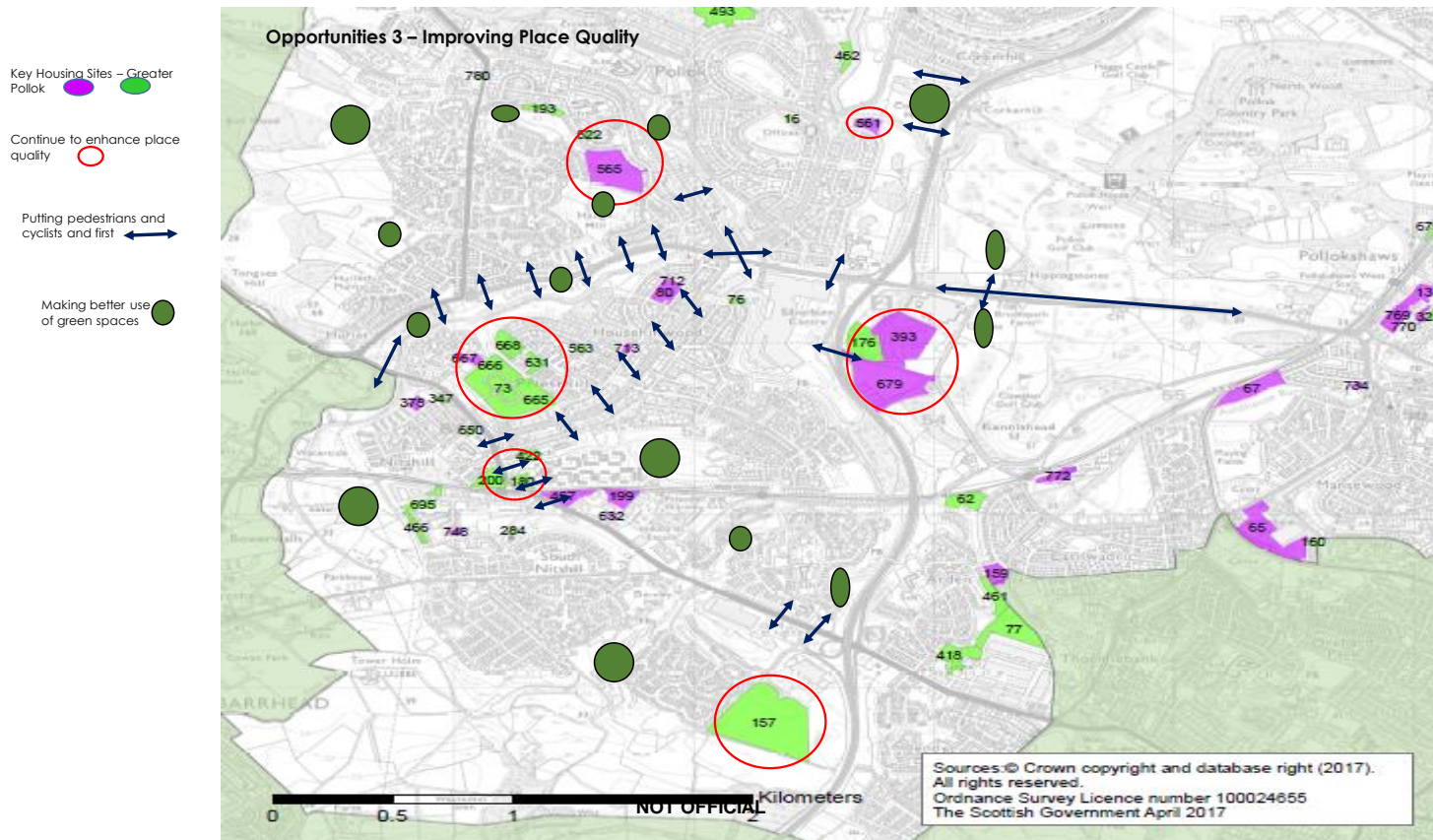
- Connecting green spaces, promoting expansion of natural habitats and greater biodiversity.
- Connecting Pollok Country Park and Dams to Darnley Country Park into the neighbourhoods of Greater Pollok
- Community led initiatives such as greening, local food growing, tree planting and re-wilding
- Access to useable green and children’s play spaces
- Uses of underused green spaces and rethinking blue(water) and grey (public realm) spaces.
- Use of the Development Management to help secure high quality spaces
- Local walking, running and cycling networks as part of a green footpath and corridor network



Key ambitions for the LDF – Initial Thoughts and Ideas

Opportunities 3:- Improving place quality by..

- Using the Development Management process to help ensure new developments are high quality, innovative and distinctive
- Putting pedestrians, runners and cyclists first in the future design and planning approach to Greater Pollok.
- Making better use of green, blue(water) and grey (civic) spaces in the area
- Improving the layout of future development to maximise communal spaces and promote local food growing, green jobs and other initiatives.



Key ambitions for the LDF – Initial Thoughts and Ideas

Opportunities 4:- Improving Town Centres by...




- Creating a stronger ‘sense of Greater Pollok place’ and a 20 minute neighbourhood by strengthening links to the community and retail core, bringing underused sites back into use and improving on design quality
- Encouraging a broader range of business opportunities by supporting independent and community led ventures to support the town centres appeal as local and regional destinations
- Diversifying local business areas and promoting employment opportunities for example at the Nitshill Industrial Estate and GMRC.
- Improving walking, running and cycle access around travel hubs, potentially calming routes and rethinking those areas of Greater Pollok where traffic undermines safety and health.
- Building on the success of Silverburn to help promote other nearby attractions in Greater Pollok such as sports at Glasgow Club Pollok/Nerthercraigs, Crookston Castle, Pollok Country Park/Burrell and Dams to Darnley
- Strengthening the cultural and creative community and using this to enliven Pollok’s town centres

Opportunities 4 Improving Greater Pollok's Town Centres & Business Spaces


Silverburn Shopping Centre
400m and 1000m Walk-in Catchment

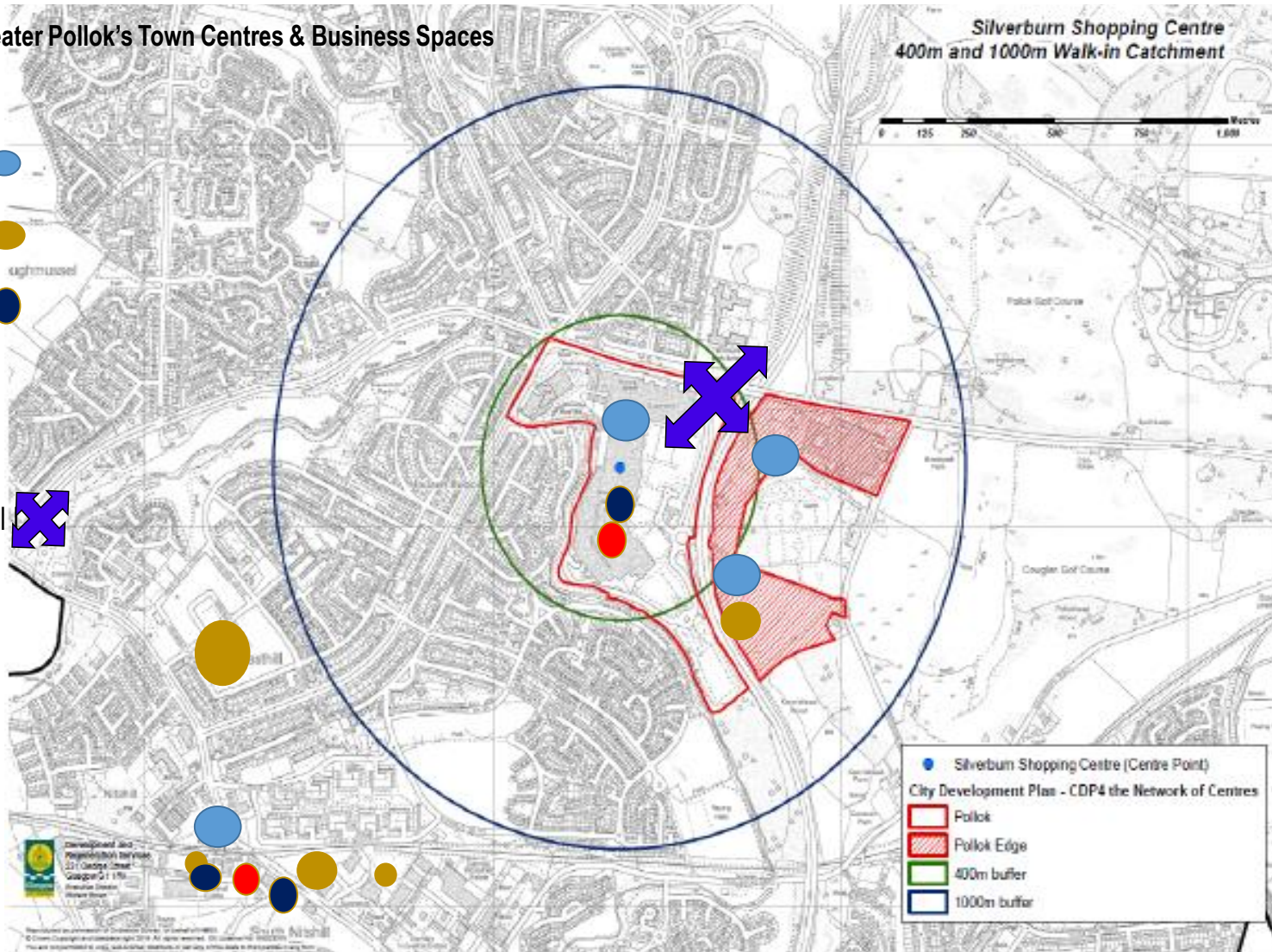
Strengthen Sense of Place 

Restore Vacant Land 

Support New Business 

Develop Community Hub Role 

Grow Silverburns success and linked journey potential 



Development and Regeneration Services
21 Galloway Street
Glasgow G1 1PL
Incorporating Greater Glasgow Regeneration Services

Prepared in accordance of Scottish Planning Standards for Local Authorities
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This map is intended to be used as a guide only. It is not intended to be used as a legal document.

Key ambitions for the LDF – Initial Thoughts and Ideas:-

Opportunities 5:- Improving Sustainable transport by:-

Opportunities 5:- Improving Sustainable transport

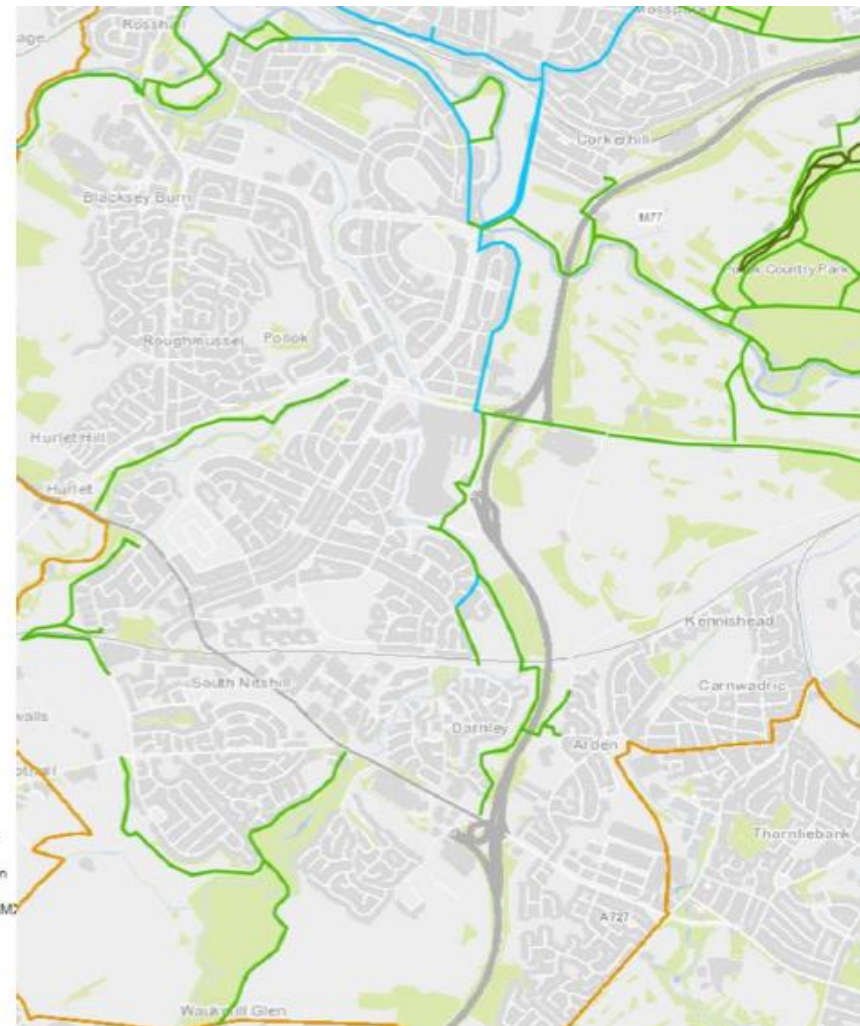
- Connectivity to train stations and bus transport
- Enhanced cycle mobility and infrastructure connections to the National Cycle Network and path network
- Reduce impacts of cars and motorised vehicles
- Create a more people and pedestrian friendly place.
- Narrowing and slowing of routes and reducing traffic volume.
- Enhancing the bus hub and connect 'missing linkages'.
- Consider wider city tram network context
- Improving local active travel connections to the core of Pollok, National Cycle Network and Pollok Country Park.
- Developing better east west connectivity

Cycle Routes

- Type 1 and City Way - Traffic free (includes segregated and shared surfaces)
- Type 2 - May encounter traffic (demarcation and traffic calmed)
- Leisure - Leisure facilities including MTB, BMX and track ovals

Glasgow

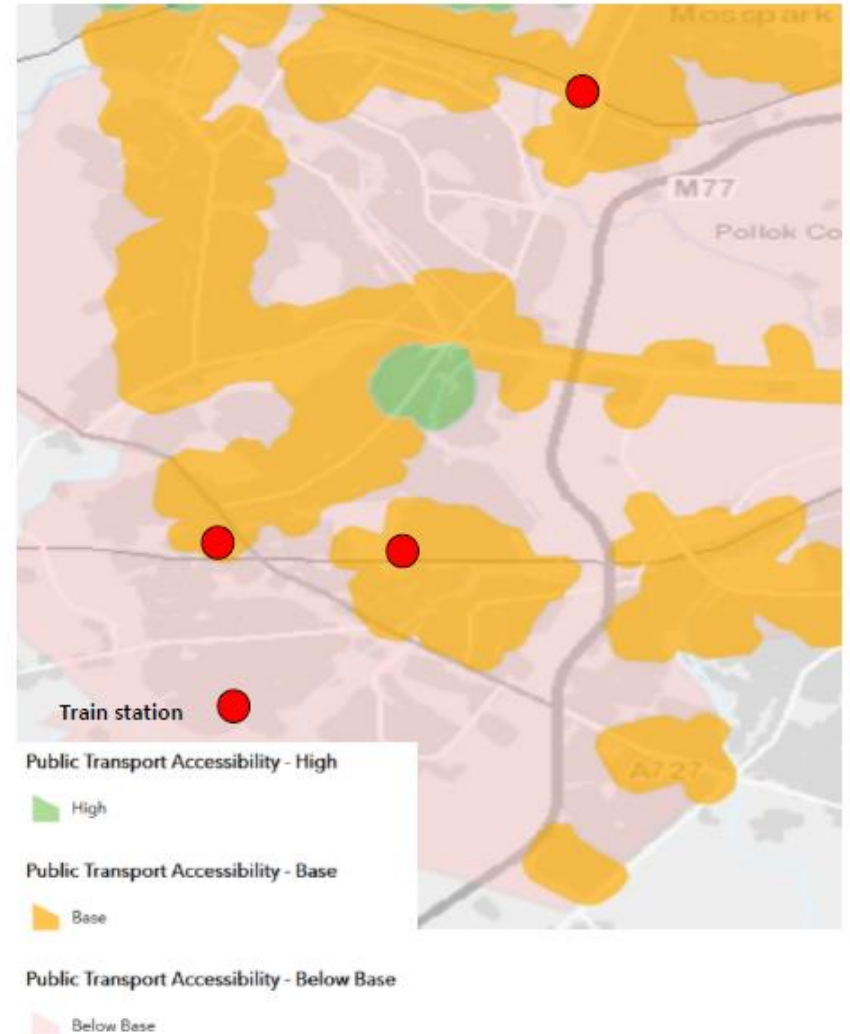
City Boundary



Exploring & enhancing bus linkages



Extending & expanding areas of high accessibility



Greater Pollok Neighbourhoods- Specific areas of focus of the LDF

Darnley

Parkhouse

South Nitshill

Nitshill

Old Pollok

Priesthill/Househillwood

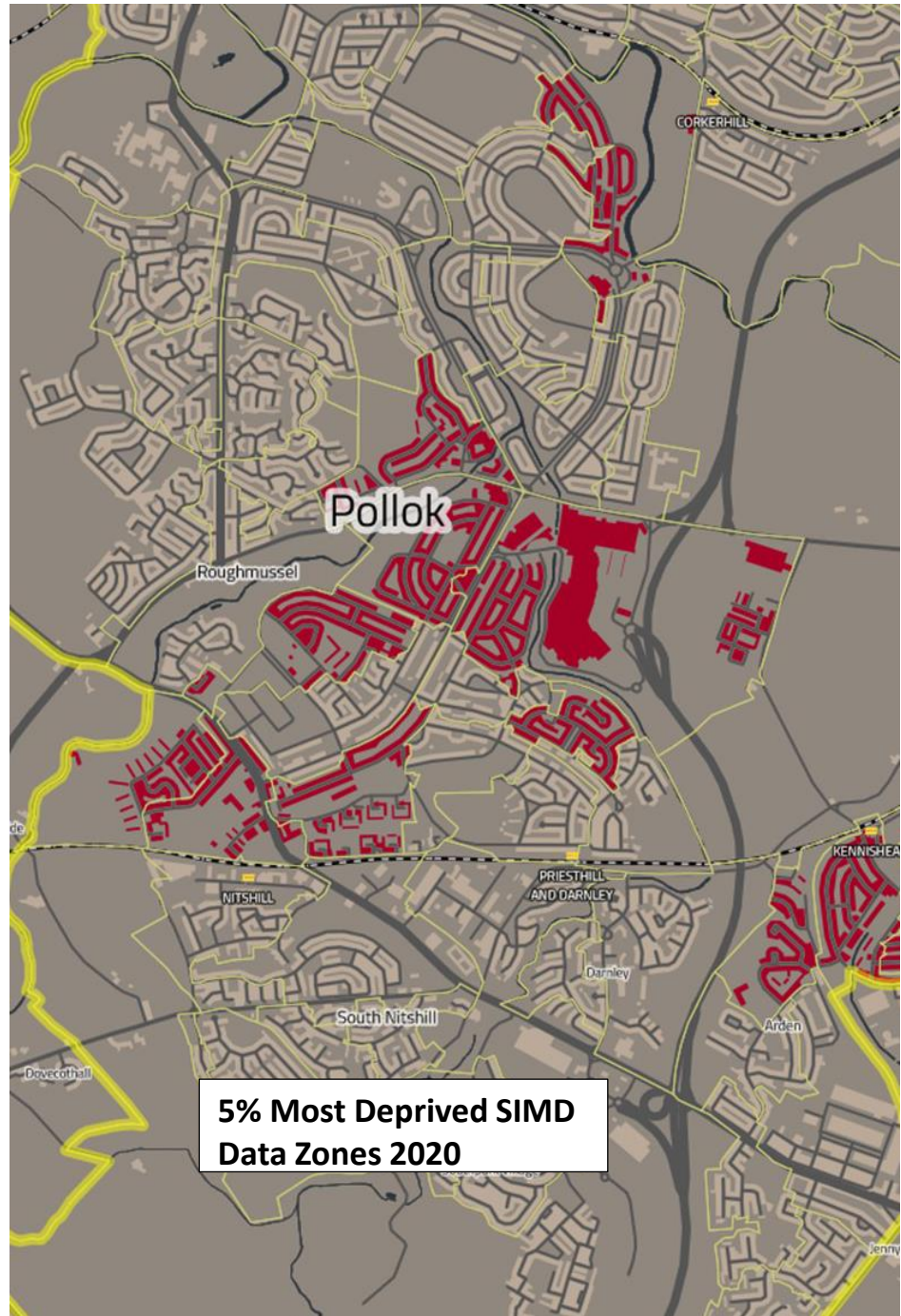
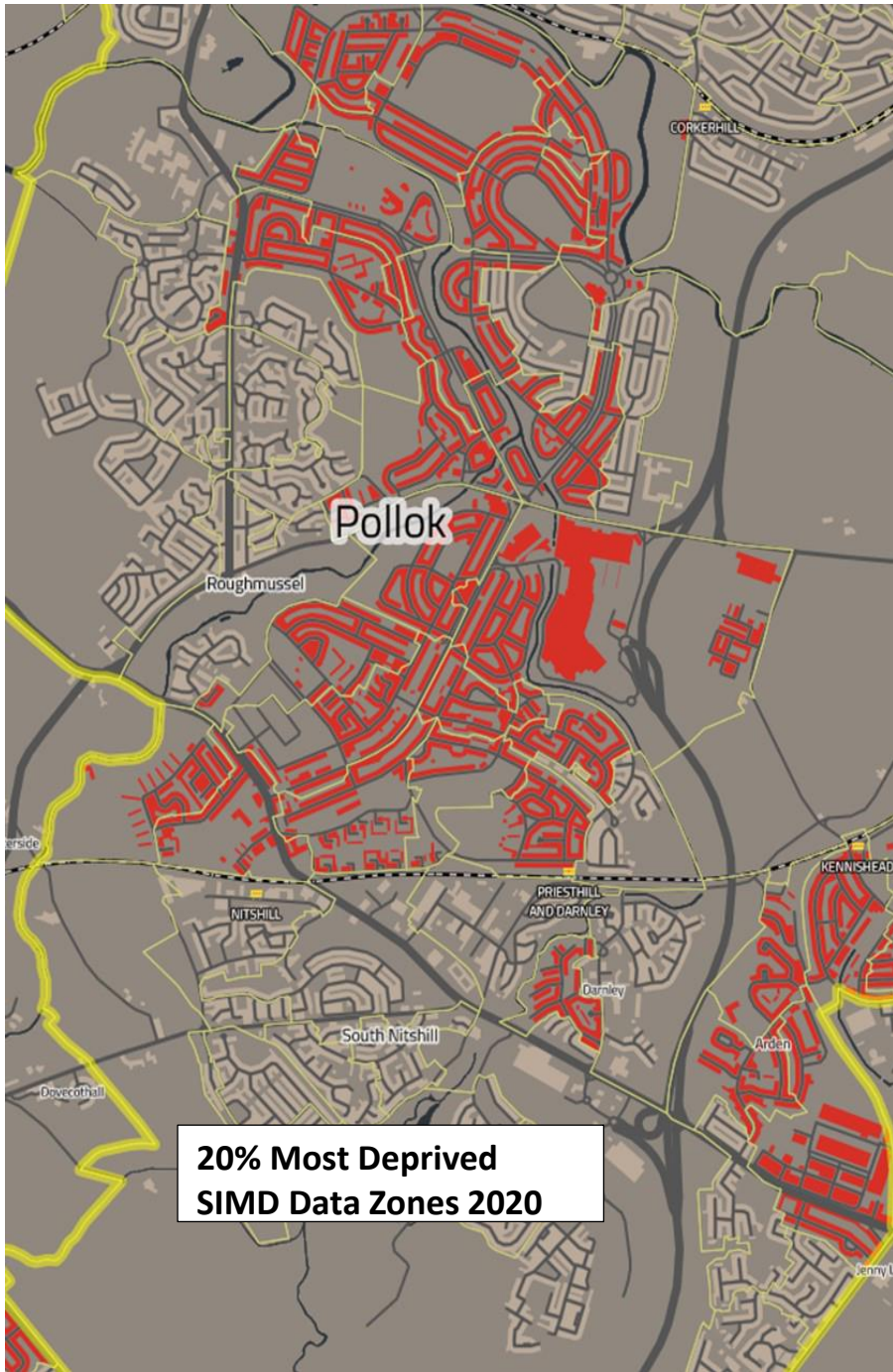
Crookston

Silverburn



Multiple Deprivation – Headline issues the LDF will need to address

- **20% of Greater Pollok’s population is within the lowest SIMD deprived data zones in Scotland.**
- **The specific zones are clustered around Silverburn, Priesthill and Arden.**
- **The lowest 5% of zones are concentrated around the Peat Road corridor and Central Nitshill**
- **Key influences are low household income, concentrations of the elderly and poor health.**
- **Life expectancy among men is sadly lower than the Scottish average**
- **Skills and qualifications in the zones are lower so this impacts on poverty and employability.**
- **Of those employed, many are able to work only part time**
- **Many residents work in the customer care (retail/hospitality sector) and care professions.**
- **Both sectors are badly affected by Covid 19 thus making health risk & job security worse**
- **Jobs are now more insecure due to rapid change in the retail and hospitality sector.**

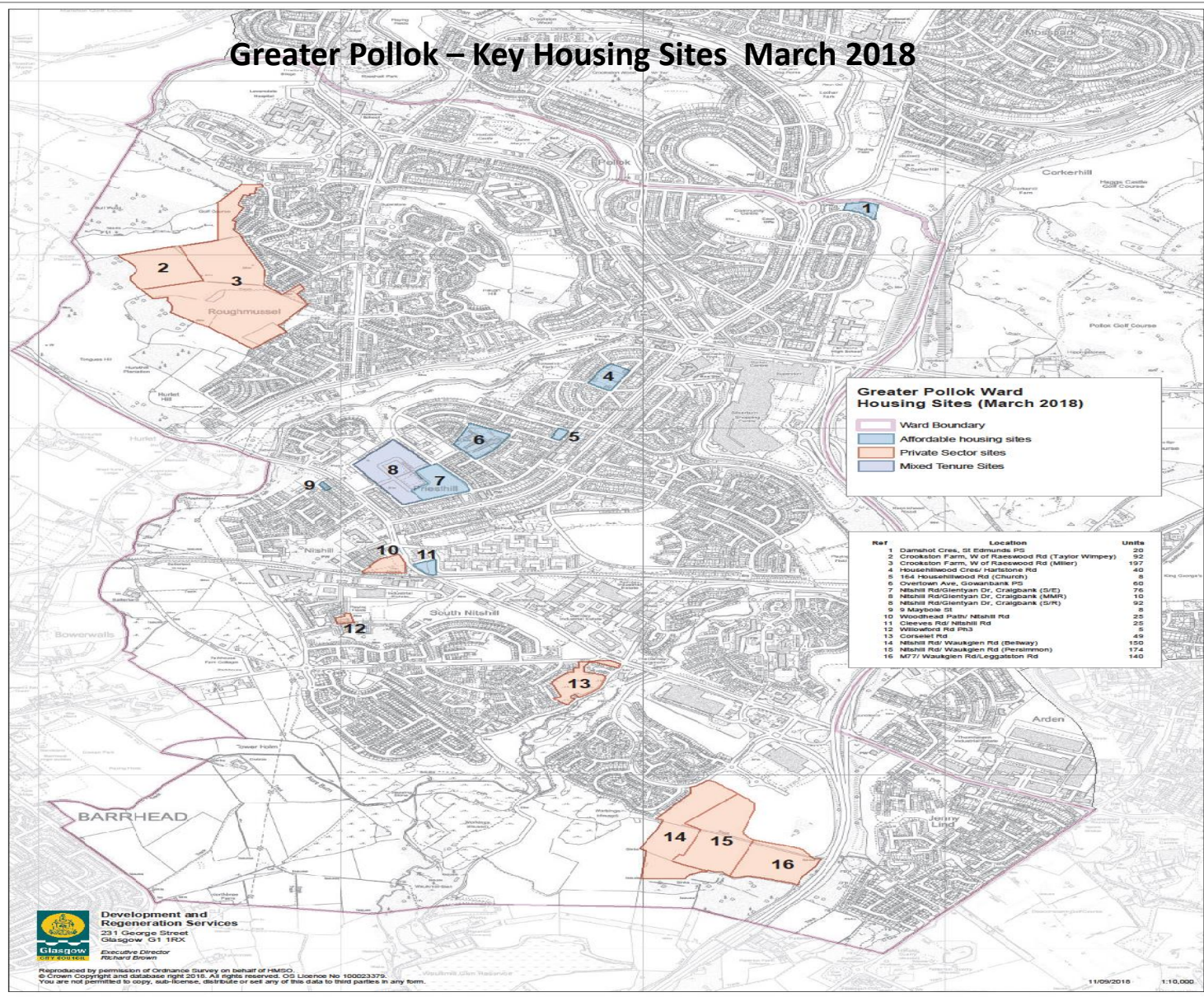


Vacant & Derelict Land

- Vacant and derelict land has reduced significantly in last 10 years
- Greater Pollok is an increasingly attractive housing destination for wider Southside
- Persimmon is at an advanced stage at both Cowglen and Darnley Mains.
- A number of mixed tenure housing projects have been approved or underway
- There remains however stubborn pockets of vacant land clustered around the Nitshill Road corridor and GMRC and Nitshill Industrial Estate where ownership is fragmented, difficult to establish and where there may be underlying issues around land suitability.
- The Framework will therefore need to consider how to unlock the potential of these sites via land assembly and greening and temporary stalled space initiatives to help improve perceptions and stimulate long term investment.



Greater Pollok – Key Housing Sites March 2018



Development and Regeneration Services
 23.1 George Street
 Glasgow G1 1RX
 Glasgow
 Executive Director
 Richard Brown

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Economic Development Areas & Local Employment

The commercial core of Greater Pollok is located at Silverburn and Nitshill Town Centre/Darnley

There's three distinct business areas and two medical clusters

- Nitshill Industrial Estate, GMRC.
- Darnley Industrial Estate
- Darnley Mains
- Leverndale
- Rosshall



In recent years the evolution of industrial clusters has been towards vehicles sales and services, construction trades and general wholesale

Perhaps the LDF should consider land assembly and how to raise the quality of local jobs?

What could the future of work in Greater Pollok look like?

What are the key skills local people will need to access good quality, long term rewarding jobs?

Current key employment sectors for Ward 3 Greater Pollok are:-

- Retail with over 3000 employees
- Health and Care with 1250
- Food & Drink with around 900 employees
- Significant number of residents in Crookston & Darnley self employed- a local opportunity?

Getting around and connections within Greater Pollok

- Highest % of commuting is private car mainly towards Glasgow City Centre.
- Significant % of journeys are made to/from Renfrewshire, particularly Braehead and 'off-air' locations
- Key car journeys originate from those neighbourhoods of Greater Pollok with highest car ownership
- Most bus journeys originate from the core area around Silverburn and the bus interchange.
- Generally there's a limited % of train users in Pollok reflecting difficulty in access and lack of secure park and ride facilities.
- Like other modes, key points of gravity are to and from Glasgow City Centre (prior to the Covid 19 pandemic).
- For commuters whose primary mode of travel is walking, the main employment destination is Silverburn and Sainsbury's
- There's limited cycle data as a local transport mode, but based on city trends, this will have grown significantly since 2011
- Greater Pollok continues to be an important through route for South West Glasgow with strong movement patterns to and from the M77, Renfrewshire and Inverclyde to South Lanarkshire, East Renfrewshire and North Ayrshire.
- The wider connections have led to significant traffic through the area which has undermined its place quality,
- Significant % of journeys are from communities around Clarkston, Newton Mearns, Mossbank and Renfrew to/from Silverburn.

Greater Pollok's Network of Town Centres

Pollok Town Centre

Silverburn Shopping Centre, a strategic shopping destination with an extensive sub-regional catchment, Pollok Civic Realm which provides local community uses including bus terminus, library, sports facility and museum. Silverburn includes a cinema and range of food & drink destinations. To the west of the centre is also the Wedge community office space. Overall the town centre is a vital source of local employment (see Local Employment & Economic Development)

Darnley

Highlighted in City Development Plan Guidance SG4 as 'Other Retail and Commercial Leisure Centres' where the function of Sainsbury's and supporting food and drink cluster is to provide a modern accessible superstore, a convenience choice for Greater Pollok community and fast food availability.

Nitshill

Nitshill consists of two town centre clusters, one focusing on Class 3 food & drink and leisure. To the east of the Nitshill rail bridge, there is a cluster of mid size home furnishings and clothing retail units alongside a Lidl convenience store.

Greater Pollok's network of town centres, role and policy is outlined within SG4 supplemented by:-

- **Scottish Government Guidance on town centres via SPP published in December 2020**
- **Forthcoming National Planning Framework NPF 4**
- **A New Future for Scotland's Town Centres review published in February 2021**
- **Getting the Right Change- A Retail Strategy for Scotland published by Scottish Govt April 2022**
- **Current planning policy for Pollok town centre continues to support the delivery of approved planning consents and general diversification of the centre through appropriate uses**
- **SG 4 highlights a particular challenge in terms of pedestrian access to Pollok Town Centre, Darnley and Nitshill which is limited and severed by a complex road layout.**

Urban Form and Layout

- **Greater Pollok's Urban form is substantially shaped by the White Cart, Levern Water and Brock Burn which has led to an 'organic circus' street layout**
- **The form is then shaped and severed by the radial rail route through Nitshill and Kennishead and then the introduction of the M77.**
- **A further important influence is the Stirling Maxwell family ownership of Pollok Country Park and southern green corridors.**
- **The decision to protect this green wedge into the city has supported its diverse nature and wildlife, however when combined with the M77, this has disconnected Greater Pollok from its neighbouring communities of Pollokshaws, Auldhouse, Eastwood, Hillpark and Carnwadric.**
- **The green network has also helped define two distinct housing and commercial corridors along both the A77 and A736.**
- **There's a lack of east west connectivity because of these barriers. Much of the area has low accessibility in Greater Pollok out with the core of Pollok at Silverburn which is the main public transport hub.**
- **Within the new private housing areas of Crookston, Southpark and Darnley it appears to be difficult get around and access facilities easily without a car.**

Open Space, Green Networks, Core Paths & Flood Risk

- **Significant amount of open space in Greater Pollok, however there's considerable gaps in distribution.**
- **Open space is clustered mainly around natural water courses, railways, the M77 and larger open spaces in each neighbourhood.**
- **It's fragmented however with littering and a lack of bio-diversity on some key spaces and corridors- this presents an important opportunity for the Local Development Framework.**
- **The core path network is extensive but the lack of connections between Pollok Dams to Darnley Country Parks and the east-west network via Househill Park is an issue.**
- **There's a major opportunity to take forward a 'Nature Based Solutions' approach but where specifically?**
- **There appears to be a strong demand for allotment spaces in Greater Pollok area- Opportunity?**
- **Due to White Cart, Levern Water and Brock Burn valleys, climate change and flood risk could become an increasingly important issue for Greater Pollok**
- **Significant ponds already gather in Pollok Country Park, towards Ross Hall Park and King George V playing fields in Carnwadric. Flooding is an also an issue on Nitshill Road between the Hurlet, Nitshill Station and can happen on Peat Road and Crookston Road under certain conditions.**
- **The LDF will therefore need to consider those areas at risk and the potential for natural solutions to help water run-off to be managed better on each of the important water courses through the area.**

Greater Pollok LDF- Area Boundaries & Definition

To define shared communities, the key local partners and to build on and understand demographic data for Greater Pollok, we're suggesting the main focus of the Greater Pollok LDF should be on the established Glasgow Ward 3.

We see some 'blurring' and cross boundary issues at the following locations:-

Pollok Park, which is not in the ward

Arden (across M77)

Jenny Lind (across M77)

School catchment areas – which will impact on movement patterns

Local centres of gravity like Paisley Road West at Cardonald for food, drink & leisure and Glasgow Clyde College Cardonald Campus for higher learning and skills opportunities.

In terms focus, it is recommend the targeting should therefore be the ward core, particularly those pockets in the lowest SIMD data zones (see Multiple Deprivation Page 17 & 18).

Conclusions & Questions

This summary hopefully provides a useful overview of the context of the Greater Pollok LDF and an outline of key issues and opportunities.

What do you think are the key development issues for Greater Pollok in moving forward?

Do you agree with our initial assessment?

What can you add, clarify or perhaps expand on?

We want to know what you think?