



NORTH GLASGOW STRATEGIC DEVELOPMENT FRAMEWORK

OCTOBER 2022

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North Glasgow SDF

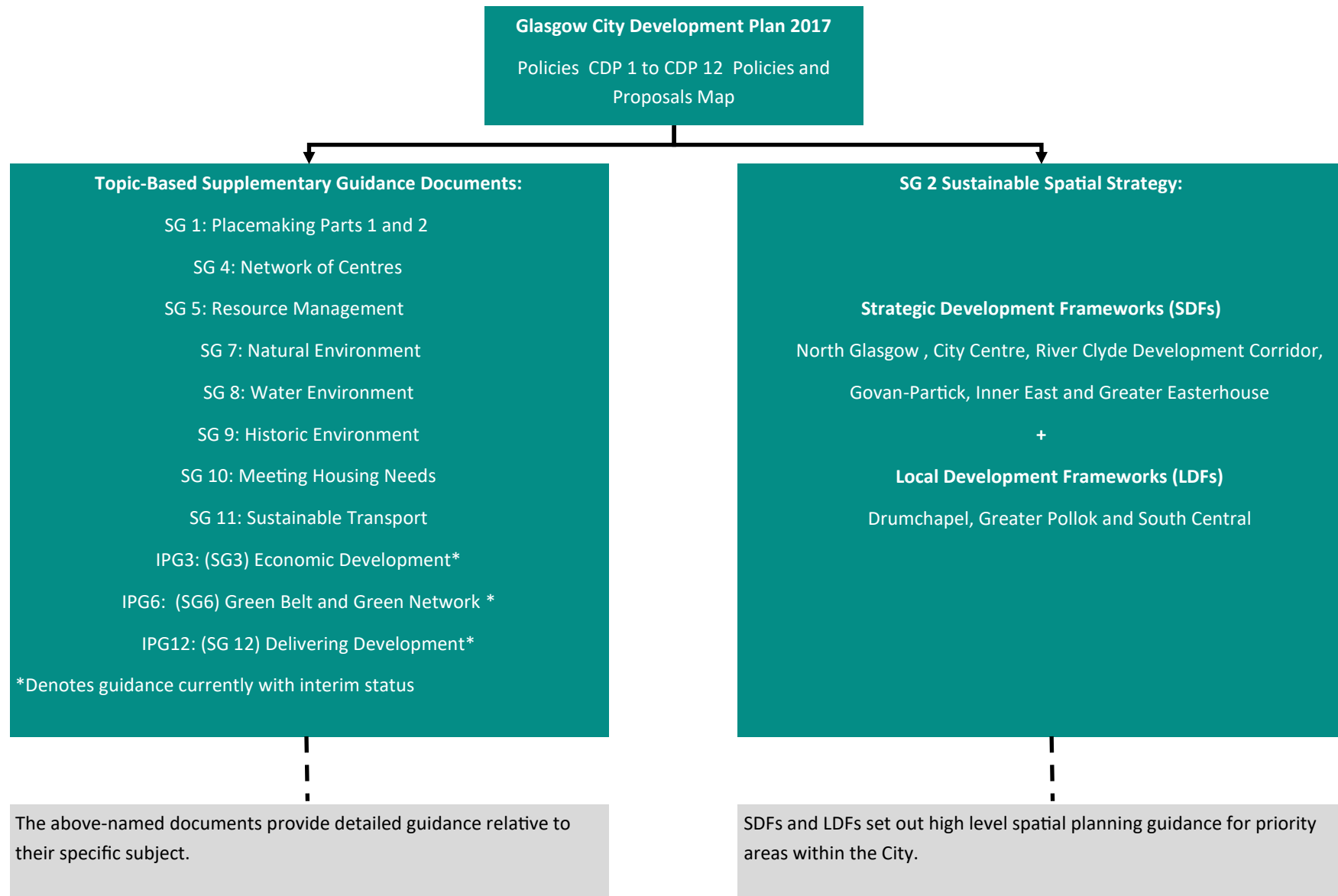
Plan, Build, Share: A Healthy, High Quality And Sustainable Place

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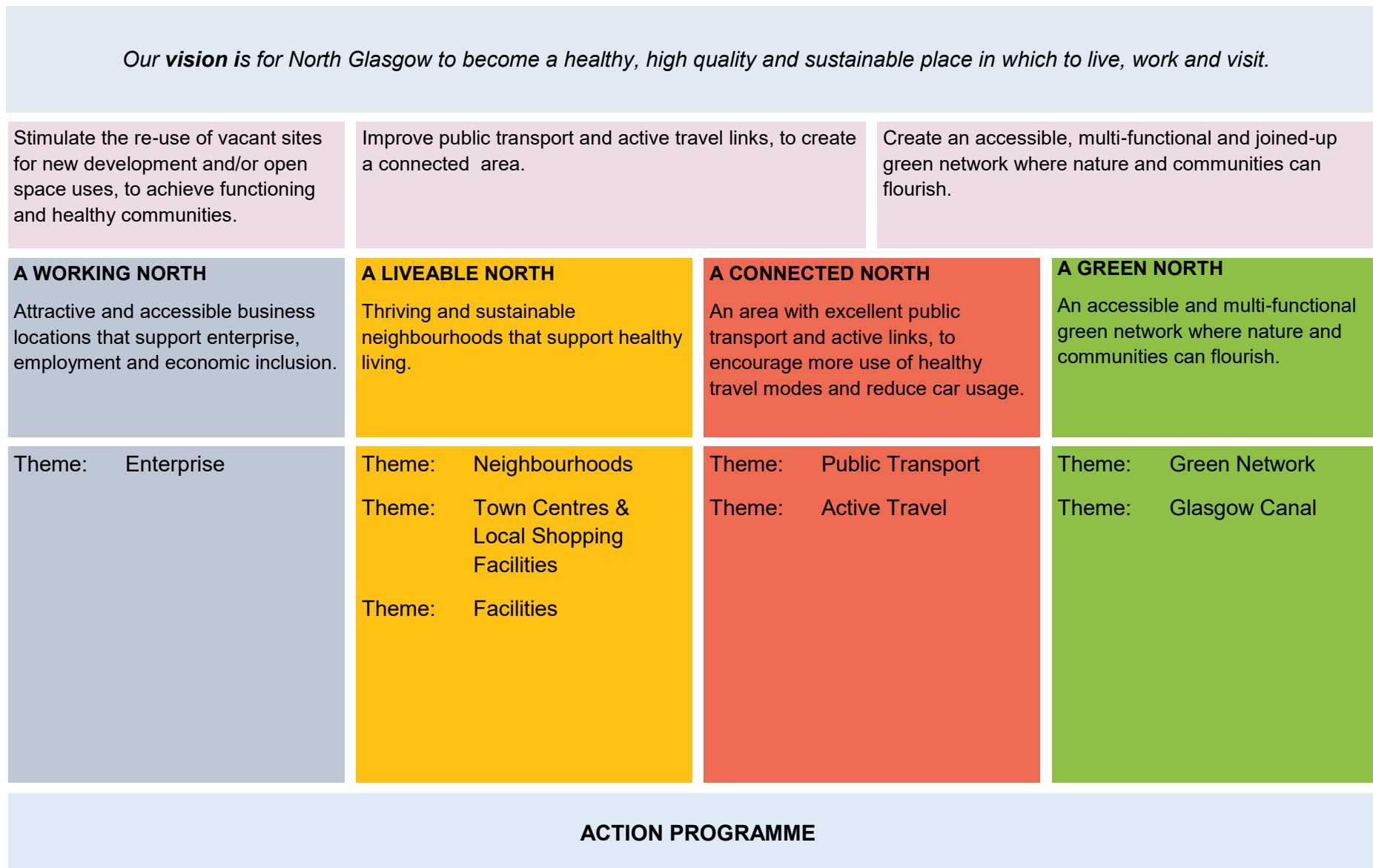
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GLASGOW CITY DEVELOPMENT PLAN



STRUCTURE | KEY COMPONENTS OF THE DOCUMENT

VISION
PRIORITIES
OUTCOMES
SPATIAL DESIGN STRATEGY
DELIVERY



1



INTRODUCTION

INTRODUCTION | STRATEGIC DEVELOPMENT FRAMEWORKS

STRATEGIC DEVELOPMENT FRAMEWORKS

The **Glasgow City Development Plan** Policy CDP 2 - Sustainable Spatial Strategy identifies six areas within the City that require a Strategic Development Framework (SDF), in order to coordinate development activity over the short, medium and long term.

Information on the assessment work that led to the identification of the six SDF areas can be found in the City Development Plan Background Paper 2 - Sustainable Spatial Strategy. The six priority areas have been selected because they each possess a mix of strategic-level physical, economic and social issues, as well as significant development opportunities.

In terms of the physical aspects, the six SDF areas experience similar **issues**, namely:

- The presence of substantial amounts of vacant and derelict land;
- Inadequate public transport provision in a number of localities;
- Barriers to active travel movement caused by infrastructure - e.g. motorways or railway lines - that disconnects communities on either side of the infrastructure from each other.
- Several neighbourhoods having poor access to open space, play and/or outdoor recreation facilities.

Also with regards to the physical aspects, each SDF area possesses significant **development opportunities** which, if realised, could transform these areas into attractive, connected and healthy parts of the city.

Strategic Development Frameworks are being prepared for the following areas:

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

The SDFs seek to:

- Provide a long-term vision for the regeneration of an area;
- Establish a sustained commitment to an area beyond the term of the current City Development Plan.

See the map on page 9, which shows the **City Development Plan - Policy CDP 2 Sustainable Spatial Strategy Map**. The map outlines the location of the six Strategic Development Framework Indicative Areas in purple. As shown on the map, the North Glasgow SDF indicative area is situated to the north of the City Centre.

The North SDF boundary was defined in more detail during the preparation of the consultative draft SDF.

Following the draft SDF public consultation period (1st October 2020 to 29th January 2021), and in consideration of public comments submitted, Germiston has been added to the North SDF area. Please see the map on page 13 showing the revised SDF area, as contained in this finalised version of the SDF.

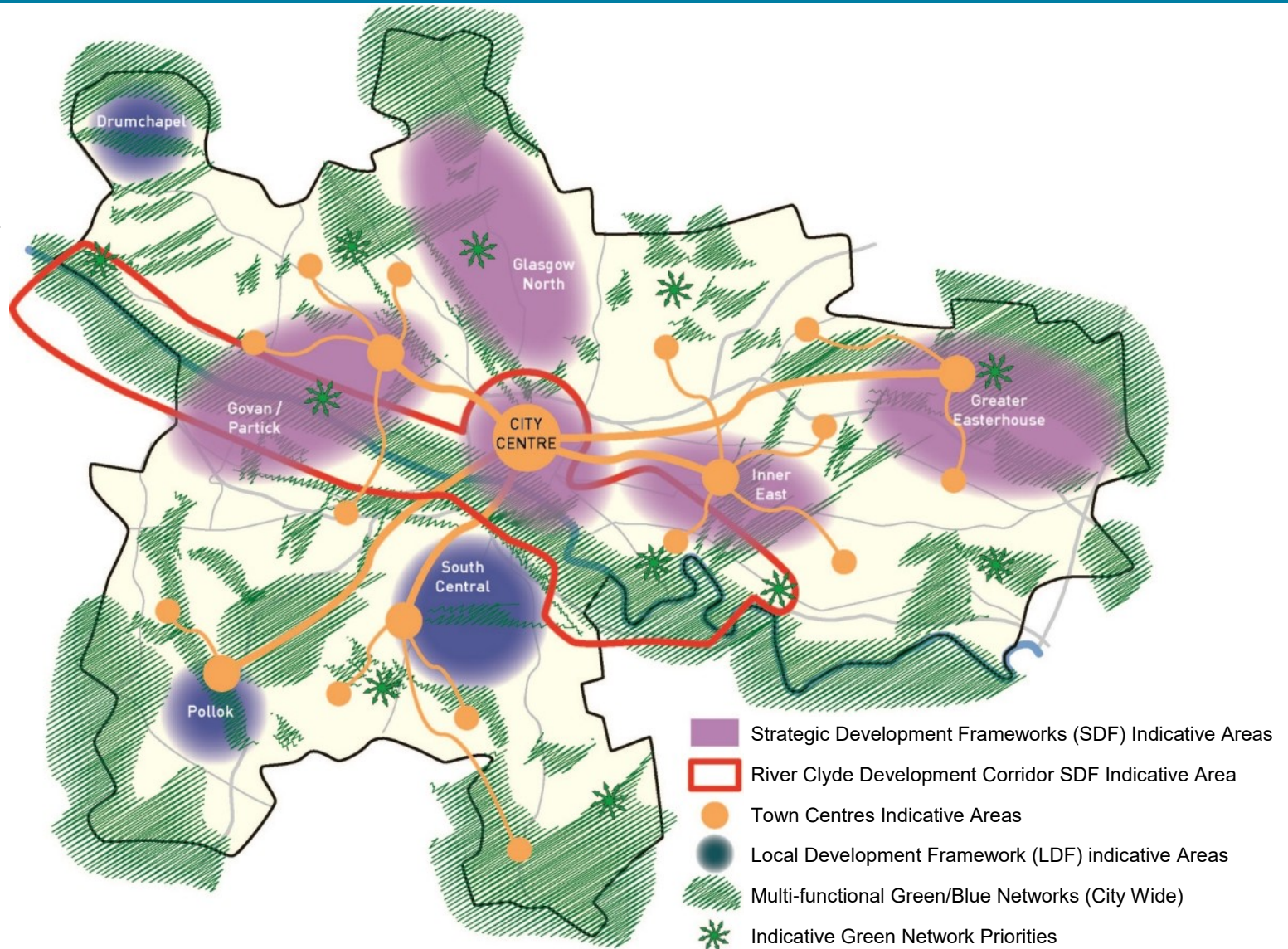
PROCESS TOWARDS APPROVAL OF THE SDFS AS SUPPLEMENTARY GUIDANCE TO THE DEVELOPMENT PLAN

The SDFs are being progressed through a process leading to their approval as Supplementary Guidance to the City Development Plan.

Fig 1.1

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

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



INTRODUCTION | NORTH GLASGOW SDF

NORTH GLASGOW STRATEGIC DEVELOPMENT FRAMEWORK

The North Glasgow SDF's purpose is to set out:

- A Vision for the area to become a healthy, high quality place and sustainable in which to live, work and visit.
- A Spatial Design Strategy - contains a series of Principles that seek to:
 - support planning initiatives and projects;
 - inform the design of proposals;
 - assist in the determination of planning applications.
- An Action Programme to progress planning initiatives.
- An overall document to serve as supplementary spatial planning guidance to the City Development Plan .

ADDRESSING CLIMATE CHANGE AND COVID-19 RECOVERY

The SDF principles seek to influence development in order to achieve the City Council's climate change mitigation and adaptation objectives. For example, the principles supporting active travel, public transport and green network improvements aim to encourage sustainable living patterns and thereby meet the city's climate-related goals.

The Covid-19 pandemic has brought a number of issues into focus, in particular: where we live, how we work, how we access open space, the quality of our surroundings, and public health and wellbeing. The SDF is well timed to address these issues and support social and economic recovery, through the SDF's focus on placemaking, creating good active travel links, accessible town centres and planning for economic development.

PARTNERSHIP

The SDF supports the City Council's ongoing partnerships with agencies and communities, including:

- **Transforming Communities: Glasgow (TC:G)** - the TC:G and Local Delivery Group partners are working to create new sustainable mixed tenure housing-led projects at Sighthill, Maryhill (Botany/Valley) and Maryhill North.
- **Glasgow Canal Regeneration Partnership (GCRP)** - The City Council, Scottish Canals and other partners are working with local communities to enhance the canal as a major leisure and environmental amenity in the north.
- **City Deal Glasgow: Canal and North Gateway** - the City Deal team is working with agencies, developers and communities to support urban renewal and economic growth at Sighthill, Port

Dundas and Canal-Speirs Locks. The City Deal team, alongside local partners, is progressing the delivery of a range of projects including: site remediation works, pedestrian/cycle and transport improvements; drainage infrastructure and environmental works. The City Deal projects aim to complement area-based initiatives - e.g. Sighthill TRA, Port Dundas regeneration, Canal-Speirs Locks cultural hub - to create high quality, connected places that have a strong business and employment sector.

- **Local Developments** - The City Council supports housing associations and community groups' efforts to plan and deliver developments across the north of the city. Examples of emerging proposals include new housing, business development, community hub and town centre improvement projects, across a range of sites in the north.

INTRODUCTION | NORTH GLASGOW SDF

SUPPORTING STRATEGIES AND INITIATIVES

Preparation of the SDF has been informed by a range of strategies and initiatives (see Appendix A, page 70). The SDF seeks to improve active travel and public transport connections between the north of the city and the City Centre. As such, the SDF complements the aims of the three **City Centre District Regeneration Frameworks** currently in preparation (Townhead, Learning Quarter and Cowcaddens), which are set to highlight opportunities for active travel/ public transport improvements on key routes from the City Centre to the north.

The SDF also takes account of two strategies recently published by the City Council: the **Glasgow Transport Strategy (GTS)** and the **Active Travel Strategy (ATS)**. Taken together, the GTS and ATS seek to provide the city with excellent public transport and pedestrian/ cycle networks, with key projects to be delivered on the ground during 2022-2030.

The SDF is also informed by the **Clyde Metro** initiative which, when completed, will better connect over 1.5 million people to employment, education, and health services in and around the Glasgow City Region.

The SDF supports the delivery of the above-named initiatives: they will assist in improving the north's

internal connectivity, as well enhancing the area's links with the City Centre, West End and East End. The SDF's Theme: Public Transport and Theme: Active Travel set out Principles that provide specific support for the implementation of these strategies.

NORTH GLASGOW STRATEGIC DEVELOPMENT FRAMEWORK - PUBLIC CONSULTATION

The draft SDF was published for a public consultation period that began on 1st October 2020 and completed on 29th January 2021. Following the consultation, the comments made by members of the public were collated into the Public Consultation - Comments & GCC Responses & GCC Recommendations Tables, with one table for survey responses and the second table for email responses. The public's comments have informed the production of the finalised version of the SDF.

In addition, the documented findings of a range of mainly community-led planning events have helped to inform the SDF. These local engagement events are referenced in Appendix B Engagement Events 2014-2021 (page 71).

2

CONTEXT

Fig 2.0 North Glasgow SDF Area of Focus



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CONTEXT AND AREA PROFILE | AREA CHARACTER

LOCATION

The SDF focuses on the north of the city and covers an area of 19.5 square kilometres in size. The SDF area extends northwards from the M8 motorway, across the built-up area and into the green belt. The area has a resident population of around 72,400 people.

TOPOGRAPHY

The north's landform is characterised by a number of small hills, interspersed with lower-lying terrain. Two watercourses form significant features in the north's landscape: the River Kelvin Valley, forged by nature, and the human-made Forth and Clyde Canal. To the north of Summerston and Milton, the Green Belt greatly enhances the character and setting of the north of the city.

TOWNSCAPE FORM

The north's modern-day townscape is a diverse mix of:

- Victorian and Edwardian era tenements
- Inter-War Glasgow Corporation housing
- Post WWII urban redevelopment schemes (e.g. Woodside and Wyndford)
- Post WWII settlement expansion (e.g. Colston, Milton, Lambhill, Cadder, Summerston and Acre)
- Modern era housing, businesses and facilities.

KEY TOWNSCAPE FEATURES

Arterial Streets - Garscube Road, Maryhill Road, Saracen Street, Balmore Road, Springburn Road, Springburn Way and Royston Road.

Town Centres - at Maryhill, Possilpark and Springburn.

High-Rise Flats - including the flats at Westercommon, Woodside, Wyndford, North Maryhill, Milton, Balgrayhill, Springburn and Royston.

Public Parks - including Maryhill Park, Ruchill Park, Springburn Park, Glenconner Park and the new Sighthill Park.

Canalside developments - The Whisky Bond and National Theatre for Scotland Headquarters, Royal Conservatoire of Scotland Wallace Studios, Scottish Opera Production Studios.

Institutions - Glasgow Kelvin College (Springburn) and Stobhill Hospital Campus.

Towers - Former Ruchill Hospital Water Tower, Roystonhill Spire (former Townhead-Blochairn Church spire).

TRANSPORT CONNECTIONS

The north of the city is served by several major road and rail routes that connect its neighbourhoods to local town centres, as well as to employment, education and retail facilities located across the city. These key transport links also serve the many commuters travelling to and from the city from adjacent local authority areas.

DEVELOPMENTS UNDER CONSTRUCTION

There are number of developments currently under construction, which are adding positively to the physical character of the north, including:

Large Scale Housing Projects at Maryhill (Botany/Valley) TRA, Sighthill TRA, Dundashill and Hamiltonhill

- The City Council and its public/private sector partners are delivering major mixed tenure housing-led projects in these districts. Further detail on these projects is contained in the Current Activity section: "Developments Under Construction" (page 22).

Small-to-medium scale housing projects - There are several consented developments underway which, when completed, will improve housing choice and neighbourhood quality.

Canal - Following the completion in 2019/2020 of the early phases of the new Hamiltonhill Claypits Local Nature Reserve (LNR), Scottish Canals and the Claypits LNR Management Group are planning to add additional features and amenities within nature reserve in the coming years. In addition, Scottish Canals are overseeing the construction of a new pedestrian and cycle bridge over the canal at Stockingfield Junction, adjacent to Lochburn Road. These developments are strengthening the canal's role as a major blue-green corridor: one that is of particular benefit to the residents of the north and west end, and serves as a key visitor and tourist destination of city-wide importance.

PHYSICAL ISSUES

The north of the city is negatively affected by strategic-level physical issues that impact on the area's environmental quality. These strategic-level issues are set out under the following themes: Vacant and Derelict Land; Public Transport; Active Travel; and Open Space.

ISSUE 1: VACANT AND DERELICT LAND

The north of the city contains substantial amounts of vacant and derelict land, combining some long-standing vacant sites plus others that have more recently fallen into disuse (see map on page 16)

There are development projects under construction on a number of sites, which will over time reactivate them and enhance neighbourhood amenity. Further detail on these projects is set out in the Current Activity section, under "Developments Under Construction". The Current Activity section also outlines some of the proposals emerging for other vacant sites within the north of the city.

However, these vacant sites can have negative effects on the local environment, namely:

- Vacant sites create a gap in the urban form of an area;
- Vacant sites can act as a barrier to movement through a neighbourhood; and
- Vacant sites can attract anti-social behaviour, including vandalism, fly-tipping and fire-raising.

As indicated above, the north's vacant sites can cause breaks in the urban form of the area, and adversely affect local townscape character and place quality.

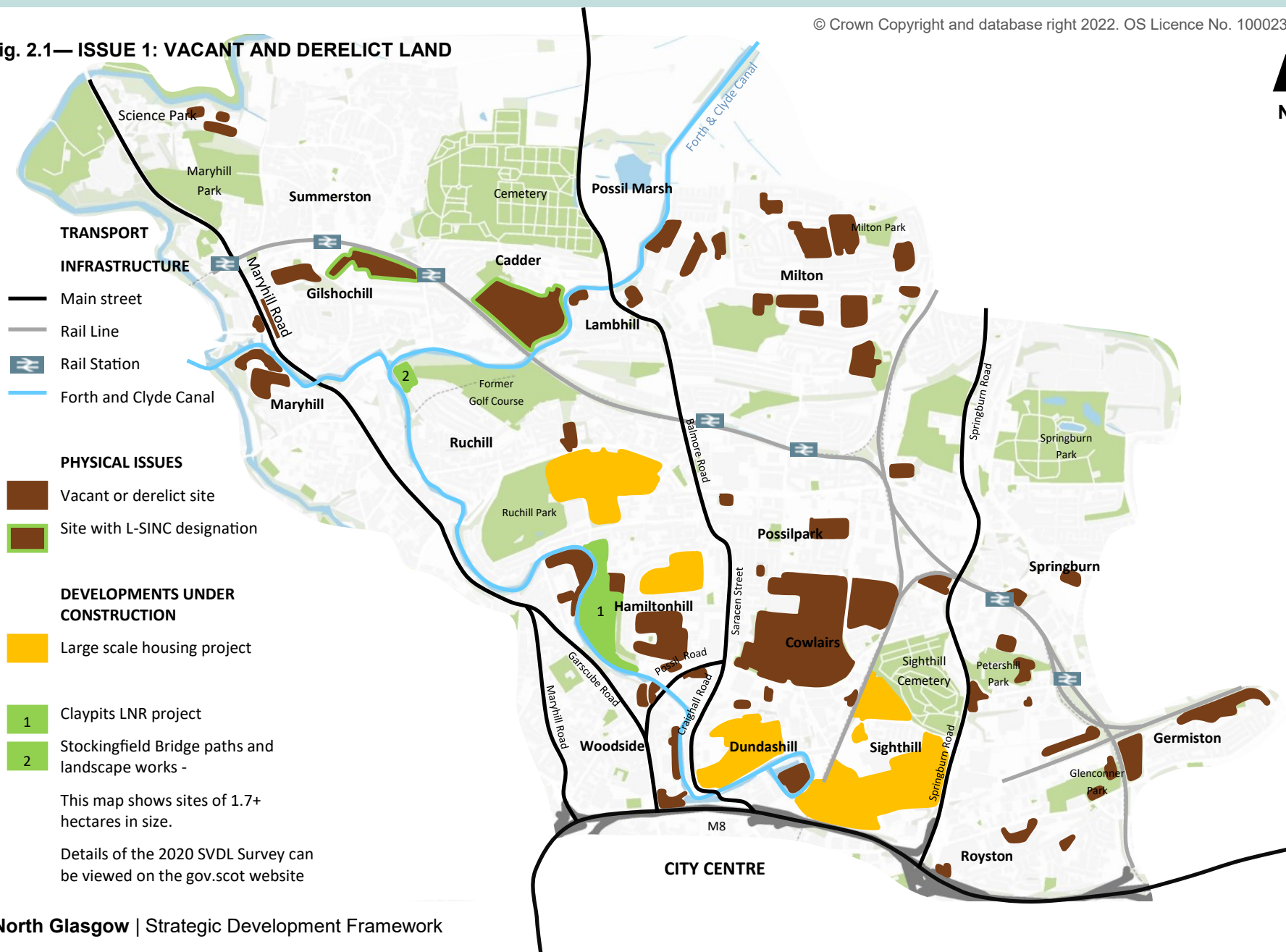
Vacant sites in poor condition can: discourage pedestrian and cycle movement in the vicinity of a site; and disconnect neighbourhoods internally, making travel between housing and shops/facilities more difficult.

The City Council continues to work with site owners and local communities to resolve the issues of anti-social behaviour associated with vacant sites, in the context of the Council's statutory powers in this field.

Summary: vacant sites can have negative impacts on the urban form, connectivity and environmental quality of neighbourhoods in the north of the city.

Fig. 2.1— ISSUE 1: VACANT AND DERELICT LAND

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ISSUE 2: PUBLIC TRANSPORT

The Development Plan's assessment of the city's overall level of public transport connectivity - by bus and rail - is set out in the SG11 Public Transport Accessibility Map. See the map (extract) on page 18, which illustrates the north's existing bus and rail connectivity.

The map shows that:

Public Transport - High Accessibility Zone (e.g. 12 plus buses per hour during 8.00-9.00 a.m. on weekdays). Accessibility is classed as High along the inner urban corridors of Maryhill Road, Saracen Street and Springburn Road, where bus and/or rail services provide a good level of public transport connectivity for areas within 400 metres (for bus) or 600 metres (for rail stations) of such service routes.

Public Transport - Base Accessibility Zone (e.g. 6-11 buses per hour during 8.00-9.00 a.m. on weekdays). Accessibility is categorised as Base across most of the north's outer urban neighbourhoods, including Balgrayhill, Milton (East), Lambhill, Cadder, Summerston (south-west) and Acre.

Public Transport - Below Base Accessibility Zone (e.g. 5 buses or less per hour during 8.00-9.00 a.m. on weekdays). Areas classed as below base accessibility are assessed as having a minimum level of acceptable public transport provision. The following areas have below base accessibility to public transport: Royston, Germiston (west), Sighthill (west), Milton (west), Possilpark (East), Ruchill and Summerston (north-east).

In terms of public transport connectivity, the main **issues** are as follows:

Main arterial routes (the south-to-north routes): These routes experience heavy volumes of general and commuter-related traffic, which can cause peak period (rush hour) congestion and impact on the reliability of bus services.

At peak periods, congestion can be particularly severe where the arterial routes pass through local town centres, and where they cross the M8 motorway. Buses caught up in this congestion can be beset by delays, which impacts negatively on passengers' travel experience and bus reliability.

Orbital Routes (the west-to-east routes): The public consultation on the draft SDF revealed a desire for improved orbital bus and rail links, to better connect neighbourhoods across the north. The issues raised by the public include a need for:

- improved bus services between Maryhill, Possilpark and Springburn; and
- improved cross-north bus services to connect communities to local town centres, Stobhill Hospital, Glasgow Kelvin College and West of Scotland Science Park.
- a new direct rail service between Springburn Station and the Glasgow Queen Street to Maryhill/Anniesland line.
- a new rail station at Royston, on the Glasgow Queen Street (Low Level) to Springburn line.

Public Transport - Neighbourhoods in the Below Base Accessibility Zone The following areas are identified as having a minimum level of acceptable public transport provision: Port Dundas, Sighthill (west), Royston, Germiston (west), Springburn (west), Milton (west), Possilpark (East), Ruchill and Summerston (north-east).

The draft SDF consultation highlighted a demand from these communities for improved public transport links, to integrate them more fully with the city's transport network. The issues raised by the public include a need for:

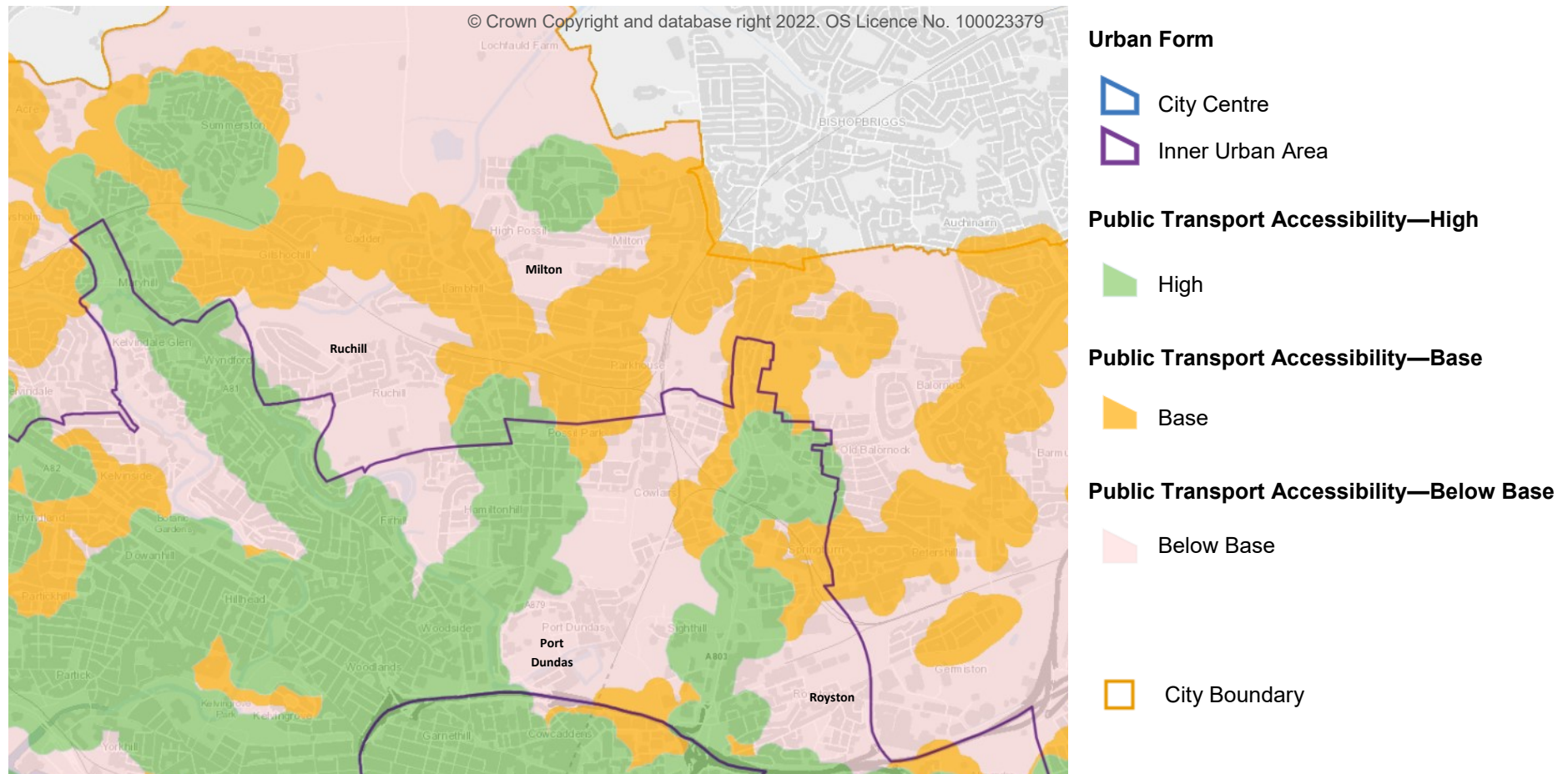
- Enhanced or new bus services to link neighbourhoods to local town centres, secondary schools and business locations.
- Improved bus services to link communities to the City Centre, West End and East End.

Summary: the above physical and perceptual issues may discourage some people from using public transport to move around the north of the city, which could result in:

- **People with limited or no access to alternative means of transport experiencing social isolation;**
- **Greater use of private cars to get around, leading to increased traffic levels, congestion and CO2 emissions on city streets.**

Fig. 2.2— ISSUE 2: PUBLIC TRANSPORT

SG11 PUBLIC TRANSPORT ACCESSIBILITY MAP - EXTRACT SHOWING THE NORTH OF THE CITY



ISSUE 3: ACTIVE TRAVEL

South-to-north connections

The north of the city contains major south-to-north streets, namely Garscube Road, Maryhill Road, Saracen Street/Balmore Road, Springburn Road/Springburn Way and Royston Road (see the map on page 20). These routes accommodate significant volumes of pedestrian activity, which adds life to the streets and local town centres.

However, the car-dominated layout of these streets makes them unpleasant places for walkers and cyclists at times, particularly during peak periods of vehicle activity (rush hour). This issue adversely affects the place quality of these main streets, and detracts from town centres' environmental quality and vitality.

West-to-east connections

The north of the city possesses several main west-to-east streets, including: Bilsland Drive, Keppochhill Road and Hawthorn Street (see the map on page 20). These routes connect neighbourhoods to local facilities, public transport services and town centres.

However, the car-dominated layout of these routes makes them unattractive places for pedestrians and cyclists, especially when vehicles traffic volumes are at peak levels (e.g. rush hour).

Forth and Clyde Canal

The Forth and Clyde Canal's Glasgow Branch (Port Dundas to Stockingfield Junction) and Mainline (Possil Marsh to Drumchapel) are key walking and cycling assets within the north of the city. Scottish Canals' ongoing efforts to improve links and amenities is strengthening the canal as an outdoor recreation and wildlife corridor.

However, some communities on the "off-side" (i.e. the side without a towpath) of the mainline canal are cut-off from the canal, due to a relative absence of canal bridges.

The lack of a canal bridge crossing between Lambhill (west) and Cadder results in the disconnection of these neighbourhoods from each other (see the map on p. 20)

Milton, situated on the off-side of the canal, lacks a readily accessible crossing point to the canal towpath. This lack of a bridge crossing means that Milton is disconnected from the canal towpath, Possil Marsh SSSI and Lambhill Stables.

(see the map on page 20).

Railway Infrastructure

The rail routes serving the north of the city are integral elements of the public transport network.

However, at Royston and Germiston, the relative lack of pedestrian crossings results in rail line infrastructure acting as a barrier to movement between these

communities and Springburn (see the map on page 20).

M8 Motorway: Junction 14 to Junction 17 Section

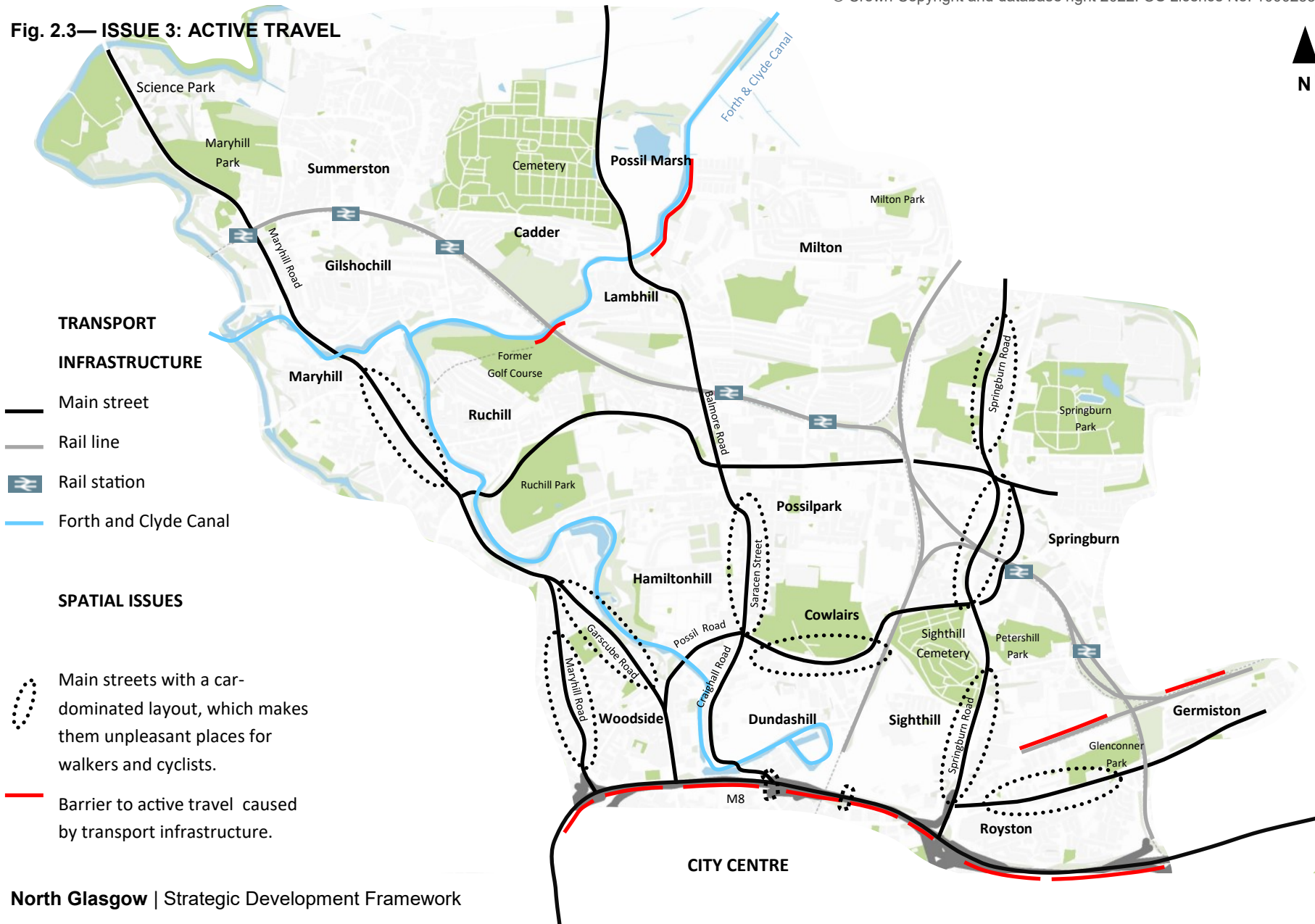
The M8 motorway is an important component of the city's major road network. For businesses in the north of the city -e.g. at Craighall Business Park and Charles Street Industrial Estate - the M8 is a key transport artery that links them to suppliers and markets across the City and nationwide.

However, the motorway is a major barrier to pedestrian movement between the City Centre and the districts of Woodside, Port Dundas, Sighthill and Royston. (see the map on page 20).

The opportunities for pedestrian movement to and from the City Centre are limited to a handful of streets: New City Road, Garscube Road, Craighall Road, Baird Street, Castle Street and Viewpark Avenue. Where these city streets cross the M8, they are heavily dominated by vehicle traffic lanes: these places can appear very unattractive and unwelcoming to pedestrians and cyclists.

Summary: the above issues may act as disincentives to active travel within the north of the city, and between the north and the City Centre.

Fig. 2.3— ISSUE 3: ACTIVE TRAVEL



ISSUE 4: OPEN SPACE

Development Plan Policy CDP6 aims to provide for the delivery of multi-functional open space to support new development. The City Council's Open Space Strategy (OSS) sets out standards for the provision of open space that new developments should seek to achieve, namely:

Accessibility Standard: Homes (including purpose-built student accommodation), outwith the City Centre, should be within a 400m actual walking distance of a good quality, publicly usable open space of 0.3 ha or more.

Quality Standard Community Spaces, whether existing or proposed, should, when considered against the Quality Assessment Matrix, achieve a minimum overall score of 75% of the total possible score of the applicable criteria and the minimum

In connection with the Strategy, the Council has prepared a series of area-based Stage 1 Local Context Area (LCA) reports: these analyse a local area's population distribution, and accessibility to potentially multi-functional, publicly usable open space (based on an assessment of existing parkland or amenity open space areas greater than 0.3 hectares in size, and their potential for improvement).

These reports can be accessed by clicking on the following links:

LCA1: West End Stage 1 Report:

<https://www.glasgow.gov.uk/CHttpHandler.ashx?id=42933&p=0>

LCA2: Hamiltonhill Stage 1 Report:

<https://www.glasgow.gov.uk/CHttpHandler.ashx?id=42934&p=0>

LCA8: Summerston and Springburn Stage 1 Report:

<https://www.glasgow.gov.uk/CHttpHandler.ashx?id=42940&p=0>

The following paragraphs draw on the findings of the three Stage 1 LCA Reports.

Pluses

The north's distribution of existing parks and amenity open spaces means that a number of neighbourhoods are situated within 400m actual walking distance of a potentially multi-functional public park or amenity open space of 0.3 ha or more in size. These housing areas meet the OSS's aspirational standards for accessing potentially multi-functional open space.

Issues

However, the LCA reports indicate that there are some residential areas that do not meet the OSS open space accessibility or quality standards, as summarised below:

Open Space Accessibility - residential areas that lie more than 400 metres actual walking distance from a potentially multi-functional, publicly usable open space, include:

Woodside, Port Dundas, Royston (south-west), Springburn (central and west), Possilpark (east),

Hamiltonhill (north-west), Ruchill (north-west and north-east), Maryhill (north) and Summerston (north-east).

- In the above-named areas, which don't have ready access to an amenity open space or public park, some residents may experience social isolation due to a lack of locally-available open spaces.

Open Space Quality - districts containing parks or amenity open spaces (greater than 0.3 hectares in size) that would require improvement in order to become classed as good quality and multi-functional spaces, include:

Hamiltonhill (central/south), Possilpark (west), Parkhouse, Milton and Lambhill.

- In these areas, which have open spaces that are of poor quality, some residents may feel discouraged from using these unattractive spaces.

Transformational Regeneration Areas (TRAs) - the LCA reports highlight the need to provide good quality open space as an integral element of the Sighthill TRA, Maryhill (Botany/Valley) TRA and Maryhill North TRA regeneration projects.

Summary: In the residential areas that don't meet the OSS open space accessibility or quality standards, some residents may feel their neighbourhood lacks opportunities for play and recreation activity: as a result, residents may be affected by social isolation and health impacts.

CONTEXT AND AREA PROFILE | CURRENT ACTIVITY

As highlighted in the Physical Issues section, there are four strategic-level issues that adversely affect the environmental quality of the north. The SDF sets out guidance in the Spatial Design Strategy which aims to drive up the quality of new developments over the short-medium-long term, and thereby tackle the physical issues across the same timescale.

On a positive note, development activity is well underway or planned across a number of sites: this current effort will deliver new developments, facilities, open spaces, parks and improved connections in the north over the next 1-5 years. These projects will contribute towards improving place quality in the north over the next 5 years, and in doing so make a start on overcoming the area's physical challenges.

These projects are set out below:

DEVELOPMENTS UNDER CONSTRUCTION

There are a number of developments currently under construction:

Large Scale Housing Projects - At Maryhill (Botany/Valley) TRA and Sighthill TRA, the early phases of new housing have been completed and occupied, with further developments planned. At Dundashill and Hamiltonhill, ground works are paving the way for the start of new mixed tenure housing developments. Work is also underway on the new housing development at the former Ruchill Hospital site.

Small-to-medium scale housing projects - There are several developments underway which, when completed, will enhance neighbourhood amenity and appearance.

Canal - During 2019/2020, Scottish Canals completed the initial phases of the new Hamiltonhill Claypits Local Nature Reserve (LNR). This project has transformed a previously unused and neglected space into the city's first inner city nature reserve, comprising new viewpoints, canalside boardwalk and walkway, nature paths, a new pedestrian bridge link and gateway spaces. Scottish Canals and the Claypits LNR Management Group plan to add further facilities and amenities to the nature reserve in the coming years.

In addition, Scottish Canals are constructing the new pedestrian and cycle bridge over the canal at Stockingfield Junction, adjacent to Lochburn Road. The new bridge will enhance accessibility at a major junction point on the canal, and improve connections between the communities of Maryhill, Gilshochill and Ruchill.

EMERGING PROPOSALS

Emerging Proposals - these are proposals at an early or draft design stage; these proposals are not yet the subject of a pre-application or live planning application process.

Cowlairs and North Maryhill TRA - recent Council-led masterplan engagement activities have helped to shape a vision for both sites. The plans for each site promote proposals for new housing, supported by new integrated green-blue infrastructure and sustainable travel links.

Other Developments - Public, voluntary and private agencies - individually or in partnership - are variously progressing proposals for new housing, business developments, community hubs and town centre improvements across a number of sites in the north of the city.

Glasgow Canal Regeneration Partnership (GCRP) -

The City Council, Scottish Canals, the Canal Co-operative and other partners are working with local communities to deliver a range of developments, activity hubs, recreation and access projects along the canal corridor. These projects, as they develop on the ground over time, will further enhance the canal as a major leisure, environmental and wildlife corridor in the north of the city. The Glasgow Canal Action Plan Update (2021-2026) sets out the range of projects that the GCRP seeks to progress and deliver over the next few years in the north of the city.

PRIORITIES

As indicated in the Current Activity section (page 22), developments presently under construction or in the pipeline will begin to transform place quality in the north over the next 5 years.

However, even allowing for current activity, the sizeable scale of the physical issues facing the north means that these challenges will continue to affect the area to some degree into the long term (i.e. 10 years plus timescale).

In order to address these issues in a coordinated way over the long term, the SDF has set out three main **priorities** (see Priorities 1,2 and 3 on right of page). These three priorities aim to tackle strategic-level issues as indicated below:

Issue 1: Vacant and Derelict Land - Tackled by **Priority 1**

Issue 2: Public Transport - Tackled by **Priority 2**

Issue 3: Active Travel - Tackled by **Priority 2**

Issue 4: and Open Space - Tackled by **Priority 3**

Priority 1: Stimulate the re-use of vacant sites for new development and/or open space uses, to achieve functioning and healthy communities.

Priority 2: Improve public transport and active travel links, to create a connected area.

Priority 3: Create an accessible, multi-functional and joined-up green network where nature and communities can flourish.

VISION AND OUTCOMES

VISION AND OUTCOMES

The Council's aims for North Glasgow are set out below.

VISION

Our **vision** is for North Glasgow to become a healthy, high quality and sustainable place in which to live, work and visit.

OUTCOMES

A WORKING NORTH

Attractive and accessible business locations that support enterprise, employment and economic inclusion.

A LIVEABLE NORTH

Thriving and sustainable neighbourhoods that support healthy living.

A CONNECTED NORTH

An area with excellent public transport and active links, to encourage more use of healthy travel modes and reduce car usage.

A GREEN NORTH

An accessible and multi-functional green network where nature and communities can flourish.

4

SPATIAL DESIGN STRATEGY

SPATIAL DESIGN STRATEGY

SPATIAL DESIGN STRATEGY

The Spatial Design Strategy is set out across eight **Themes**, namely:

Theme: Enterprise

Theme: Neighbourhoods

Theme: Town Centres & Local Shopping Facilities

Theme: Facilities

Theme: Public Transport

Theme: Active Travel

Theme: Green Network

Theme: Glasgow Canal

Each theme 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.

4a

A WORKING NORTH

SPATIAL DESIGN STRATEGY | WORKING NORTH | GOALS

WHAT WE WANT TO ACHIEVE

We want the north of the city to achieve the following goals:

- Provide the right environment for existing business to grow and to attract new businesses and supporting uses;
- Enable people to work close to where they live with increased local employment opportunities, and improved accessibility via active travel and public transport, aiding both economic inclusion and climate change mitigation goals;
- Offer improved attractiveness and environmental quality around business locations;
- Support growth in emerging sectors and industries, as well as new ways of working,
- Have an identity as a vibrant, thriving place with healthy town centres, where economic development contributes to the sense of place in each respective area.

HOW WE ARE GOING TO GET THERE

In order to achieve the Working North goals, we have set out a series of **Principles** that seek to:

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

These principles are set out under the following Theme:

Theme: Enterprise (page 31)

WHAT WILL IT LOOK LIKE

The Enterprise theme has a related **Diagram** that shows the locations upon which some of the principles are focused:

Enterprise Diagram (page 32)



Fig 4a.1 - M8 Foodpark EDA - a well-established industrial estate with growth potential.



Fig 4a.2 - Craighall Business Park - office units in an accessible location.



Fig 4.a.3 Sketch showing how light industry, workspaces and housing can come together to create a vibrant mixed use area.

The Theme: Enterprise sets out **Principles** in order to:

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

The Principles PR 1 to PR7 are as follows:

PR1 The north's **Economic Development Areas** (EDAs) are an important part of the City's economy, and the SDF supports their retention and improvement. With regard to new development, preference will be given to proposals in Use Classes 4 'Business', 5 'General Industrial' and 6 'Storage or Distribution' of the Town and Country Planning (Use Classes)(Scotland) Order 1997. Proposals for other compatible, employment supporting land uses within an EDA will be considered in the context of Policy CDP3 Economic Development and related supplementary guidance.

PR2 The SDF supports the preparation of locally-led **EDA improvement plans**, to create more attractive and sustainable business environments. Existing companies joining together within an EDA could prepare a plan promoting development opportunities, landscape and active travel proposals. Such plans could attract

additional Class 4, 5 and 6 uses, and other compatible, employment supporting uses where appropriate, as well as improve an EDA's overall environmental quality and accessibility.

PR3 Proposals for non-conforming uses within EDAs that come forward as planning applications will be considered on their merits against the policies of the adopted Plan. Such applications will be the appropriate mechanism for determining whether a non-conforming development proposal within an EDA is acceptable or not to the Council.

PR4 The SDF supports **West of Scotland Science Park's** role as a leading research, innovation and technology location that contributes to the wider city economy. The SDF encourages further sustainable development of the Science Park to help grow this sector and enhance activity. A campus plan approach could help promote the Park as an attractive business location and enhance its landscape value and active travel accessibility.

PR5 Small scale industrial and businesses activities can bring additional vibrancy to residential areas. The SDF will support existing and new small-scale industrial and business uses outwith EDAs, provided they comply with policy requirements and enhance local amenity.

PR6 Town centres play a central role as economic and employment locations, and the SDF supports the town centres first approach where they are the preferred location for retail and other appropriate uses.

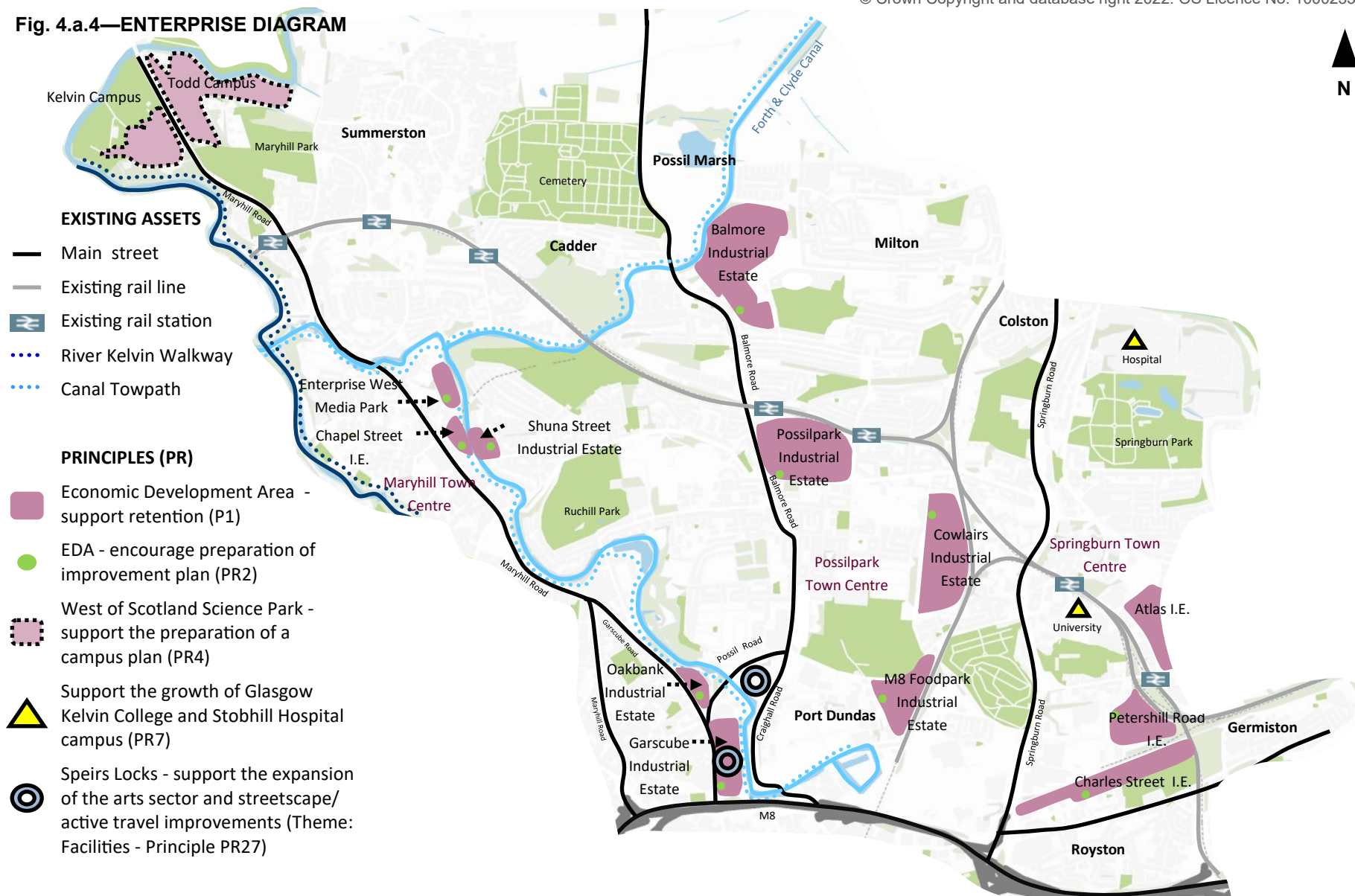
Appropriate small scale business and light industrial activities (use class 4) are encouraged where they help support the vibrancy of town centres.

PR7 There is potential for the further development of the **Stobhill Hospital campus** over time, which would enable the growth of the hospital's health care and associated services. There is also potential for the enhancement of **Glasgow Kelvin College** and environs as a tertiary educational centre, with strong links to the local community.

The Enterprise theme has a related **Diagram** that shows the locations upon which some of the principles are focused:

Enterprise Diagram (page 32)

Fig. 4.a.4—ENTERPRISE DIAGRAM



4b

LIVEABLE NORTH

SPATIAL DESIGN STRATEGY | LIVEABLE NORTH | GOALS

WHAT WE WANT TO ACHIEVE

We want the north of the city to achieve the following goals:

- Focus development activity within the existing urban area, to achieve a compact and sustainable city.
- To see vacant and derelict sites brought into active use, through the delivery of redevelopment and/or open space proposals as appropriate;
- Create attractive neighbourhoods which have a sustainable housing mix, and good access to open spaces and community facilities: creating vibrant neighbourhoods should encourage local living patterns, reduce travel journey volumes/distances and as a result contribute to climate change mitigation measures;
- Support the provision of attractive, walkable town centres and local shopping facilities, to encourage local living.
- Support infrastructure and environmental projects that enhance neighbourhood-level character and amenity.
- To protect the function and integrity of the Green Belt.

HOW WE ARE GOING TO GET THERE

In order to achieve the Liveable North goals, we have set out a series of **Principles** that seek to:

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

These principles are set out under the following

Themes:

Theme: Neighbourhoods (page 36)

Theme: Town Centres and Local Shopping Facilities (page 39)

Theme: Facilities (page 41)

WHAT WILL IT LOOK LIKE

The Theme: Neighbourhoods and Theme: Town Centres & Local Shopping Facilities each have a related **Diagram** that shows the locations upon which some of the principles are focused:

Neighbourhoods Diagram (page 37)

Town Centres & Local Shopping Facilities Diagram (p. 40)



Fig 4.b.1 - Cowlares housing development proposals: ambitions for a green and healthy neighbourhood.



Fig 4.b.2 - North Maryhill TRA vision document - A green infrastructure strategy to act as the catalyst for neighbourhood regeneration.



Fig. 4.b.3. Sketch showing how housing, open spaces, paths and streets can come together to create a well-balanced neighbourhood.

SPATIAL DESIGN STRATEGY | LIVEABLE NORTH | NEIGHBOURHOODS

The Theme: Neighbourhoods sets out **Principles** in order to:

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

The Principles PR8 to PR16 are as follows:

PR8 The City Development Plan sets out a strategic outcome for neighbourhoods to become thriving and sustainable places. In the north, these goals will be achieved in part through the delivery of **large-scale mixed tenure housing developments** at Sighthill TRA, Maryhill TRA (Botany/Valley), Dundashill and Hamiltonhill - these projects are currently at various stages of construction.

Cowlairs and North Maryhill TRA - recent Council-led masterplan engagement activities have helped to shape a vision for both sites. The plans for each site set out proposals for new housing, supported by new integrated green-blue infrastructure and sustainable travel links.

In addition, the delivery of other **development opportunities** across a range of sites will help to improve neighbourhood quality, and contribute to a compact and sustainable city.

PR9 A prospective developer should demonstrate how Development Plan Policy CDP1 The Placemaking

Principle has been applied in the preparation of their proposal, by showing that the proposal:

- is design led;
- Is the result of meaningful dialogue with stakeholders and effective engagement with communities;
- considers the site and wider area context; and
- aspires to achieve the six qualities of a successful place, namely that it is distinctive, safe and pleasant, easy to move around, welcoming, adaptable and resource efficient.

PR10 The SDF supports the provision of:

- **District Heating** networks in conjunction with large scale developments;
- New buildings that are designed to achieve the **Gold level of sustainability**, per the Building Standards regulations.

PR11 The SDF supports new joint-working initiatives to introduce **meanwhile uses** to large vacant sites, particularly to key frontages. Temporary projects could animate prominent sections within sites (e.g. adjacent to houses, schools and pedestrian routes), enhancing local identity, wellbeing, development potential and community participation levels.

PR12 The SDF supports measures to protect and enhance the north's **heritage assets** (e.g. listed buildings). The SDF supports the inclusion of heritage

design cues within new developments, as appropriate, in order to improve place identity.

PR13 The SDF's supports proposals that will improve **streetscene activation** along the main south-to-north streets. Development and/or open space proposals should be informed by landowner and community aspirations, site characteristics, planning policies and resource availability.

PR14 The SDF supports investment in facilities, open spaces and sustainable travel connections, to help sustain **20-minute neighbourhoods** across the north of the city. The 20-minute neighbourhood concept promotes the provision of good quality services, public open spaces and connections, so that residents can meet their day-to-day needs within a 20 minute walk of their home; through access to safe walking and cycling routes, or by public transport .

PR15 The SDF supports **small scale housing development in and around town centres**, to increase centres' walk-in customer base, activity and trading levels. New housing developments should contribute to the balance of uses and vitality of a town centre.

PR16 The SDF seeks to protect the **Green Belt**. The SDF will not support developments that would adversely affect the function and integrity of the Green Belt.

The Neighbourhoods theme has a related **Diagram** that shows the locations upon which some of the principles are focused: Neighbourhoods Diagram (page 37)



The Theme: Town Centres and Local Shopping Facilities sets out **Principles** in order to:

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

The Principles PR17 to PR22 are as follows:

PR17 The City Development Plan supports the **town centres first approach**, where centres are the preferred location for retail and other appropriate footfall generating uses, alongside a balance of residential uses. The Plan also recognises the value of local shopping parades as on-the-doorstep local facilities. In North Glasgow, investment should be targeted towards improving centres' environment, facilities and accessibility in order to create successful places.

PR18 The SDF supports the strengthening of **Maryhill, Possilpark and Springburn Town Centres** through locally-led partnership initiatives. Local groups and shop owners, with Council support, could be encouraged to deliver shopfront, public realm and maintenance improvements to increase town centre vitality. Town centre improvement proposals could be

progressed through the preparation and delivery of an action plan, design framework or strategy as appropriate. The conceptual images on page 39 aim to show how streetscape improvements could contribute towards the town centres becoming attractive, busy, pedestrian-friendly places.

PR19 Royston Road contains a concentration of shopping, community and education facilities that serve the Royston area. The SDF supports the efforts of local agencies and partners to improve the services, public spaces and connections at Royston Road, to turn the area into an attractive town centre. The conceptual image of Royston Road on page 39 seeks to illustrate how streetscape improvements, coupled with new development, could help to transform the area into a vibrant town centre.

The SDF supports the enhancement of the **Maryhill Park** Local Shopping Facilities and surroundings - the shopping area south of Maryhill Station - to improve the area as a local centre.

PR20 The SDF supports **St Rollox and Summerston** retail parks' role as out-of-centre retail locations, which form part of the city's network of centres. The Council will support measures to enhance the shops and services provision, active travel links and

environmental setting of St Rollox and Summerston retail parks.

PR21 The SDF will support proposals to enhance **local shopping facilities** through improvements to shops and streetscape quality. Such enhancements could contribute to residents taking up more localised living patterns and reduce car usage levels. The SDF also supports the provision of new local shopping facilities as part of the Sighthill development.

PR22 In **Cadder and Lambhill** the local shopping parades fulfil an important role within these outer urban communities. The SDF seeks to protect the retail function of these facilities, and encourage the introduction of supporting uses in order to contribute to the creation of 20-minute liveable neighbourhoods.

The Town Centres and Local Shopping Facilities theme has a related **Diagram** that shows the locations upon which some of the principles are focused:

Town Centres and Local Shopping Facilities Diagram (p. 40)

PRINCIPLES PR18 AND PR19: PROMOTING TOWN CENTRE IMPROVEMENT

These sketches can be viewed as full page images in Appendix C.



Fig. 4.b.5. Maryhill Town Centre - examples of streetscape improvements



Fig. 4.b.6 Springburn Town Centre - examples of streetscape improvements

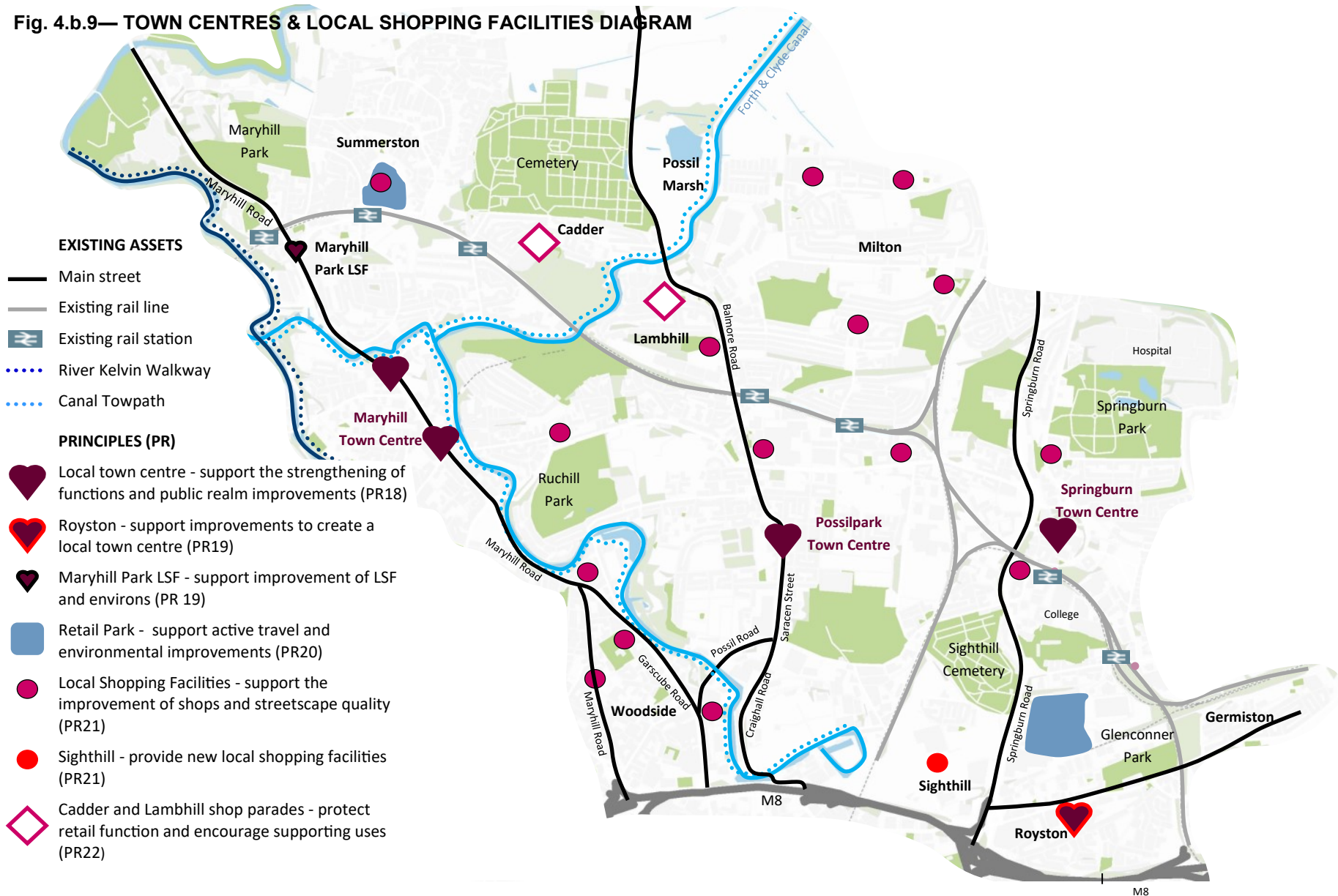


Fig. 4.b.7 Possilpark Town Centre - examples of streetscape improvements



Fig. 4.b.8. Royston Road - a journey towards becoming an attractive local town centre: examples of streetscape improvements

Fig. 4.b.9— TOWN CENTRES & LOCAL SHOPPING FACILITIES DIAGRAM



SPATIAL DESIGN STRATEGY | LIVEABLE NORTH | FACILITIES

The Theme: Facilities sets out **Principles** in order to:

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

The Principles PR23 to PR28 are as follows:

PRINCIPLES

PR23 The SDF supports the maintenance of **health care provision** (general practitioners, pharmacies, opticians and dentists) serving residents in the north of the city. The SDF will support the development of new facilities in locations that have good public transport, walking and cycling links.

PR24 The SDF supports the maintenance of **education provision** (covering pre-school, primary and secondary school years provision) serving children and pupils in the north of the city. The SDF will support the maintenance of good public transport, walking and cycling links to serve the area's education facilities.

PR25 The SDF supports the maintenance of **outdoor sports and recreation provision** serving the north of the city. The SDF supports the City Council and Glasgow Life's efforts to enhance publicly-operated outdoor sports facilities within the city, in line with the city-wide sports pitches strategy.

PR26 The SDF recognises that **community centres, arts facilities and food growing spaces** can enhance individual wellbeing and enrich neighbourhood life. The SDF supports the maintenance and enhancement of these amenities within the north of the city.

PR27 The performing and visual arts companies situated at **Speirs Locks** are important elements of city's artistic fabric. The SDF supports the sustainable growth of the arts sector at Speirs Locks, and the enhancement of the streetscape quality and active travel connectivity of the area.

PR28 The SDF supports proposals to enhance the north's **built heritage assets**, which includes:

- listed buildings;
- unlisted historic buildings;
- the Canal scheduled monument;
- The River Kelvin's bridge structures and industrial heritage sites.

4c

CONNECTED NORTH

SPATIAL DESIGN STRATEGY | CONNECTED NORTH | GOALS

WHAT WE WANT TO ACHIEVE

We want the north of the city to achieve the following goals:

- In line with the aims of the Glasgow Transport Strategy and Clyde Metro initiative, provide a good quality public transport network that connects the north internally and with the rest of the city .
- In line with the aims of the Active Travel Strategy, provide a core network of high quality active travel routes that connect people with local town centres, places of work, neighbourhood facilities and the wider city.
- Move towards a reduced demand for car usage, thereby reducing vehicle CO2 emission levels, by encouraging modal shift from car use to public transport and active travel use.

HOW WE ARE GOING TO GET THERE

In order to achieve the Connected North goals, we have set out a series of **Principles** that seek to:

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

These principles are set out under the following **Themes**:

Theme: Public Transport (page 45)

Theme: Active Travel (page 47)

WHAT WILL IT LOOK LIKE

Each theme has a related **Diagram** that shows the locations upon which some of the principles are focused:

Public Transport Diagram (page 46)

Active Travel Diagram (page 49)



Fig 4.c.1 - Sighthill pedestrian and cycle bridge: under construction, April 2022. This photograph is the property and copyright of BAM Nuttall Limited.



Fig. 4.c.2 - Sighthill Bridge - an early sketch showing the design for the new pedestrian and cycle bridge over the M8 motorway, which is set to improve links between the City Centre and Sighthill. The bridge is currently nearing completion.

SPATIAL DESIGN STRATEGY | CONNECTED NORTH | PUBLIC TRANSPORT

The Theme: Public Transport sets out **Principles** in order to:

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

The Principles PR29 to PR35 are as follows:

PR29 The SDF seeks to ensure that the north of the city is a well-connected area, characterised by good quality sustainable transport and active travel links. This aim can be achieved over the lifespan of the SDF by: maintaining and, where appropriate, improving public transport connectivity; and creating an attractive active travel network.

In terms of **public transport improvements**, these could be delivered through one of three mechanisms:

- Developer contributions to provide or improve public transport services where existing provision is limited, in line with the terms of Plan Policy CDP11 Sustainable Transport.
- Public transport proposals brought forward by the Glasgow Transport Strategy.
- Sustainable transport proposals delivered by the Clyde Metro initiative.

PR30 On 10th March 2022, the City Administration Committee approved and adopted the **Glasgow Transport Strategy: Policy Framework (2022-2030)** (GTS). The GTS aims to provide a city-wide sustainable transport system: a system for people and goods, which is affordable and inclusive, accessible and easy to

use, clean and safe, integrated and reliable. The SDF supports the delivery of GTS-related proposals in the north of the City, in order to improve the area's public transport connectivity.

PR31 The **Clyde Metro** initiative aims to better connect over 1.5 million people to employment, education and health services in and around the Glasgow City Region. As it is delivered over time, the project will establish new transport connections that combine bus rapid transit, light rail and metro rail linkages. The SDF supports the delivery of Metro projects that will improve connectivity between the north of the city and the wider city region.

PR32 The SDF recognises that **park and ride facilities**, where integrated with good quality bus and/or rail services, can encourage modal shift from private car use to public transport use. The SDF supports consideration of the potential for provision of new park and ride facilities, in outer urban locations. Such park and ride facilities, if deemed feasible, could encourage commuters to switch from car to public transport use, and help reduce vehicle traffic volumes on the north's main arterial and orbital streets.

PR33 The creation of a new street (road) link between Ashgill Road and Liddesdale Square could help to introduce improved bus service connectivity within central Milton, and stimulate the redevelopment of several vacant sites in the area. The SDF supports the undertaking of a feasibility study to examine the merits of providing the new street link.

PR34 The SDF supports:

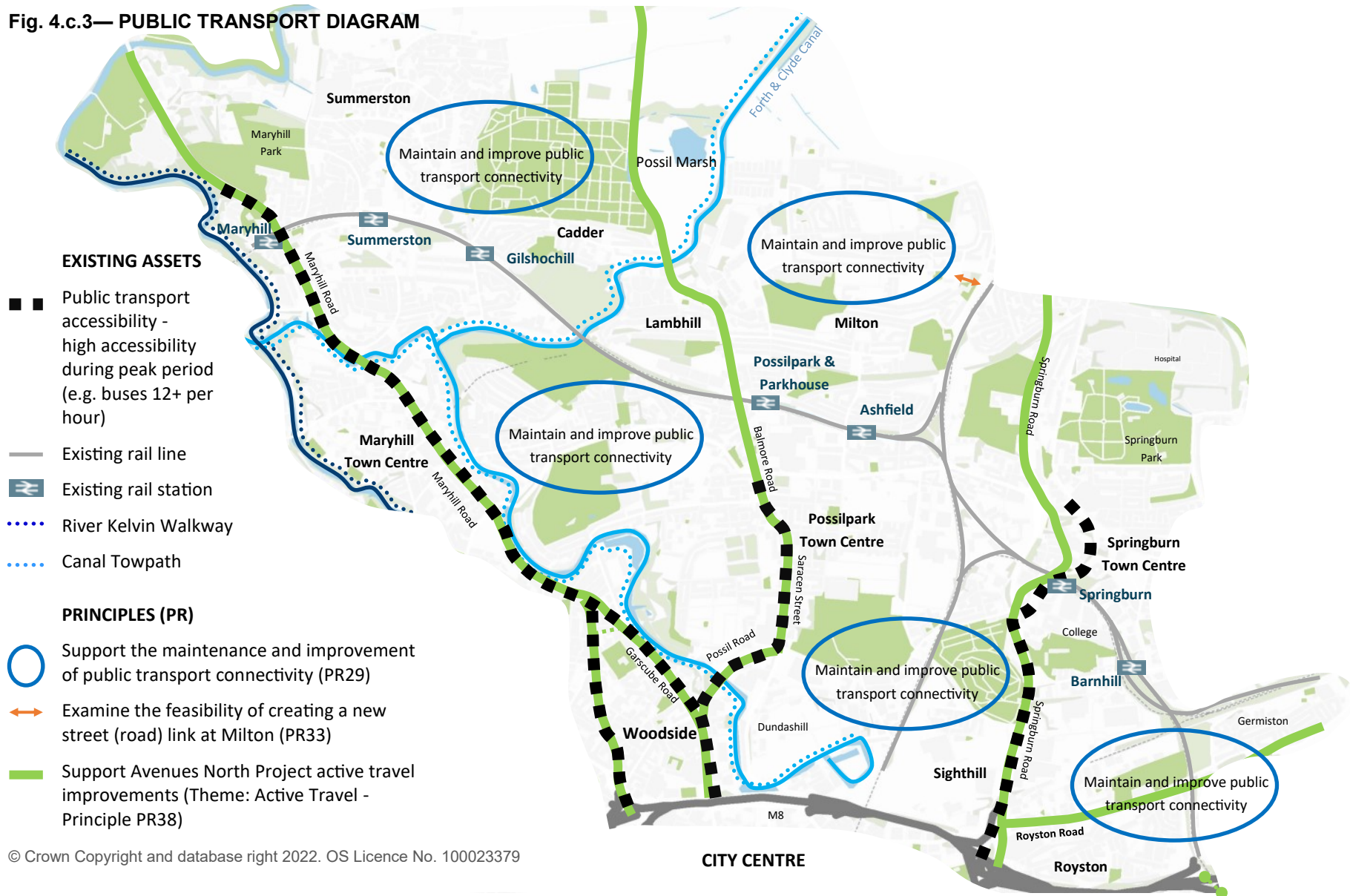
- Measures to enhance car parking amenities within town centres for people with disabilities;
- Measures to improve access to public transport services (bus/rail/subway) for people with disabilities.

PR35 The SDF supports the provision of **electric vehicle charging facilities** within the north of the city, in line with the Council's Electric Vehicle Charge Point Policy. Key elements of the policy include:

- The public network - the Council commits to operate, maintain, expand and improve the publicly available charge point network within the City, at a rate that is both manageable and accommodates the rise in uptake of these vehicles.
- Privately-owned facilities - the Council will continue to require the installation of charge points for all new developments. The Council's Supplementary Guide SG11 Sustainable Transport Planning (Section 7) sets out requirements for the provision of Passive EV Spaces as a proportion of general parking provision.

The Public Transport theme has a related **Diagram** that shows the locations upon which some of the principles are focused: Public Transport Diagram (page. 46)

Fig. 4.c.3— PUBLIC TRANSPORT DIAGRAM



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The Theme: Active Travel sets out **Principles** in order to:

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

The Principles PR36 to PR40 are as follows:

PR36 As appropriate, **new developments** should be provided with internal walking and cycling links that are accessible, inclusive, safe, overlooked and well-lit; these links should also be well-connected to the city's wider active travel network.

PR37 The SDF supports improvements to the quality of active travel space where existing streets cross under or over the **M8, rail and canal infrastructure**, to make these spaces more pedestrian and cycle friendly. The SDF also supports the provision of new bridge crossings over these transport routes at key locations, to enhance walking and cycling links between communities.

PR38 The SDF supports the preparation and delivery of the **Avenues North project**, which aims to improve the quality of active travel space along the north's main south-to-north (arterial) streets, namely Garscube Road, Maryhill Road, Saracen Street/Balmore Road, Springburn Road/Springburn Way and Royston Road.

In forming design proposals for the Avenues North routes, the Council will take full account of local needs as expressed during public consultation exercises. The design process could include consideration of opportunities for new pedestrian crossings, where appropriate, to improve cross-street connectivity. The Avenues North project will seek to create re-balanced streets, where improved active travel space is well-integrated with vehicle space.

See the sketches on page 48 that show examples of active travel improvements that could be delivered as part of the Avenues North Project.

PR39 The City Council's **Active Travel Strategy (ATS)** promotes the delivery of a new city-wide network of high quality active travel routes, based on the main arterial and orbital streets. The SDF supports the planning and delivery of the proposed **Active Travel City Network** within the north of the city. It is envisaged that the Avenues North routes would be a key element in the new network, as would the main west-to-east streets such as Bilsland Drive, Hawthorn Street and Keppochhill Road. See Appendix E Active Travel Strategy - City Network (Indicative), which shows how the City Network could be developed within the north of the city over time.

PR40 The City Council's Glasgow **Liveable Neighbourhoods Plan (LNP)** aims to create accessible and healthy places within the city, through the development of public space and active travel interventions. Through these improvements, people should be able to meet the majority of their daily needs

within a walk, wheel or cycle of 800 metres from their home. The LNP's approach seeks to develop improved connections from the 'front door' to the Active Travel City Network routes.

The Active Travel theme has a related **Diagram** that shows the locations upon which some of the principles are focused:

Active Travel Diagram (page. 49)

SPATIAL DESIGN STRATEGY | CONNECTED NORTH | A WELL DESIGNED PLACE

PRINCIPLE PR37: THE AVENUES NORTH PROJECT - Promoting delivery of high quality routes for active travel and vehicular use.



Fig. 4.c.4 Maryhill Road at Queens Cross - examples of active travel improvements



Fig. 4.c.5 Balmore Road at Lambhill— examples of active travel improvements

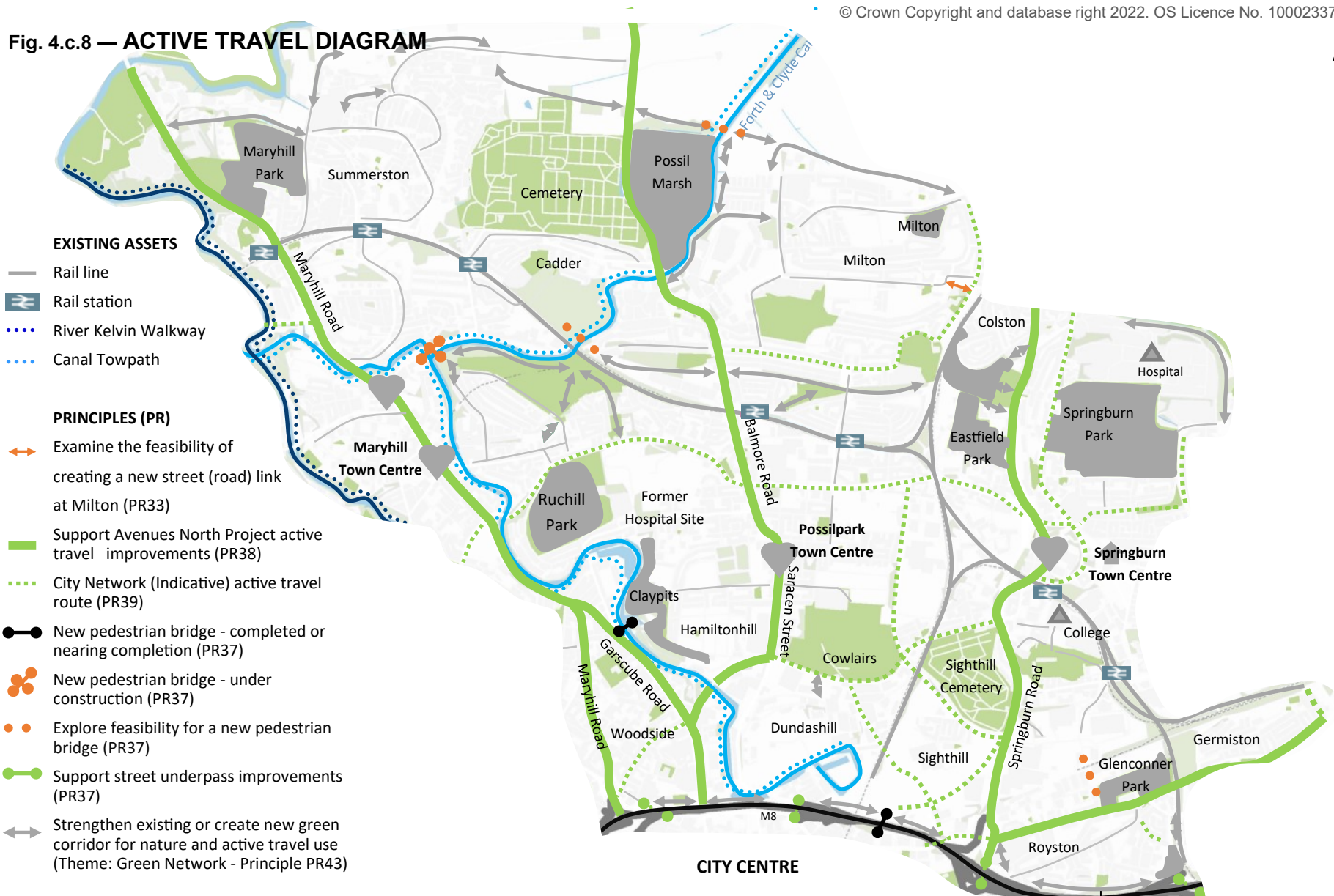


Fig. 4.c.6 Springburn Road at Springburn - examples of active travel improvements



Fig. 4.c.7 Royston Road at Royston - examples of active travel improvements

Fig. 4.c.8 — ACTIVE TRAVEL DIAGRAM





SPATIAL DESIGN STRATEGY | GREEN NORTH | GOALS

WHAT WE WANT TO ACHIEVE

We want the north of the city to achieve the following goals:

- Provide better access to good quality open space by aligning provision with the open space standards set by the Council's Open Space Strategy (OSS);
- Advocate a 'nature based solutions' approach in order to create an integrated network of green, blue and grey spaces (this can include parks, public realm, street trees and waterways);
- Promote leisure activities along the River Kelvin and Forth and Clyde Canal, and achieve improved accessibility to and across these green corridors;
- Provide a natural environment that maintains and enriches the flora, fauna and habitat value of special sites such as Sites of Special Scientific Interest, Local Nature Reserves, and City-Wide and Local Sites of Importance for Nature Conservation.
- Safeguard and enhance the character and quality of locally designated Sites of Special Landscape Importance.
- Contribute to the City Council's climate change

mitigation and adaptation aims, in alignment with the UN Sustainable Development Goals.

HOW WE ARE GOING TO GET THERE

In order to achieve the Green North goals, we have set out a series of **Principles** that seek to:

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

These principles are set out under the following

Themes:

Theme: Green Network (page 53)

Theme: Glasgow Canal (page 55)

WHAT WILL IT LOOK LIKE

Each theme has a related Diagram that shows the locations upon which some of the principles are focused:

Green Network Diagram (page 54)

Glasgow Canal Diagram (page 56)



Fig 4.d.1 - Forth and Clyde Canal at Speirs Wharf



Fig 4.d.2 - The Claypits Local Nature Reserve



Fig 4.d.3 Sketch showing how informal sport, relaxation, biodiversity and flood management features can come together to create an attractive multi-functional public open space.

SPATIAL DESIGN STRATEGY | GREEN NORTH | GREEN NETWORK

The Theme: Green Network sets out **Principles** in order to:

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

The Principles PR42 to PR49 are as follows:

PR41 The SDF aims to ensure the development and enhancement of the **City's green network**, by:

- Protecting and extending the network of open spaces, links and habitats;
- Providing for the delivery of multi-functional open space to support new development;
- Improving active travel links to and from public parks and other open spaces, as appropriate;
- Protecting the function and integrity of the Green Belt;
- Supporting the delivery of nature based solutions and Integrated green infrastructure.

PR42 The Council's **Open Space Strategy (OSS)** and related supplementary guidance SG6 Green Belt and Green Network set out standards for publicly usable open space provision in new development. Such spaces should be multi-functional, allowing opportunities for climate change mitigation and adaptation measures. Where the OSS identifies deficiencies in local provision, developer contributions may be sought to facilitate open space accessibility and/or quality improvements as appropriate. The OSS seeks to build on existing assets, which includes sustaining small-to-medium

sized open spaces within neighbourhoods.

PR43 The SDF supports proposals to strengthen the north's **green corridors** for nature and, where appropriate, active travel use, including:

- River Kelvin and Canal corridors - improve these green corridors for nature and, where appropriate, active travel use.
- Existing routes - enhance their value for nature and people through appropriate planting and landscaping;
- Improved southern corridor - increase the biodiversity and amenity of the route adjacent to the motorway;
- Parkhouse-Lambhill-Stockingfield green corridor – improve natural habitats and active travel accessibility.
- New green belt corridor - a new route creating improved habitats and accessibility along the green belt edge;

PR44 The SDF supports proposals to improve **green, blue and grey infrastructure**, to make the area more adaptable and resilient to the effects of climate change.

PR45 The Council will continue to provide for the **maintenance** of the city's public parks and open spaces. Where new developments require to provide new or improved open space areas, maintenance arrangements will be addressed at planning application stage.

PR46 The **River Kelvin** is first and foremost a natural and industrial heritage asset and should be safeguarded. The SDF will support projects that protect and enhance the River Kelvin as a blue-green corridor.

The River Kelvin has particular value as a natural blue-green corridor, and the Council will support projects that improve the River Kelvin's:

- Natural and recreational assets
- Wildlife species and nature designations, both water-borne and land-borne
- Green infrastructure for flood management
- Good quality aquatic environment
- Active travel links to neighbourhoods and centres

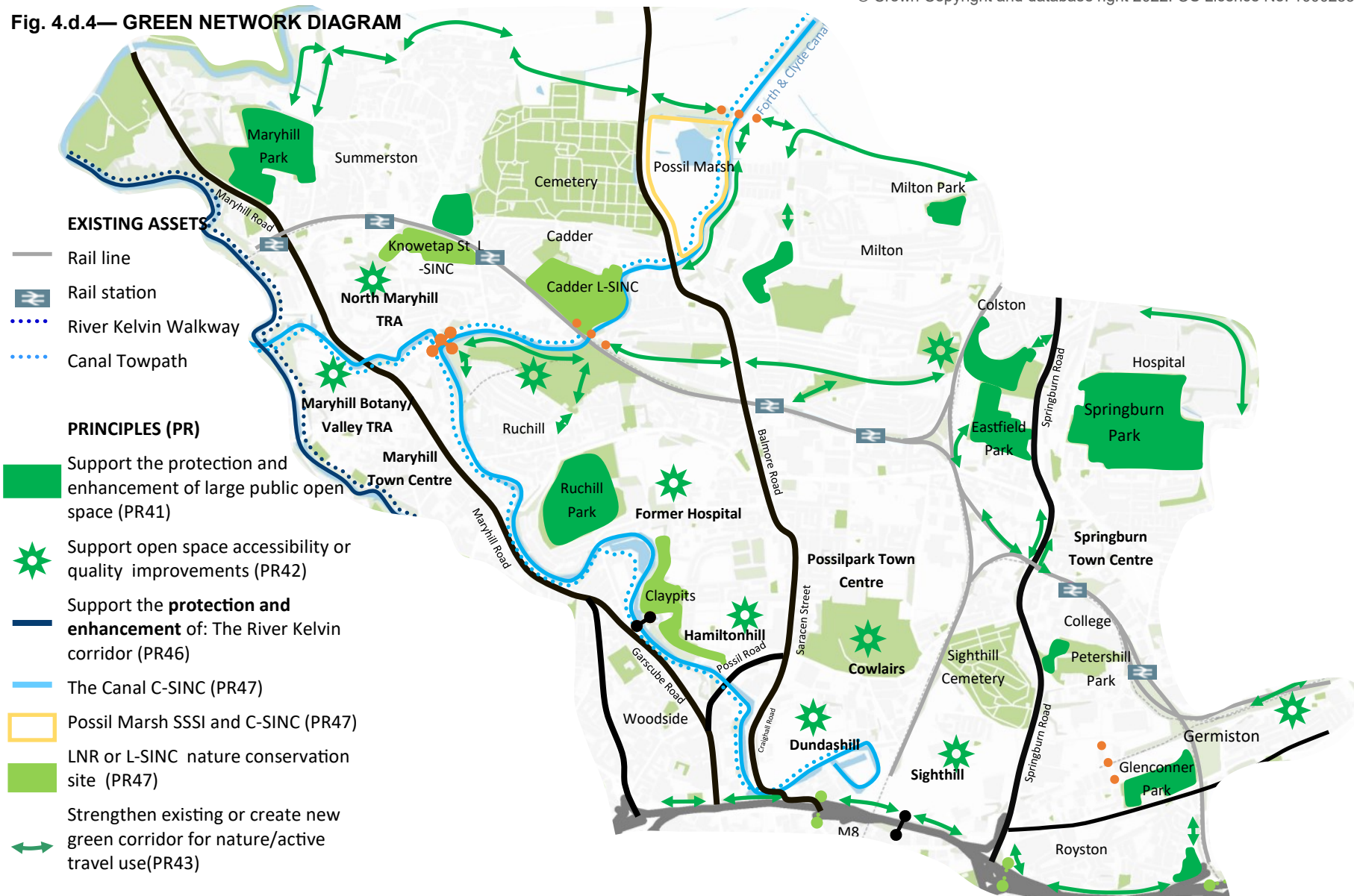
PR47 The SDF supports projects that will enhance the natural amenity of the **Canal C-SINC, Possil Marsh SSSI/C-SINC, local L-SINC, the Claypits LNR and other designated sites**. The Council should continue to work with SNH, RSPB and voluntary groups to enhance the natural amenity of designated nature conservation and landscape areas in the north.

PR48 **Cemeteries, public gardens and allotments** are integral elements of the green network. The SDF supports projects that improve the amenity, heritage and natural value of these spaces.

The Green Network theme has a related **Diagram** that shows the locations upon which some of the principles are focused: Green Network Diagram (page 54)

Fig. 4.d.4— GREEN NETWORK DIAGRAM

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SPATIAL DESIGN STRATEGY | GREEN NORTH | GLASGOW CANAL

The Theme: Glasgow Canal sets out **Principles** in order to:

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

The Principles PR49 o PR54 are as follows:

PR49 The SDF supports the work of Scottish Canals and GCRP partners to enhance the canal as a major leisure and environmental asset within the north of the city. In this regard, the SDF supports the implementation of the **Canal Action Plan Update (2021-2026)** that seeks to coordinate the delivery of a range of development, recreation and connectivity projects along the canal corridor.

PR50 The SDF supports Scottish Canals' efforts to **safeguard and improve the canal environment**: all projects should seek to sustain or enhance the canal corridor's biodiversity, wildlife and habitat areas. The SDF also supports Scottish Canals' educational and events programmes, that encourage community involvement and responsible use of the canal.

PR51 The Council will encourage **canalside developments** at key points along the corridor, where proposals are progressed through a placemaking approach and are sympathetic to the canal environment. The GCRP's work to deliver a vibrant canal corridor should be used to stimulate investment in adjacent communities, to ensure they can fully benefit from their proximity to the canal.

PR52 Support the provision of **infrastructure** to enable canal-related activities such as:

- Water sports such as canoeing and kayaking
- Recreational fishing
- Canal boat usage

PR53 The SDF supports delivery of Scottish Canals' Glasgow **Smart Canal Project** that will install innovative technology enabling the canal to take surface water from major development in the north. The Smart Canal project showcases the multifunctional nature of the canal; and the regeneration schemes linked to the project will be able to manage surface water volumes in an eco-friendly manner.

PR54 The SDF supports the evolution of **Port Dundas** into a creative and sustainable mixed-use neighbourhood, where established industrial uses are complemented by existing/new commercial, canal leisure and residential developments. The Dundashill development is set to establish a new residential area that will significantly enhance the wider Port Dundas area

The Glasgow Canal theme has a related **Diagram** that shows the locations upon which some of the principles are focused:
Glasgow Canal Diagram (page 56)



Fig 4.d.5 - Canal Festival 2018 : photo from towpath looking towards Speirs Locks footbridge



Fig 4.d.6 - Canal Festival 2018 : photo from towpath looking across the canal to The Whisky Bond building

Fig. 4.d.6 — GLASGOW CANAL DIAGRAM

- EXISTING ASSETS**
- Rail line
 - River Kelvin Walkway
 - Canal Towpath
- PRINCIPLES (PR)**
- Support the protection and enhancement of large public open space (PR41)
 - Support open space accessibility or quality improvements (PR42)
 - Support the **protection and enhancement** of: The River Kelvin corridor (PR46)
 - The Canal C-SINC (PR47)
 - Possil Marsh SSSI and C-SINC (PR47)
 - LNR or L-SINC nature conservation site (PR47)
 - Strengthen existing or create new green corridor for nature/active travel use (PR43)



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SPATIAL DESIGN STRATEGY | KEY DIAGRAM

INTRODUCTION TO THE KEY DIAGRAM





The **Key Diagram** on page 60 shows the locations upon which some of the principles are focused:

When viewing the diagram, please refer to the **Key Panel** on page 59.


SPATIAL DESIGN STRATEGY | KEY DIAGRAM

KEY PANEL

EXISTING ASSETS






-  Rail line
-  Rail station
-  River Kelvin Walkway - also refer to Principle PR48
-  Canal Towpath- also refer to Principles PR49 and PR51

EMERGING ASSETS

-  Large scale housing development - under construction or with planning permission (PR8)

PRINCIPLES (PR)

Working North



-  Economic Development Area - support retention (PR1)
-  EDA - encourage preparation of improvement plan (PR2)
-  WoSSP - support preparation of a campus plan (PR4)
-  Support the growth of Glasgow Kelvin College and Stobhill Hospital campus (PR7)
-  Speirs Locks - support the expansion of the arts sector and streetscape/active travel improvements (PR27)






PRINCIPLES (PR)

Liveable North

-  Support large scale housing development (PR8)
-  Support small scale housing development (PR8)
-  Local town centre - support strengthening of functions and improve public realm (PR18)
-  Royston Road - support improvement to create a local town centre (PR19)
-  Maryhill Park LSF - support improvement of LSF and environs (PR 19)
-  Retail Park - support active travel and environmental improvements (PR20)
-  Local Shopping Facilities - support improvement of shops and streetscape (PR21)
-  Sighthill - provide new local shopping facilities (PR21)
-  Cadder and Lambhill shop parades - protect retail function and encourage supporting uses (PR22)

Connected North

-  Examine the feasibility of creating a new street (road) link at Milton (PR33)
-  Support Avenues North Project active travel improvements (PR38)

-  City Network (Indicative) active travel route (PR39)
-  New pedestrian bridge - completed or nearing completion (PR37)
-  New pedestrian bridge - under construction (PR37)
-  Explore feasibility for a new pedestrian bridge (PR37)
-  Support street underpass improvements (PR37)

Green North

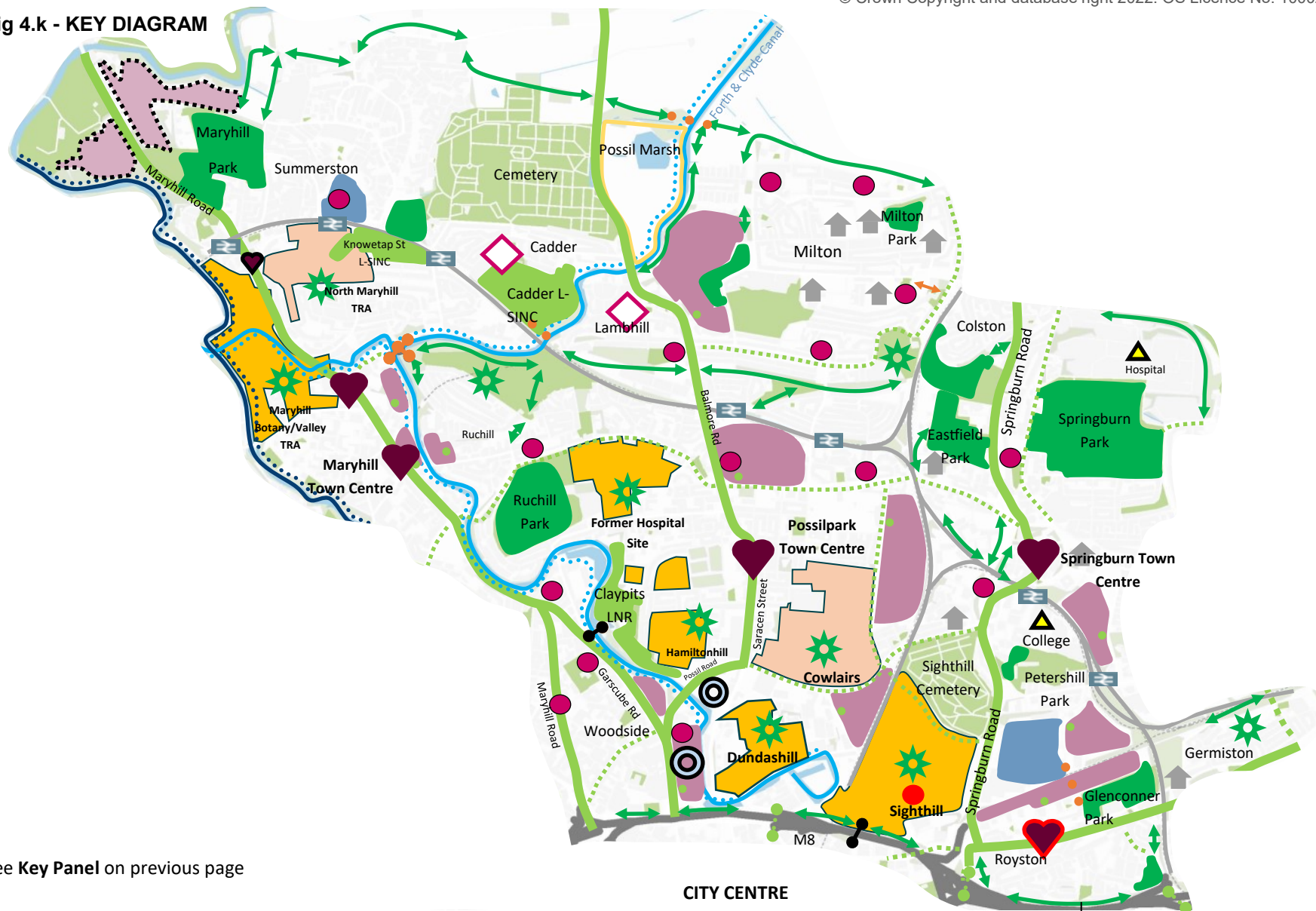
-  Support the protection and enhancement of large public open space (PR41)
-  Support open space accessibility or quality improvements (PR42)
-  Support the protection and enhancement of:
The River Kelvin corridor (PR46)
-  The Canal C-SINC (PR47)
-  Possil Marsh SSSI and C-SINC (PR47)
-  LNR or L-SINC nature conservation site (PR47)
-  Strengthen existing or create new green corridor for nature/active travel use (PR43)

See **Key Diagram** on next page

SPATIAL DESIGN STRATEGY | KEY DIAGRAM

Fig 4.k - KEY DIAGRAM

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See Key Panel on previous page

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SPATIAL DESIGN STRATEGY | KEY DIAGRAM

DELIVERY

The City Development Plan (2017) Action Programme can be viewed online by clicking [here](#). This city-wide action programme is updated on a regular basis.

The **SDF Action Programme** sets out the planning actions that should be progressed across the lifespan of the SDF, to contribute towards the physical improvement of the north of the city.

MOVING FORWARD | SDF ACTION PROGRAMME

Action	TIMESCALE				
	Ongoing	To 2025	To 2030	Lead/Partners	Outcome
THEME: ENTERPRISE					
Provide planning support to landowners and businesses who wish to make environmental and access improvements to Economic Development Areas (EDAs) and other business/industrial locations.				Local businesses, organisations, property owners, GCC	Industry and business growth in a series of inter-connected EDAs which provide more pleasant environments for workers.
Encourage preparation of a business-led campus plan to sustain and enhance West of Scotland Science Park.				GCC, Scottish Enterprise	Enhancement of the science park, including the development of business and complementary employment supporting uses.
Stobhill Hospital Campus - provide planning support to NHS Greater Glasgow and Clyde, to examine: the potential for additional development; and opportunities for active travel and environmental improvements within the campus.				NHS Greater Glasgow and Clyde. GCC	Sustain the hospital campus as an accessible, high quality major health facility within the north of the city.
Glasgow Kelvin College - provide planning support to the college authority, to examine the potential for the enhancement of the college’s educational facilities and the delivery of active travel and environmental improvements within the campus.				College Authority, GCC	Enhancement of the College campus and environs as a tertiary education centre, supported by good quality, sustainable travel connections.
Allied Vehicles - support the company’s: • retention and potential development within its existing business campus centred upon Possilpark Industrial Estate EDA; and • future site relocation and expansion ambitions, to secure the company within Glasgow across the longer term.				Allied Vehicles, NG Homes, GCC, Scottish Enterprise	Allied Vehicles achieves its commercial development ambitions, thereby securing the company as a major business and employer within the city over the short-medium-long term.

MOVING FORWARD | SDF ACTION PROGRAMME

Action	TIMESCALE			Lead/Partners	Outcome
	Ongoing	To 2025	To 2030		
THEME: NEIGHBOURHOODS					
Work with GCC colleagues and local stakeholders to identify and pursue funding opportunities to support development and meanwhile activity on vacant sites.				GCC, landowners and community groups	Animation of prominent unused areas, boosted community identity and wellbeing, and enhanced marketing/development potential for large vacant sites.
Explore the opportunity to prepare an Urban Design Framework for the area running across Speirs Locks, North Canal Bank Street and Pinkston.				GCC	Better defined gateway, design codes that propose scale and massing together with key nodes, active frontages, and open space guidelines.
THEME: TOWN CENTRES AND LOCAL SHOPPING FACILITIES					
Support the strengthening of Maryhill, Possilpark and Springburn Town Centres through locally-led partnership initiatives. Support and assist local partnerships in their efforts to identify and secure funding opportunities to deliver town centre improvements.				GCC, Community Planning, community and business groups	Improved attractiveness via initiatives such as shopfront, public realm and lighting improvements.
Support the local community’s effort to develop an attractive local town centre at Royston Road.				GCC, Community Planning, community and business groups	Establishment of a Royston Town Centre which is growing in its neighbourhood function.
Explore the potential to develop the existing Maryhill Park local shopping facilities into an accessible and appealing local centre.				GCC, Community Planning, community and business groups	Development of the shopping parades into an attractive local centre serving the surrounding Maryhill and Botany/North Maryhill TRA neighbourhoods.
Support and guide interventions as part of GCC’s Liveable Neighbourhoods programme, in order to improve active travel and environmental quality around town centres, retail parks and local shopping facilities.				GCC, proprietors and property owners	Attractive destinations within the City’s network of centres.

MOVING FORWARD | SDF ACTION PROGRAMME

Action	TIMESCALE				
	Ongoing	To 2025	To 2030	Lead/Partners	Outcome
THEME FACILITIES					
Provide planning support to local groups seeking to improve or development community centres, arts facilities and food growing spaces within the north of the city.				Local groups, GCC	Develop and sustain community facilities to enhance neighbourhood amenity and encourage local living patterns.
Provide planning support to creative sector agencies and groups seeking to improve or development facilities within Speirs Locks.				Arts agencies and groups	Develop and sustain the Speirs Lock’s creative arts sectors as an important element of the city’s artistic fabric, with strong links to adjacent local communities.
Support projects and proposals that seek to enhance the built heritage assets - including historic buildings, structures and sites - within the north of the city				GCC services, local heritage and community groups.	Establish the North’s built heritage assets as a well maintained, valued and vibrant part of the North’s urban fabric and cultural identity.

MOVING FORWARD | SDF ACTION PROGRAMME

Action	TIMESCALE				
	Ongoing	To 2025	To 2030	Lead/Partners	Outcome
THEME: PUBLIC TRANSPORT					
Support the design and delivery of Glasgow Transport Strategy proposals within the north of the city.				GCC, SPT, Network Rail, Sustrans	Improved town centre access to a choice of public transport services.
Support the design and delivery of Glasgow Metro projects within the north of the city.				GCC, SPT, Network Rail, Sustrans, bus companies	Improved public transport accessibility for communities both into central Glasgow and across the city/wider North.
THEME: ACTIVE TRAVEL					
Work with agencies and communities to deliver projects that will enhance or provide new active travel links to cross: <ul style="list-style-type: none">M8 MotorwayRail InfrastructureCanal Infrastructure				GCC, Sustrans, Transport Scotland, Network Rail, Scottish Canals, GCRP	Overcoming of accessibility gaps caused by transport infrastructure.
Work with communities and transport agencies to deliver the Avenues North Project active travel improvements.				GCC, SPT, bus companies, Sustrans	Transformation of the main arterial routes into high quality active travel corridors.
Support the design and delivery of the City Network for active travel within the north.				GCC, Sustrans	Improved active travel and public realm environments along key streets.
Support and guide interventions as part of GCC’s Liveable Neighbourhoods programme, and other active travel projects.				GCC, Sustrans	Expanded and improved active travel network.

MOVING FORWARD | SDF ACTION PROGRAMME

Action	TIMESCALE				
	Ongoing	To 2025	To 2030	Lead/Partners	Outcome
THEME: GREEN NETWORK					
In the context of the Open Space Strategy, work with GCC colleagues to identify and deliver quality and accessibility improvements to publicly useable open space within the north of the city.				GCC, Community Planning, community groups	Establish an accessible and multi-functional green network where nature and communities can flourish.
Explore the feasibility of strengthening the Parkhouse to Lambhill green corridor for nature and active travel use.				GCC, Sustrans, GCV GNP, community groups	Enhanced utilisation of the green network for active travel.
Work to strengthen the area’s green corridors as environmental and, where appropriate, active travel assets. Identify and support projects which will work towards this aim. At project commissioning stage, a brief should be prepared that sets out the aims, design quality, prospective outputs and maintenance requirements.				GCC, GCV Green Network Partnership, Sustrans, landowners, community groups	Improved value for nature and people.
Work to increase public access to the green belt and countryside surrounding the city, including through cooperation with neighbouring local authorities.					A Green Belt with an enriched landscape and natural amenity, with improved countryside access links as appropriate.
Support the design and delivery of surface water management projects to reduce flood risks and impact.				MGSDP, GCC, Scottish Canals, developers	Improved surface water management infrastructure across North Glasgow.
Agencies and communities should work together to create nature, cultural and access projects at appropriate sites along the River Kelvin. This work could progress as one or more thematic projects, or as individual site-specific projects				GCC, landowners and community groups.	The River Kelvin is enhanced as a blue-green corridor

MOVING FORWARD | SDF ACTION PROGRAMME

Action	TIMESCALE			Lead/Partners	Outcome
	Ongoing	To 2025	To 2030		
THEME: GLASGOW CANAL					
Support Scottish Canals’ efforts to improve the environmental, outdoor recreation and active travel amenities along the canal.				Scottish Canals, GCC, GCRP, Glasgow Canal Co -op, community groups	Greater public utilisation of the canal as a strategic asset.
Support the design and development of appropriate canalside developments at key locations within the canal corridor.				GCC, Scottish Canals, GCRP/ developers as appropriate	Increased development and commercial activity within the canal corridor.
Support the provision of infrastructure to enable the growth of canal sport and recreation activities.				Scottish Canals, GCC, GCRP, Glasgow Canal Co -op	Develop and sustain the canal as a strategically important outdoor leisure attraction within the city.
Support Glasgow Canal Regeneration Partnership (GCRP) in the delivery of Glasgow Canal Action Plan projects				Scottish Canals, GCC, GCRP , Glasgow Canal Co -op	Establish the canal corridor as a vibrant, connected and nature-friendly place at the heart of the North Glasgow.
Support the phased delivery of Scottish Canals’ Smart Canal project.				Scottish Canals, GCC, GCRP/ developers as appropriate	Improve and sustain the Smart Canal project as an innovative surface water management system, helping to unlock a number of major new developments within the north of the city
Support Scottish Canals and its development partners’ efforts to deliver the Dundashill housing-led development project.				Scottish Canals, developers, GCC	Establish Dundashill as a high quality and innovative mixed tenure residential development at the heart of the Port Dundas creative district.

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APPENCICES

APPENDIX A | SUPPORTING STRATEGIES AND INITIATIVES

SUPPORTING STRATEGIES AND INITIATIVES

Preparation of the SDF has been informed by a range of **strategies and initiatives**, including:

- Clydeplan
- Glasgow City Development Plan (2017)
- City Development Plan: Topic-Based Supplementary Guidance
- Glasgow Open Space Strategy
- Horizon 2020 - Connecting Nature
- Glasgow's Housing Strategy
- Glasgow City Region City Deal
- Glasgow and Clyde Valley Green Network
- Metropolitan Glasgow Strategic Drainage Partnership (MGSDP)
- Glasgow Canal Regeneration Partnership - Canal Action Plan Update (2021-2026)
- Clyde Metro initiative
- Glasgow Transport Strategy: Policy Framework (2022-2030)
- Active Travel Strategy (2022-2031)
- Liveable Neighbourhoods initiative

APPENDIX B | ENGAGEMENT EVENTS 2014-2021

ENGAGEMENT EVENTS

The documented findings of a range of mostly community-led planning events have helped to inform the finalised SDF. These local engagement events are referenced below:

- Port Dundas Charrette March 2014 - led by Glasgow Canal Regeneration Partnership/ Peter Brett Associates/ Kevin Murray Associates/ WMUD
- Woodside-Firhill-Hamiltonhill Charrette February 2015 - led by Glasgow Canal Regeneration Partnership/ Land Use Consultants
- Woodside Making Places 2020 and 2021 consultation Events - led by Woodside Making Places and Queens Cross Association
- Royston Vision and Strategy Workshops 2014 led by Rosemount Development Trust/ Royston Strategy Group/ Kevin Murray Associates/ WMUD
- Springburn Workshops March 2019 - Led by Springburn Community Council/ Kevin Murray Associates/ WMUD
- Ruchill and Possilpark Locality Plan 2017 - led by Glasgow Community Planning Partnership
- Lambhill Milton Locality Plan 2017 - led by Glasgow Community Planning Partnership

APPENDIX C | PROMOTING TOWN CENTRE IMPROVEMENT



C1. Maryhill Town Centre: sketch showing examples of streetscape improvements that could be delivered within the town centre.

APPENDIX C | PROMOTING TOWN CENTRE IMPROVEMENT



C2. Possilpark Town Centre: sketch showing examples of streetscape improvements that could be delivered within the town centre.

APPENDIX C | PROMOTING TOWN CENTRE IMPROVEMENT



C3. Springburn Town Centre: sketch showing examples of streetscape improvements that could be delivered within the town centre.

APPENDIX C | PROMOTING TOWN CENTRE IMPROVEMENT



C4. **Royston Road** - a journey towards becoming an attractive local town centre: sketch showing examples of streetscape improvements that could be delivered within Royston Road.

APPENDIX D | AVENUES NORTH PROJECT

The SDF seeks to promote the delivery of the **Avenues North Project**, which aims to transform the main arterial routes into high quality active travel/vehicular corridors.

EXISTING ASSETS

The arterial routes possess a number of current advantages for walkers and cyclists - these attractions include:

- Streets have gentler gradients - easier for walkers, cyclists and mobility scooters to move along.
- Avoids the steeper slopes of the hills in the north
- Long sightlines, direct routes - people can see where they are going and get there efficiently.
- Landmark buildings help wayfinding.
- Bus shelters can be used as temporary resting and refuge places
- Can access bus services on certain stretches of route
- Shops available at certain points along the route
- Streets are on the City's 'key routes map' - people are able to reference these roads in general terms, even if they can't describe or visualise every detail of the route.
- Streets are cultural reference points for local people, as the routes accommodate facilities such as public halls, libraries, sports centres and entertainment venues.
- People attract people - good volume of pedestrian use on the main routes - this attracts continued use.

DESIGNING AND DELIVERING THE AVENUES NORTH PROJECT

The main arterial routes each have their own character as a movement corridor: each route will require its own specifically designed proposal, to be delivered in stages over a ten year period.

The preparation of proposals for a particular route will require: feasibility work, design development, consultation and the consideration of funding mechanisms and opportunities. Proposals selected for delivery would then require to be formally approved by the City Council, prior to their delivery on site.

The following paragraphs and the images on pages 77 to 84 aim to illustrate how an Avenues North proposal could be implemented over a ten year period - the text and images are therefore indicative and do not represent a committed scheme at this time.

Indicative programme for the phased delivery of a proposal:

Short term - improving the quality of the existing pedestrian space at high footfall locations e.g. in town centres and at main street junction points; and carrying out targeted improvements to adjacent open spaces.

Medium to long term - re-designing the overall street with more space provided for pedestrians and cyclists. The additional active travel space potentially enabling the delivery of:

- Wider and more pleasant pedestrian pavements
- Improved pedestrian crossings
- A new or enhanced segregated cycle lane.

OUTCOMES - The **Avenues North Project** seeks to:

- Provide high quality active travel/vehicular corridors
- Help stimulate the redevelopment of adjacent gap sites and the delivery of open space improvements.

The rest of this section shows examples of the types of active travel improvements that could be delivered on these routes:

Maryhill Road-Garscube Road (p. 77-78)

- Avenues Project - active travel improvements
- Streetscene Activation - built form and space improvements

Possil Road-Saracen Street-Balmore Road (p. 79-80)

- Avenues Project - active travel improvements
- Streetscene Activation - built form and space improvements

Castle Street - Springburn Road - Springburn Way - Springburn Road (p. 81-82))

- Avenues Project - active travel improvements
- Streetscene Activation - built form and space improvements

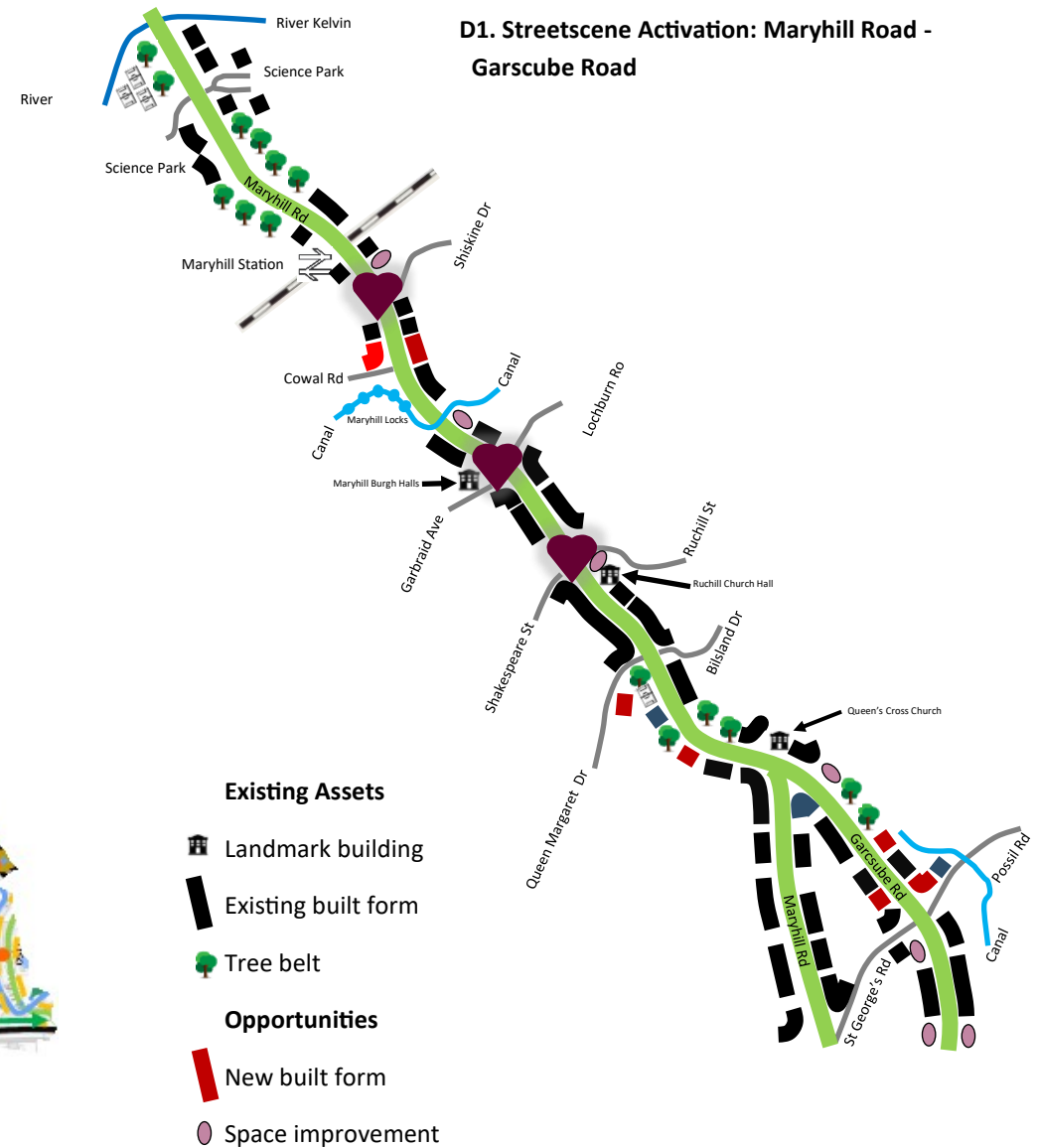
Royston Road (Royston to Germiston) (p. 83-84)

- Avenues Project - active travel improvements
- Streetscene Activation - built form and space improvements

APPENDIX D | AVENUES NORTH PROJECT | MARYHILL ROAD - GARSCUBE ROAD



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APPENDIX D | AVENUES NORTH PROJECT



D1. Maryhill Road at Queens Cross: sketch showing examples of active travel improvements that could be delivered as part of the **Avenues North Project**.

APPENDIX D | AVENUES NORTH PROJECT | POSSIL RD - SARACEN ST - BALMORE RD

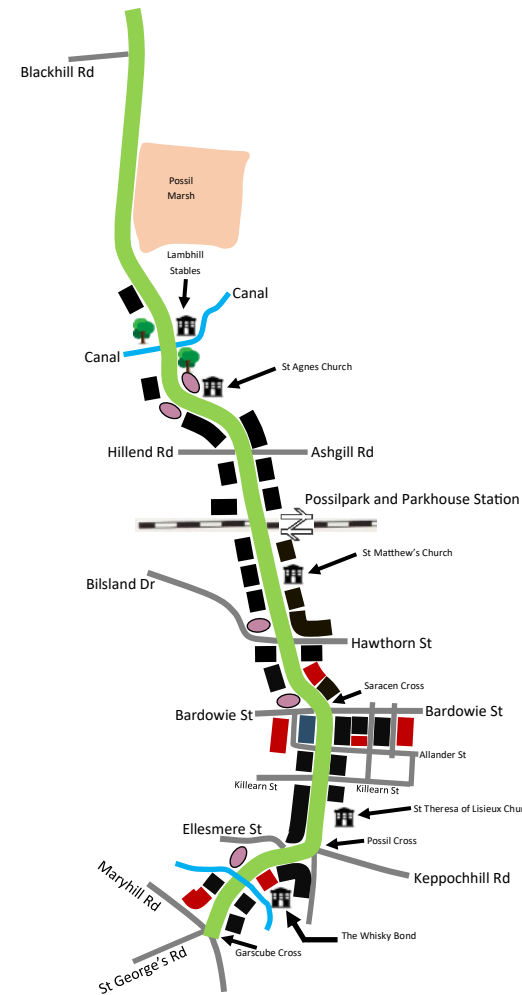
D2. Avenues Project: Possil Road - Saracen Street - Balmore Road



Opportunities

- Creation of high quality active travel corridor

D2. Street Activation: Possil Road - Saracen Street - Balmore Road



Existing Assets

- Landmark building
- Existing built form
- Tree belt

Opportunities

- New built form
- Space improvement

APPENDIX D | AVENUES NORTH PROJECT



D2. Balmore Road at Lambhill: sketch showing examples of active travel improvements that could be delivered as part of the Avenues North Project.

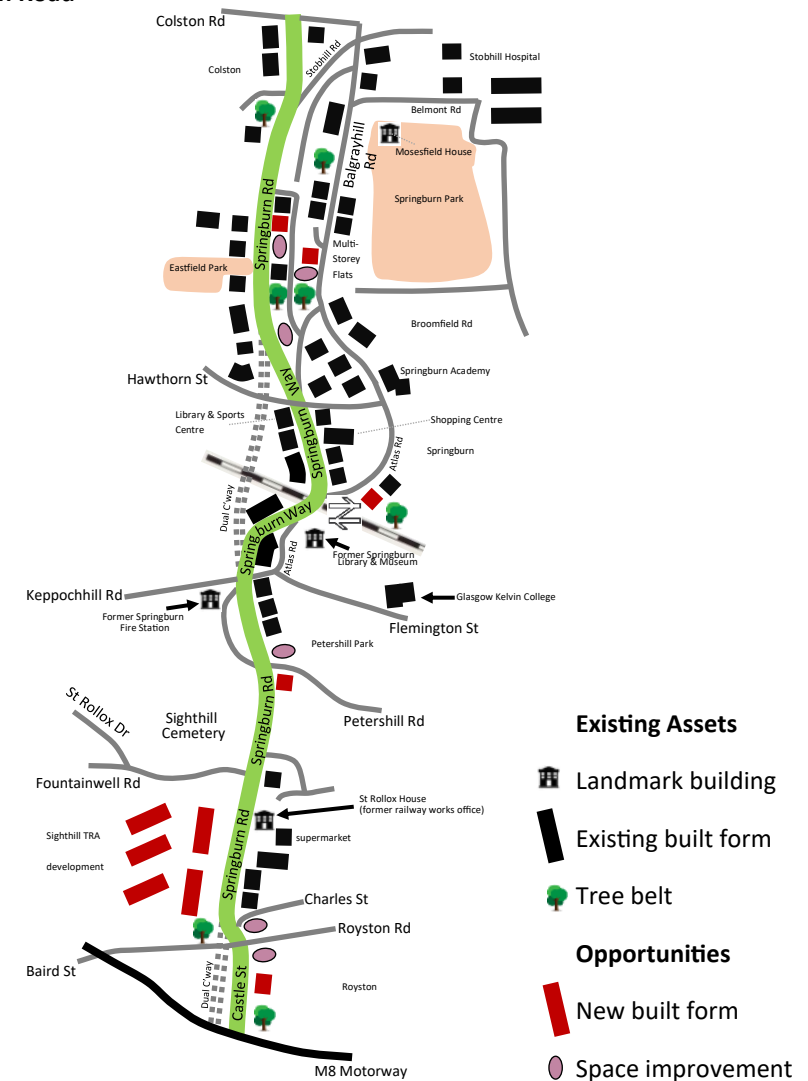
APPENDIX D | AVENUES NORTH PROJECT | CASTLE ST-SPRINGBURN RD-SPRINGBURN WAY

D3. Avenues Project: Castle Street - Springburn Road - Springburn Way - Springburn Road



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D3. Street Activation: Castle Street - Springburn Road - Springburn Way - Springburn Road



APPENDIX D | AVENUES NORTH PROJECT

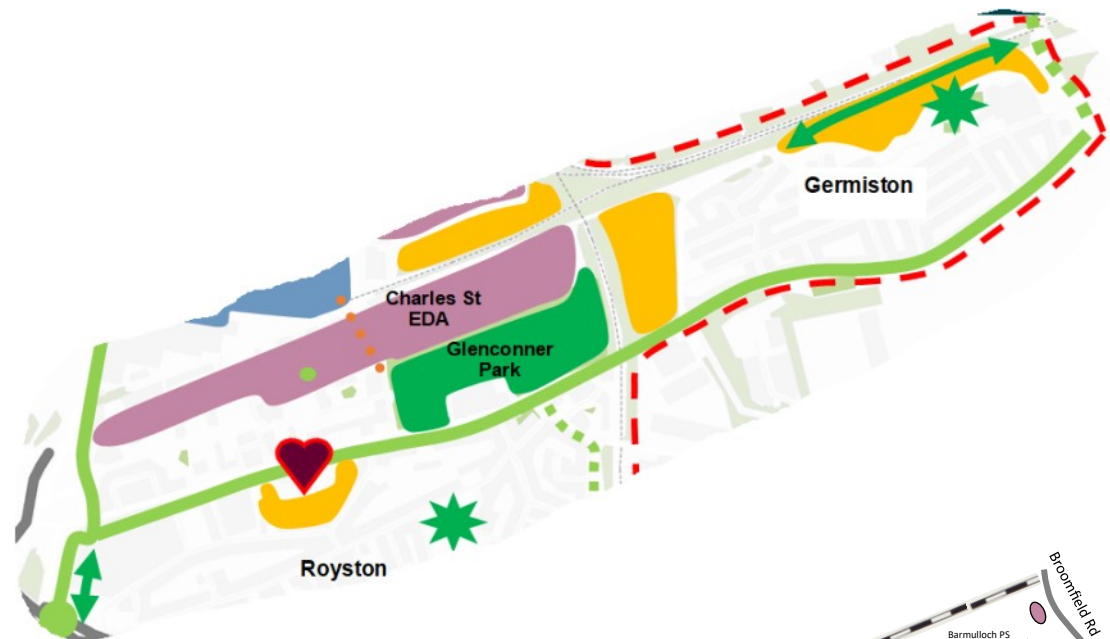


APPENDIX D | AVENUES NORTH PROJECT | ROYSTON ROAD

D4. Avenues Project: Royston Road (Royston to Germiston)

Opportunities

- Creation of high quality active travel corridor



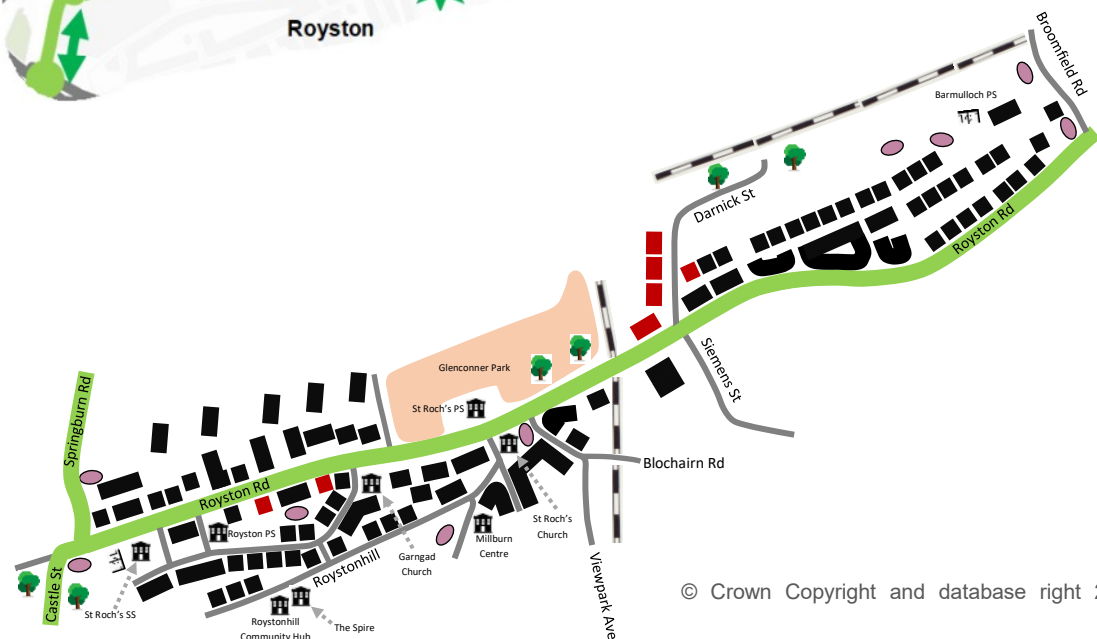
D4. Street Activation: Royston Road (Royston to Germiston)

Existing Assets

- Landmark building
- Existing built form
- Tree belt

Opportunities

- New built form
- Space improvement



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APPENDIX D | AVENUES NORTH PROJECT

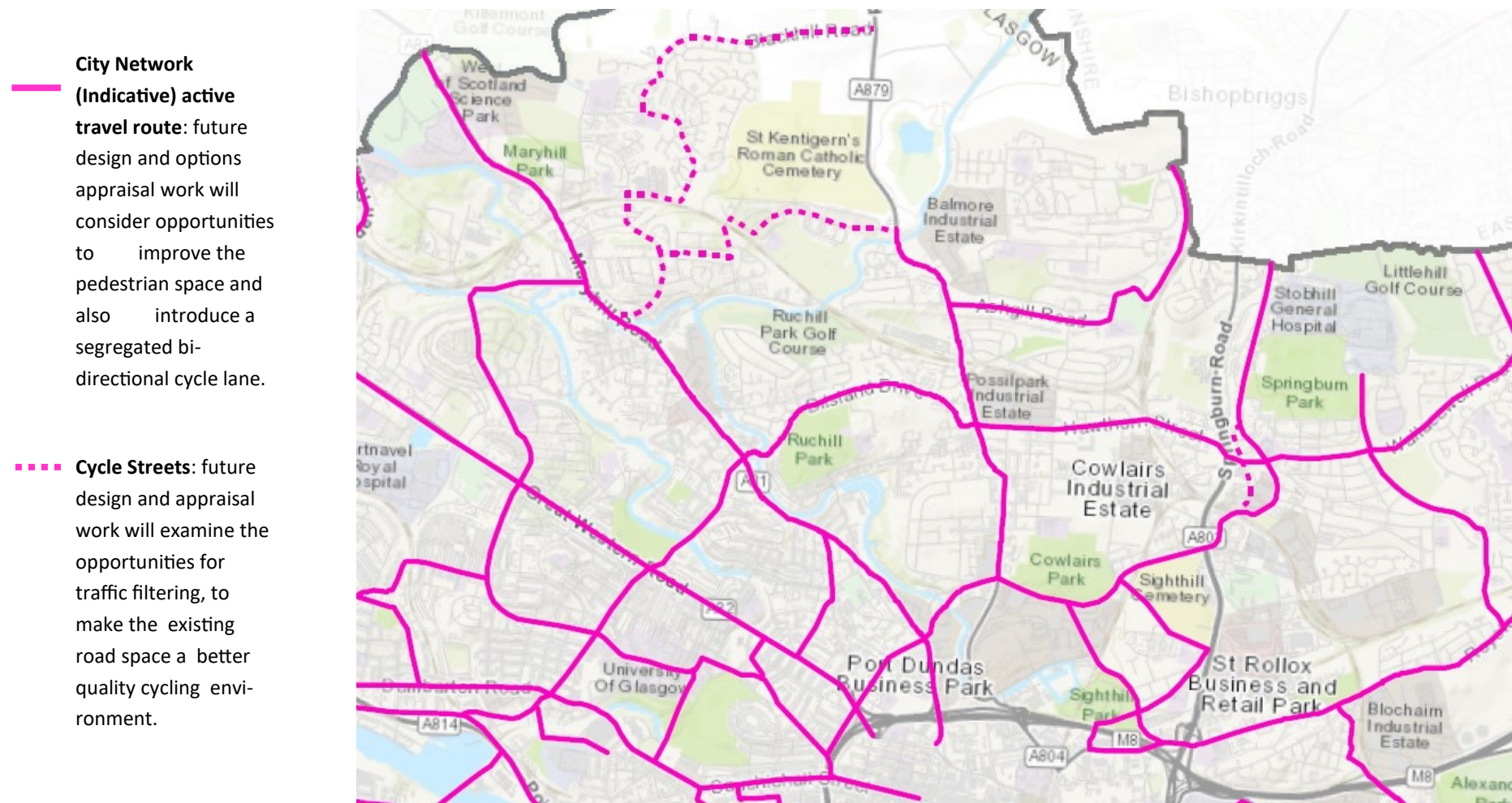


D4. **Royston Road at Royston:** sketch showing examples of active travel improvements that could be delivered as part of the **Avenues North Project**.

APPENDIX E | ACTIVE TRAVEL STRATEGY | CITY NETWORK (INDICATIVE)

The **Active Travel Strategy (ATS)**: A key output from the ATS strategy is the proposed **City Network**, which aims to provide an accessible, coherent and direct active travel network across Glasgow. To be delivered by 2030, the City Network will better connect key amenities - such as education, business, retail and culture facilities - to the city's neighbourhoods.

The image below shows an extract of the City Network (Indicative), as it relates to the north of the city.



APPENDIX F | INSET AREAS - OVERVIEW AND PRINCIPLES MAPS

INTRODUCTION

Appendix F takes a more detailed look at the neighbourhoods within the north of the city, over a series of 10 **Inset Area** sections.

Each Inset Area section sets out a local area's:

- Main physical issues;
- Opportunities for change and improvement; and
- A map showing how some of the SDF's spatial principles apply to a locality.

INSET AREA 1 | CANAL - WOODSIDE - SPEIRS LOCKS - PORT DUNDAS - SIGHTHILL

The area includes **Woodside, Speirs Locks, Port Dundas** and **Sighthill** as well as the southern entrance to the canal. A wave of new economic, residential and canal leisure development can help the area emerge as a high amenity gateway: attractive in its own right and a key stepping stone between the City Centre and wider north. Where appropriate, Urban Design Frameworks could provide design criteria to inform developers and key stakeholders.

MAIN ISSUES THAT NEED TO BE ADDRESSED

- Barriers to pedestrian and cycle movement and limited connections across the M8 and canal
- Poor quality active travel environments along main roads, particularly at junctions
- Need to manage future development around Port Dundas so as to create a high amenity area that supports appropriate commercial uses alongside major residential development
- Poor quality environments in and around existing industrial areas
- Need to strengthen Speirs Locks as a creative hub, with strong links to the canal
- Need to develop a well rounded community at Sighthill, with new housing complemented by good open space and active travel links.

OPPORTUNITIES

Working

Port Dundas - Works are underway for the housing development at Dundashill (capacity 600 units), with

the redevelopment of the wider area providing an opportunity for an intensification of employment generating uses alongside housing and local amenities. Port Dundas is well placed for such development due to its proximity to the City Centre and educational institutions. City Deal infrastructure investment could be a catalyst in the creation of high quality working spaces, exploring the concept of appropriate manufacturing and commercial uses in close proximity to housing, to create an exemplar integrated place. This could include provision of additional uses which support both the economic and residential function of the area.

Canal - Cultural and leisure activity along the canal has continued to develop, including a sports cluster around Pinkston Basin and the location of arts/design organisations to the east of Garscube Road and near Applecross Basin. Public realm and access improvements should be implemented to enhance the environment. Additional leisure facilities plus supporting uses such as cafés/rest could also be explored, to help create a more distinct sense of place.

Liveable

In line with SDF Theme *Neighbourhoods*, new development should meet placemaking principles and be well rounded with housing complemented by good open space and active travel links. It should also be integrated with current communities so that existing and new residents alike can benefit. The significant new developments at Dundashill requires access to local shopping facilities, which could be combined with

small scale community uses and act as a neighbourhood centre.

A masterplan for the area around Scottish Opera bounded by Rodney Street, the M8 and Speirs Locks has expired. This area would benefit from an urban design framework to better define a gateway into the City Centre, as well as improving connections with Hamiltonhill and Woodside. The framework could extend to include North Canal Bank Street and Pinkston with a view to setting out design codes that propose scale and massing together with key nodes, active frontages, and open space guidelines.

At Sighthill Transformational Regeneration Area (TRA), in addition to the completed 141 units for reprovisioning by Glasgow Housing Association, the TRA is delivering: approx. 200 homes for mid-market rent, 630 for private sale; as well as retail units and a commercial development. A centrally located school campus has been completed which includes a nursery, youth centre and community facilities.

(CONTINUED ON NEXT PAGE)

INSET AREA 1 | CANAL - WOODSIDE - SPEIRS LOCKS - PORT DUNDAS - SIGHTHILL

Connected

Investment will be needed to improve the pedestrian and cyclist environment, particularly alongside main roads and through industrial areas. Works have already begun on the Connecting Woodside Project and on North Canal Bank street to provide a segregated cycle path. The delivery of these and subsequent initiatives should also improve approaches to and connections across the M8, linking with the City Centre and reducing the barrier effect which it produces.

New routes should be designed to be bike and buggy friendly, affording good connections to locations such as the Pinkston sports facilities hub and canal towpath, and reducing the need to traverse large areas of poor public realm with no services. It is important that the topography of the district is also considered when designing active travel improvements.

The North Avenues Project should be implemented in order to transform the main arterial routes - Maryhill Road, Garscube Road and Possil Road - into high quality active travel corridors. There are also opportunities to enhance the pedestrian environment at select junction points on Craighall Road and Keppochhill Road. Efforts to provide better access to

the canal should be built upon, giving local people increased access to its recreation and wellbeing benefits.

The Sighthill TRA will offer potential improvements in terms of active travel, with the new M8 bridge becoming a key connection between north Glasgow and the City Centre. Future development should ensure that Sighthill is also well connected with neighbouring communities to the north, east and west. The new “Sighthill Link” will connect Sighthill and consequently the City Centre with the canal via North Canal Bank Street.

Green

Canal - The canal is a major open space and biodiversity area which should receive investment to improve its leisure offer. If better connected to the south across the canal, the island within Pinkston Basin could have potential to act as a gateway hub incorporating open space.

The masterplan for Sighthill TRA incorporates significant open space, most notably in terms of the relocation of a redesigned Sighthill Park further to the

north. Smaller open spaces should provide additional provision within the area alongside drainage infrastructure and green corridors. Opportunities to integrate new open space with the canal at Pinkston Basin should also be supported. The SDF seeks the enhancement of the wider green corridor alongside the M8 and advantage should be taken of the new Sighthill Bridge to create a more naturalised active travel environment.

Motorway North/Woodside - The SDF seeks the enhancement of the wider green corridor alongside the M8, and sound dampening measures should be explored. Efforts to improve the open space adjacent to the Oakgrove/Abercorn schools are supported, in the context of the Woodside Making Places initiative.

The **map** on the next page shows how some of the SDF Principles apply to the inset area.

INSET AREA 1 | CANAL - WOODSIDE - SPEIRS LOCKS - PORT DUNDAS - SIGHTHILL



- - - SDF boundary
- Support retention and improvement of Economic Development Area (PR1)
- Support the preparation of locally-led EDA Improvement Plan (PR2)
- Sighthill TRA (PR8)
- Support large scale housing development (PR8)
- Support the reuse of vacant site (PR8)
- Local Shopping Facilities - support the improvement of shops and streetscape (PR21)
- ♥ Provide new local shopping facilities at Sighthill (PR21)
- New pedestrian bridge - nearing completion (PR37)
- Support street underpass improvements (PR37)
- Garscube Road underpass
- Support Avenues North Project active travel improvements (PR38)
- - - City Network (Indicative) active travel route (PR39)
- Support protection and enhancement of large public open space (PR41)
- ★ Support open space accessibility or quality improvements (PR42)
- ↔ Strengthen existing green corridor for nature and active travel use (PR43)
- Canal - refer to SDF Principles PR43, PR47 and PR49-PR53
- Speirs Locks - support the growth of the arts sector and streetscape/ active travel improvements (PR27)

INSET AREA 2 | ROYSTON-GERMISTON-ST ROLLOX RETAIL PARK

The district is one of two key transitional areas situated between the City Centre and wider north. The established neighbourhood of Royston should benefit from recent development such as the new community facility on Roystonhill; however, the M8 motorway and railway lines serve to disconnect Royston, St Rollox and Germiston from the City Centre and neighbouring areas. Germiston is a fairly self contained community further to the north-east, lying adjacent to the arterial route of Royston Road.

MAIN ISSUES THAT NEED TO BE ADDRESSED

- Poor quality connections and gaps in accessibility across the M8, Springburn Road and railway lines
- Poor quality active travel environment on Springburn Road and Castle Street approaching the M8
- Fragmented and undervalued main street along Royston Road
- Fragmented urban form around Petershill Road and St Rollox

OPPORTUNITIES

Working

There are two EDAs at Charles Street and Petershill Road/St Rollox, which would benefit from environmental improvements and better linkages to improve the amenity and wider integration of these sites, such as a new active travel connection across the railway line. Improved functionality and street-scene around the local facilities on Royston Road would also

provide a better offer to employees at the Charles Street estate.

Liveable

Royston - Public realm investment and support for commercial uses is needed around the local shopping facilities on Royston Road, which potentially could be recognised and developed as a local town centre. Local housing associations should be supported in their aspirations to deliver new development which incorporates high quality open space and community provision.

Germiston - Public realm investment on Royston Road could be continued through into Germiston as part of the Avenues North project. There are currently shop units on Forge St, however there is potential for a better provision of local shopping facilities and community uses in a central location. There is also an opportunity to explore the development of vacant land at Coll Place/Forge Place.

St Rollox - The area around Petershill Road would benefit from the expansion of local shopping facilities in combination with residential development to increase density. St Rollox Retail Park also serves a function for Royston, Springburn and beyond, with better active travel connections into it being important in increasing access.

Connected

Investment and reconfiguration is required regarding active travel connections and approaches from Royston across the M8, particularly around both Castle Street and Viewpark Avenue. The environment around Springburn Road should be improved so as to make

walking and cycling a more attractive option, with the Avenues North concept being central in this regard. It is important that the district is well connected across Springburn Road to the redeveloped Sighthill, allowing residents to access new open space and local facilities as well as the M8 bridge.

The Avenues North project also has the potential to transform Royston Road into a high quality active travel corridor. Furthermore, the potential of a new active travel connection across the railway line between Charles St and St Rollox retail park should be explored.

For Germiston, improving active travel connections across the railway lines are a priority, towards Barmulloch/Petershill Road in the north and Royston in the west. In terms of St Rollox, the quality and number of connections from Petershill Road to both the north and towards the retail park in the south could be improved.

Green

Royston contains a series of open spaces amongst housing and the larger space at Glenconner Park. Investment in quality, accessibility and new spaces should be directed in line with the Open Space Strategy, with developer contributions helping to fund the works as appropriate.

At Germiston, there is a requirement to improve access to good quality public open space. There may be potential to incorporate this into any development of the vacant land at Coll Place/Forge Place.

The **map** on the next page shows how some of the SDF Principles apply to the inset area.

The map illustrates the proposed Royston Greenway route, highlighted in green with directional arrows. Key locations and features include:

- St Rollox Retail Park** (blue area)
- Petershill Rd/St Rollox** (purple area)
- Charles St EDA** (purple area)
- Glenconner Park** (green area)
- Royston** (labeled area with a heart icon and a green star)
- Germiston** (labeled area with a green star)

The route starts near the bottom left, passes through or near the labeled areas, and continues towards the top right. A red dashed line indicates a boundary, and a north arrow is located in the top left corner.

- ## North Glasgow | Strategic Development Framework

INSET AREA 3 | CANAL-APPLECROSS BASIN-FIRHILL

The district centres around the two arterial thoroughfares of Maryhill Road and Garscube Road and lies in proximity to the canal. Measures such as streetscape improvements and improving access towards the canal and River Kelvin can help build on recent efforts to improve the area.

MAIN ISSUES THAT NEED TO BE ADDRESSED

- Traffic dominated environments on Maryhill Road and Garscube Road
- Poor condition of ground floor units and under-activated stretches on sections of Maryhill Road and Garscube Road
- Underutilisation of the River Kelvin's leisure value
- Need to make sure that momentum is maintained in terms of increasing access across, to and along the canal

OPPORTUNITIES

Working

The one designated EDA in the district is Oakbank Industrial Estate, which is in relatively good condition and well landscaped. Efforts to further improve amenity are encouraged, as is development that would activate the estate and provide supporting uses.

Around Applecross Basin, development and building renovation to create local employment uses is encouraged, particularly where this is linked with the heritage value of the canal. Education, training and skills development uses are also supported at this location.

Liveable

There are clusters of local shopping facilities around Queens Cross, which could benefit from shopfront investment and development on gap sites to help address current issues in terms of visual appearance. This could be brought forward through an Urban Design Framework and Action Plan. As mentioned in SDF Theme: *Neighbourhoods*, street-facing redevelopment of gap sites and gap corridors on the major arterial thoroughfares is supported, to enhance streetscene quality and neighbourhood functioning.

Queens Cross itself has the potential for rejuvenation as a historic neighbourhood focal point. This would encourage a greater focus of activity to develop, building on the recent relocation of Woodside Health Centre, and soon to be completed canal bridge and path. Junction alterations to improve the pedestrian experience could also enhance the environment at this location.

Further to the south along Maryhill Road, the environment around Community Central Hall could benefit from public realm improvements and the development of the Avenues North concept.

Connected

The active travel environment alongside main roads has the potential for significant improvement, and indeed works have already begun on the Connecting Woodside Project which will impact this area. Maryhill Road and Garscube Road could potentially be improved via delivery of the Avenues North project, to make walking and cycling through the area more pleasant. Additionally, junction alterations to improve the

pedestrian experience at Queens Cross should be explored.

The SDF supports improvements in accessibility leading from the district to the River Kelvin and the canal, with the ongoing work to create the new bridge and path to Garscube Road being welcomed in this regard. Wayfinding should be improved and new connections created where practical.

Green

Canal - The canal is a major open space and biodiversity asset which should receive investment to improve its leisure offer. Applecross Basin is a natural location for the development of a leisure-led mixed use hub, which would serve as both a gateway point and stepping stone for users of the canal. Additional leisure-led developments at key points along the canal will also be supported as appropriate, with Firhill Basin being a specific location which should receive attention.

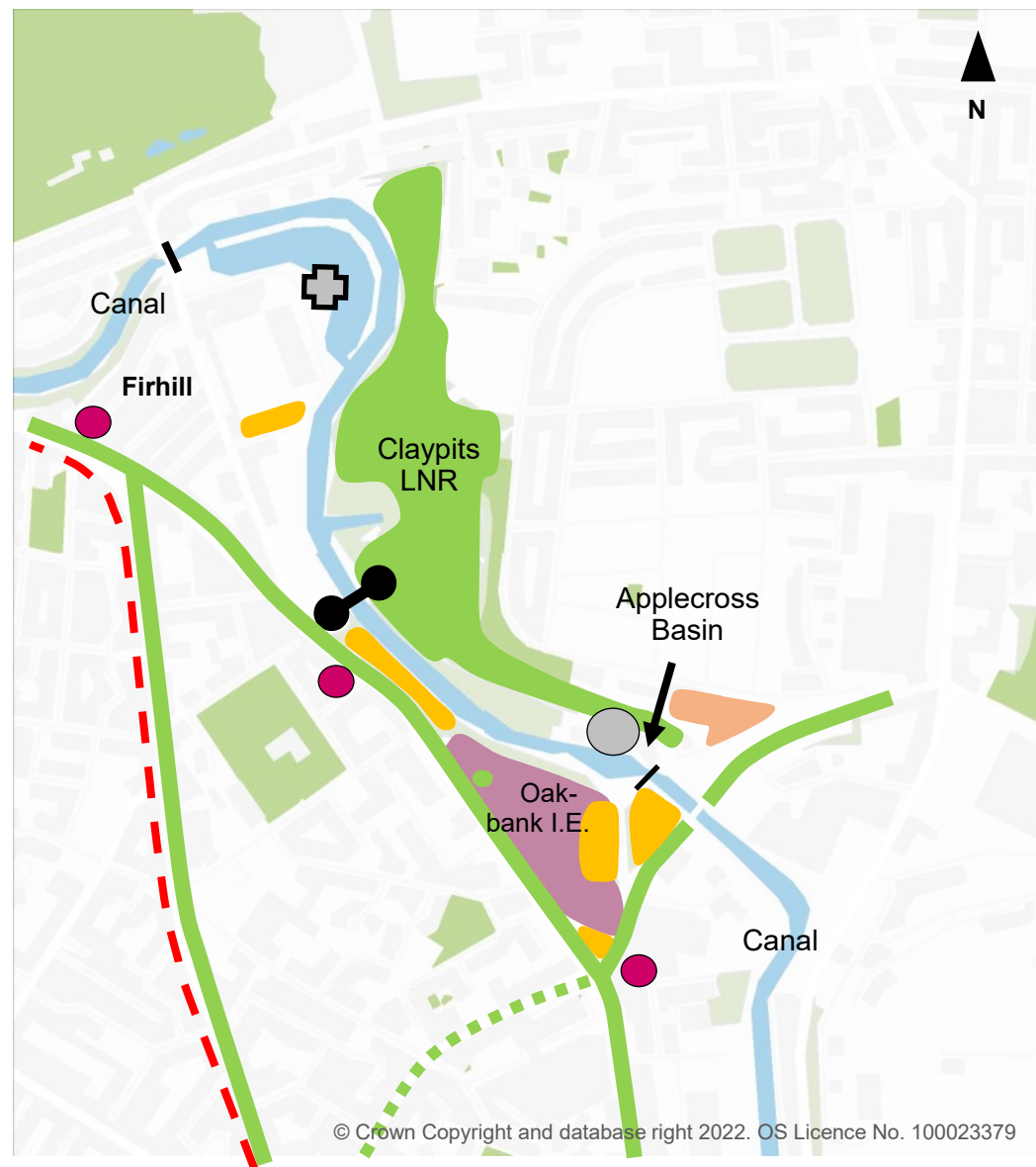
The ongoing work to improve the Claypits Local Nature Reserve and to create a new bridge will be important in developing the canal as a destination for visitors and locals alike, and should be supported in its role of connecting communities on either side.

The River Kelvin is a key leisure asset and the SDF supports enhancements to both the walkway and river environment itself, as well as better accessibility from this district.

The **map** on the next page shows how some of the SDF Principles apply to the inset area.

INSET AREA 3 | CANAL-APPLECROSS BASIN-FIRHILL

- - - SDF boundary
- Support retention and improvement of Economic Development Area (PR1)
- Support the preparation of locally-led EDA Improvement Plan (PR2)
- Support the reuse of vacant site (PR8)
- Local Shopping Facilities - support the improvement of shops and streetscape (PR21)
- New pedestrian bridge - completed (PR37)
- Support Avenues North Project active travel improvements along the main south-to-north streets (PR38)
- - - City Network (Indicative) active travel route (PR39)
- Support protection and enhancement of Claypits Local Nature Reserve (PR47)
- Canal - refer to SDF Principles PR43, PR47 and PR49-PR53
- Support canalside development (PR51)
- + Support the provision of infrastructure to enable canal-related activities (PR52)



INSET AREA 4 | CANAL - HAMILTONHILL - POSSILPARK - COWLAIRS

The area has a strong industrial heritage but currently suffers from high levels of vacant and derelict land. Substantial planned new development will physically reconnect and repopulate the district.

MAIN ISSUES THAT NEED TO BE ADDRESSED

- Prevalence of vacant and derelict land and resultant fragmented urban form.
- Need to develop rounded communities at Hamiltonhill and Cowlairs, where new housing should be well-provisioned with open space and active travel links.
- Possilpark Town Centre has a poor environment and is disconnected from surrounding housing areas.
- Poor quality environment along main roads and on the approaches to Economic Development Areas.

OPPORTUNITIES

Working

The district contains two Economic Development Areas (EDAs) : Cowlairs and Possilpark Industrial Estates. Carlisle Street and Finlas Street run alongside the Cowlairs estate and require physical improvement and activation to remedy the current bleak environment. There is potential for new development on the west side of the street and the introduction of supporting uses at key points on the east side. Possilpark estate may also benefit from visually attractive supporting uses, and landscaping on Hawthorn Street, with front facing development across the street also encouraged.

The Cowlairs Masterplan outlines an aspiration that some of the housing have the ability to be adapted at ground floor level, to encourage home workspaces to be introduced. The SDF supports efforts for locally based working practices, and encourages appropriate ground floor commercial activity alongside the development of supporting facilities which make local working more attractive.

Liveable

In the long term, major planned developments at Hamiltonhill and Cowlairs (capacity 600 and 750 units respectively) would help address issues around vacant and derelict land, however other sites will require further coordinated effort with partners in order to activate. Furthermore, meanwhile uses and activity on vacant and derelict land should be encouraged, including before and during the construction phase. It is also vital that the large-scale developments are well rounded, with new housing well-provisioned with open space and active travel links.

It is important that residential developments are well connected with Possilpark town centre so that this is strengthened as a focal point. The provision of neighbourhood facilities within the district should also be a major focus, and this will need to accommodate the increase in population resulting from the anticipated new housing. The aspiration in the Cowlairs Masterplan to create a new cross at the junction of Keppochill Road and Carlisle Street is supported, and this should be built on to bring more activity to the latter in particular. There should also be efforts to

improve and activate the cross further to the west at the base of Saracen St.

Possilpark Town Centre - the centre should be enhanced through environment, public realm and accessibility improvements. This could be brought forward through a Town Centre Urban Design Framework. Additional retail, community and leisure uses would be supported, to add functionality to the centre.

Connected

The active travel environment along main roads should be improved so as to make walking and cycling a more attractive option. The Avenues North project could significantly improve Possil Road/Saracen Street/ Balmore Rd as an active travel corridor. Keppochill Rd, Hawthorn St and Pinkston Rd are priorities for targeted public realm improvements, to improve the pedestrian experience on these streets. There should be continued effort to improve access to, across and along the canal, including through Hamiltonhill Claypits Local Nature Reserve.

(CONTINUED ON NEXT PAGE)

INSET AREA 4 | CANAL - HAMILTONHILL - POSSILPARK - COWLAIRS

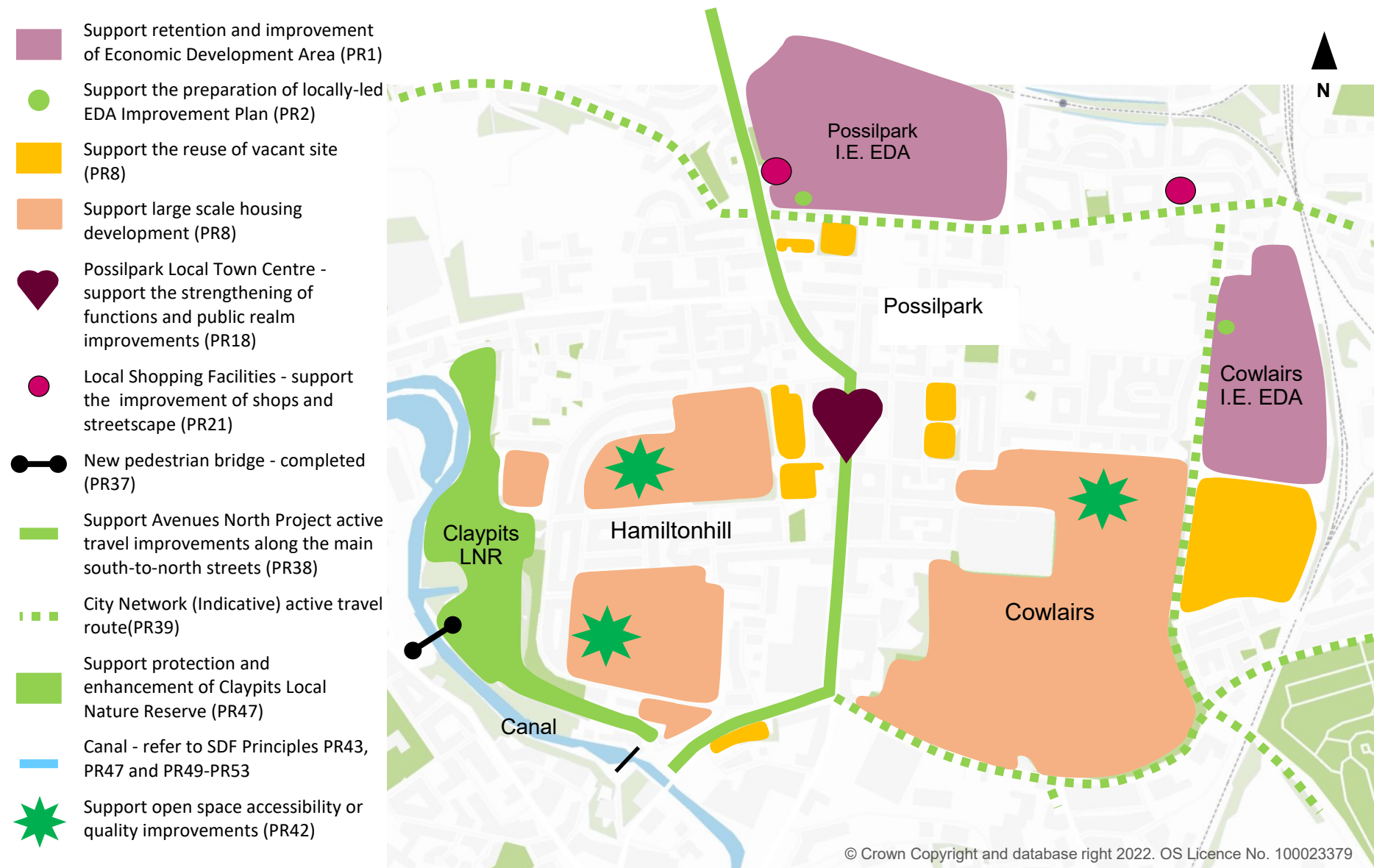
Increased use of the two railway stations to the north of the district should also be facilitated through quality and accessibility improvements, and further measures considered as part of Glasgow's new Transport Strategy, and Liveable Neighbourhoods initiatives.

Green

It is important that the design of new development incorporates open space in a way which is accessible to the wider community. In line with the Open Space Strategy, open space quality and access improvements should be implemented and potential new spaces identified. The open space and biodiversity potential of vacant and derelict sites should be taken into account when planning new open space provision and development. The canal is a major open space and biodiversity asset which should continue to be supported in improving its leisure offer, including through the ongoing work in the Claypits Local Nature Reserve.

The **map** on the next page shows how some of the SDF Principles apply to the inset area.

INSET AREA 4 | CANAL - HAMILTONHILL - POSSILPARK - COWLAIRS



INSET AREA 5 | SPRINGBURN - BALGRAYHILL - COLSTON - STOBHILL HOSPITAL

The district runs from Petershill Park in the south through to the northern City boundary and is predominantly residential in character. Springburn town centre has emerged as a major focus for improvement, in line with the locally-led action plan for the centre.

MAIN ISSUES THAT NEED TO BE ADDRESSED

- Severance caused by transport infrastructure, and in particular Springburn Road
- Poor quality active travel environment along main roads
- Fragmented urban form in some areas, particularly to the south of the district towards Petershill
- Poor public realm environment in Springburn town centre and poor quality pedestrian approach routes

OPPORTUNITIES

Working

The district contains two Economic Development Areas (EDAs) in the form of Atlas Industrial Estate and Stobhill General Hospital. Environmental improvements around these areas and better linkages are supported which improve the amenity and wider integration of these sites. There is potential for additional development within the Stobhill Hospital Campus, which would enhance its existing health care and research activities.

Liveable

Springburn town centre sits at the heart of the district and should receive investment in accordance with its importance, using the recently completed charrette and action plan as a template in the medium term. Opportunities should be taken to improve accessibility between the town centre and adjacent areas.

The potential for street facing development should be promoted along appropriate sections of Springburn Road and Atlas Road, in order to provide greater activation along these routes. Also, the area to the east of the town centre around Wellfield Street and Edgefauld Road could benefit from new residential development to increase activity. Such opportunities could be progressed through the preparation of an Urban Design Framework.

South Springburn - The area around Kelvin College and could benefit from residential densification as well as more street facing development. There is potential for the development of an educational hub around the college with associated business growth and other activity.

Connected

The quality and number of connections across main roads, and towards Petershill Road in the south, must be improved. The pedestrian and cyclist environment alongside main roads requires significant improvement. The environment around Springburn Road should be improved so as to make walking and cycling more

pleasant, with the Avenues North concept being central in this regard. Other opportunities for the reconfiguration and consolidation of road infrastructure should be examined, particularly around Springburn town centre and at complex junctions.

St Rollox Retail Park, although not part of this inset area, serves a function for both Springburn and beyond, with better active travel connections into it being important in increasing access.

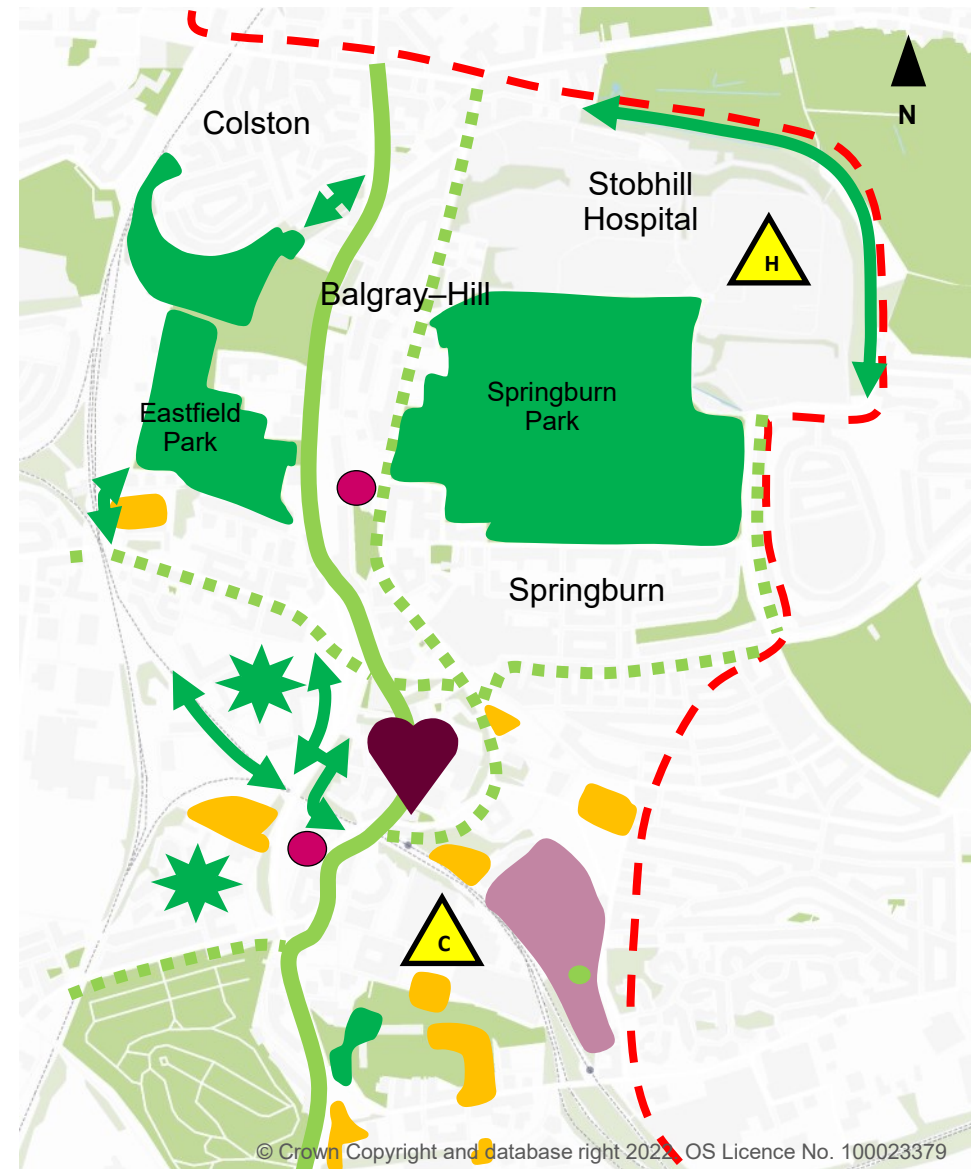
Green

There are substantial areas of parkland in the north of Springburn in the form of Springburn and Eastfield parks, which should be better integrated into the wider area. As mentioned above, there should also be good access to new open space to be created at Sighthill. Open space quality and access improvements should be implemented in accordance with the Open Space Strategy.

The **map** on the next page shows how some of the SDF Principles apply to the inset area.

INSET AREA 5 | SPRINGBURN - BALGRAYHILL - COLSTON - STOBHILL HOSPITAL

- - - SDF boundary
- Support retention and improvement of Economic Development Area (PR1)
- Support the preparation of locally-led EDA Improvement Plan (PR2)
- Support the reuse of vacant site (PR8)
- Local Shopping Facilities - support the improvement of shops and streetscape (PR21)
- C Support the growth of Glasgow Kelvin College campus (PR7)
- H Support the growth of Stobhill Hospital campus (PR7)
- Support Avenues North Project active travel improvements along the main south-to-north streets (PR38)
- City Network (Indicative) active travel route (PR39)
- Support protection and enhancement of Claypits Local Nature Reserve (PR47)
- Support open space accessibility or quality improvements (PR42)
- Strengthen existing green corridor for nature and active travel use (PR43)
- Springburn Local Town Centre - support the strengthening of functions and public realm improvements (PR18)



INSET AREA 6 | CANAL - CENTRAL MARYHILL - WYNDFORD - RUCHILL

The area contains several neighbourhoods and is set to experience specific future activity through two major housing-led developments and a new canal foot-bridge.

MAIN ISSUES THAT NEED TO BE ADDRESSED

- Poor quality active travel environment along main roads
- Lack of accessibility across the canal and railway line at certain points
- Issues in terms of gap sites/stretches along Maryhill Road as well as poor streetscene
- Need to develop well rounded neighbourhoods at Maryhill TRA and Ruchill Hospital site, with new housing complemented by good open space and active travel links.

OPPORTUNITIES

Working

The district contains three designated Economic Development Areas (EDAs), together with small scale business within residential areas. Access improvements between the EDAs and Maryhill Town Centre and the canal will be supported. The introduction of supporting uses within EDAs will be encouraged, particularly at EDA entry points close to Maryhill Road. Lochburn Road's environment should be improved, as it is a key connection to the planned Stockingfield Bridge and canal.

Liveable

Maryhill town centre should be supported through improvements in accessibility, environment and public realm, as well as the encouragement of a mixture of uses which add to the community and leisure value of the place. This could be brought forward through a Town Centre Urban Design Framework. There are also local shopping facilities at Ruchill which could be redefined and potentially reconfigured to form neighbourhood focal points.

Shopfront investment and development on gap sites is supported. As mentioned in SDF Theme: *Neighbourhoods*, street-facing redevelopment of gap sites and gap corridors on major arterial thoroughfares is supported, to enhance streetscene quality and neighbourhood functioning. An increase in residential density near the main road is also encouraged.

The ongoing Maryhill TRA (Botany and Valley areas) development should ensure that new housing is complemented by good open space and active travel links, and that housing and facilities are well integrated with the wider area. Residential development at the former Ruchill Hospital site has been granted planning permission for approximately 400 units, and should be well-connected to Ruchill Park and neighbouring areas.

Connected

Environmental and junction improvements should be a priority for Maryhill Road and Lochburn Road. For Maryhill Road, delivery of the Avenues North project is a priority. In addition to the planned Stockingfield foot-bridge, there are opportunities for new connections

across both the canal and railway lines, to better connect neighbourhoods across the area.

Measures to increase access to rail transport could be considered as part of Glasgow's new Transport Strategy.

Green

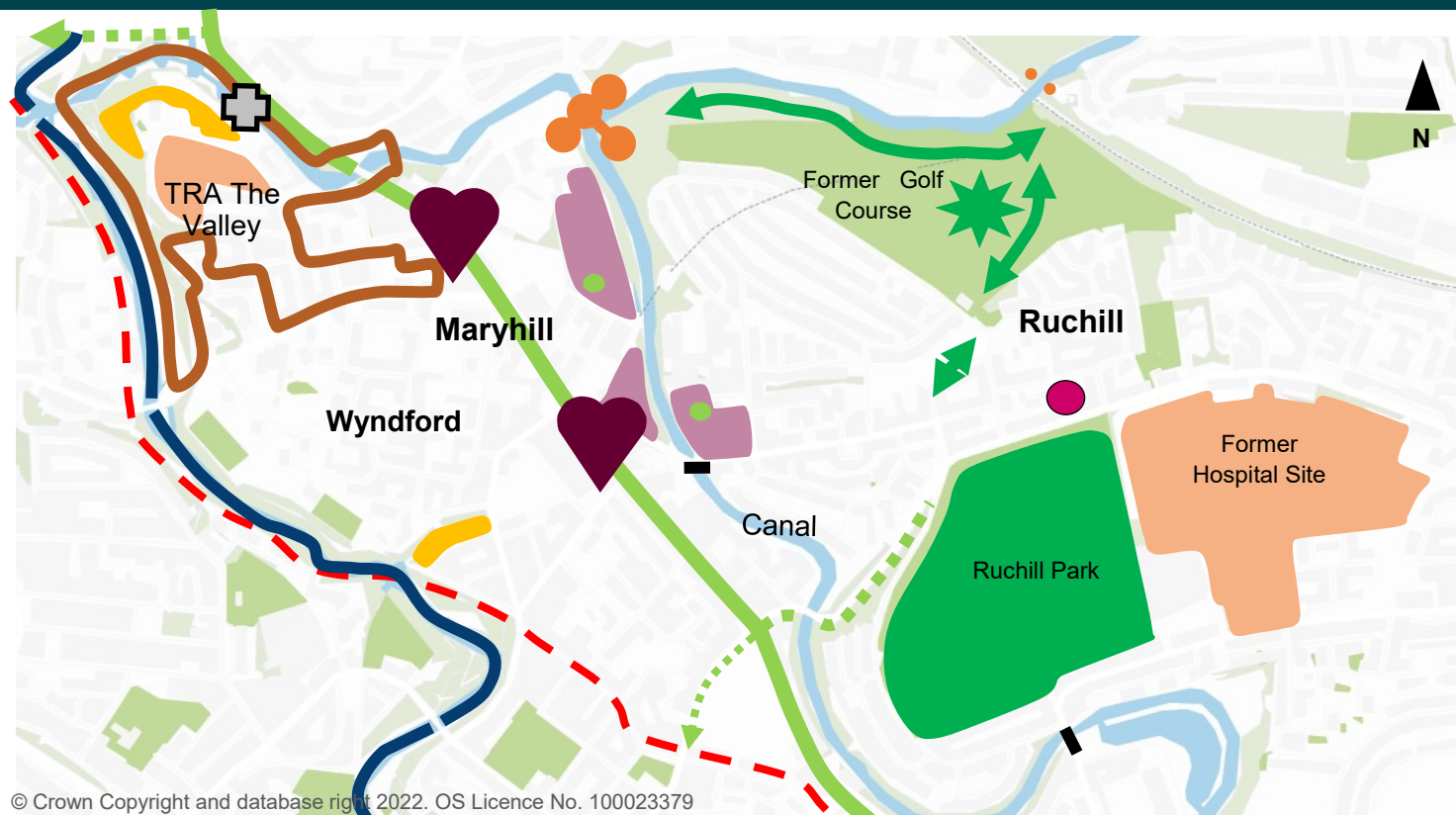
The canal intersects this area at several points, and thus has significant potential for active travel and recreational use, which should be facilitated through improved accessibility both to and along it. Plans for the new Stockingfield Bridge have the potential to open up this section of the canal for leisure use, and improvements are welcomed which are done sensitively in this regard.

The River Kelvin is an underutilised asset which should be better integrated with the district, with improved access to this as well as to and along the canal providing local recreational benefits.

Ruchill Park is another major open space asset which should receive attention in terms of better accessibility and integration with the wider area.

The **map** on the next page shows how some of the SDF Principles apply to the inset area.

INSET AREA 6 | CANAL - CENTRAL MARYHILL - WYNDFORD - RUCHILL



- SDF boundary
- Support retention and improvement of Economic Development Area (PR1)
- Support the preparation of locally-led EDA Improvement Plan (PR2)
- Support the reuse of vacant site (PR8)
- Local Shopping Facilities - support the improvement of shops and streetscape (PR21)
- Support large scale housing development (PR8)
- Explore feasibility for a new pedestrian bridge (PR37)
- ♥ Maryhill Local Town Centre - support the strengthening of functions and public realm improvements (PR18)
- Support Avenues North Project active travel improvements (PR38)
- City Network (Indicative) active travel route (PR39)
- Support protection and enhancement of large public open space (PR41)
- ★ Support open space accessibility or quality improvements (PR42)
- ↔ Strengthen existing green corridor for nature and active travel use (PR43)
- Maryhill The Valley TRA (PR8)
- Stockingfield Junction - new pedestrian bridge under construction (PR37)
- Canal - refer to SDF Principles PR43, PR47 and PR49-PR53
- Support the protection and enhancement of the River Kelvin corridor (PR46)
- + Support the provision of infrastructure to enable canal-related activities (PR52)

INSET AREA 7 | CANAL - NORTH MARYHILL - GILSHOCHILL - SUMMERSTON

North Maryhill and Gilshochill are bounded by the railway line and the canal. The TRA development is anticipated to bring significant future activity, with the new canal foot-bridge also expected to better connect these areas. Summerston is a well established residential neighbourhood, containing a range of house types, recreation spaces and schools.

MAIN ISSUES THAT NEED TO BE ADDRESSED

- Poor quality active travel environment along main roads
- Lack of accessibility across the canal and railway line at certain points
- Issues in terms of gap sites/stretches along Maryhill Road as well as poor streetscene
- Need to develop well rounded neighbourhoods at Maryhill TRA, with new housing complemented by good open space and active travel links.

OPPORTUNITIES

Working

Summerston Retail Park has an important role as a local centre. Improvements to place quality and accessibility are supported. The TRA in North Maryhill may also bring opportunities for new workspaces, and exploration of this is supported.

Liveable

Shopfront investment and development on gap sites is supported, particularly along Maryhill Road. As mentioned in SDF Theme: *Neighbourhoods*, street-facing redevelopment of gap sites and gap corridors on major arterial thoroughfares is supported, to enhance streetscene quality and neighbourhood functioning.

Maryhill Road immediately north of the Locks should be targeted for redevelopment, as this stretch is especially fragmented and of poor quality. An increase in residential density near the main road is also encouraged. The Maryhill Park local shopping facilities could be improved to create an attractive local centre.

The northern part of the Maryhill TRA is currently under consideration for significant residential development: proposals emerging for this area should seek to merge new housing and ancillary uses into the surrounding urban fabric, and again should be well-provisioned in terms of open space and active travel.

The potential of creating a central neighbourhood focal point in Gilshochill could be explored, combining local shopping facilities and community uses. Summerston is served by a small collection of shops and an adjacent retail park: this location could be improved to create an attractive local centre, with improved public realm and a better community offer.

Connected

Environmental and junction improvements should be a priority for Maryhill Road, and Sandbank St as it approaches Summerston. In addition to the planned Stockingfield foot-bridge, there are opportunities for new connections across both the canal and railway lines, to better connect neighbourhoods across the area.

The SDF supports improvements in accessibility leading from the district to the River Kelvin, such as better wayfinding and the creation of new connections where practical. Furthermore, there are opportunities for improved and new active travel connections to the north and east of Summerston, which would allow greater access to Glasgow's green belt as well as onto Balmore Road and beyond into East Dunbartonshire.

Due to the suburban nature of parts of Summerston it is key that public transport provision is adequate so as to minimise reliance on the car. The Council should also work with providers to enhance public transport connections serving John Paul Academy. Furthermore, station quality and access improvements could better integrate the district with the rest of the City.

(CONTINUED ON NEXT PAGE)

INSET AREA 7 | CANAL - NORTH MARYHILL - GILSHOCHILL - SUMMERSTON

Increased use of the three railway stations serving the district should also be facilitated through quality and accessibility improvements, and further measures considered as part of Glasgow's new Transport Strategy, and Liveable Neighbourhoods initiatives.

Green

Plans for the new Stockingfield Bridge have the potential to open up the canal better for leisure use, and improvements are welcomed which are done sensitively in this regard. Better connections to the canal from the area would capitalise on this.

The River Kelvin runs along the north and west of the district, and should be made more accessible to the local community, for example through connectivity improvements or greater promotion.

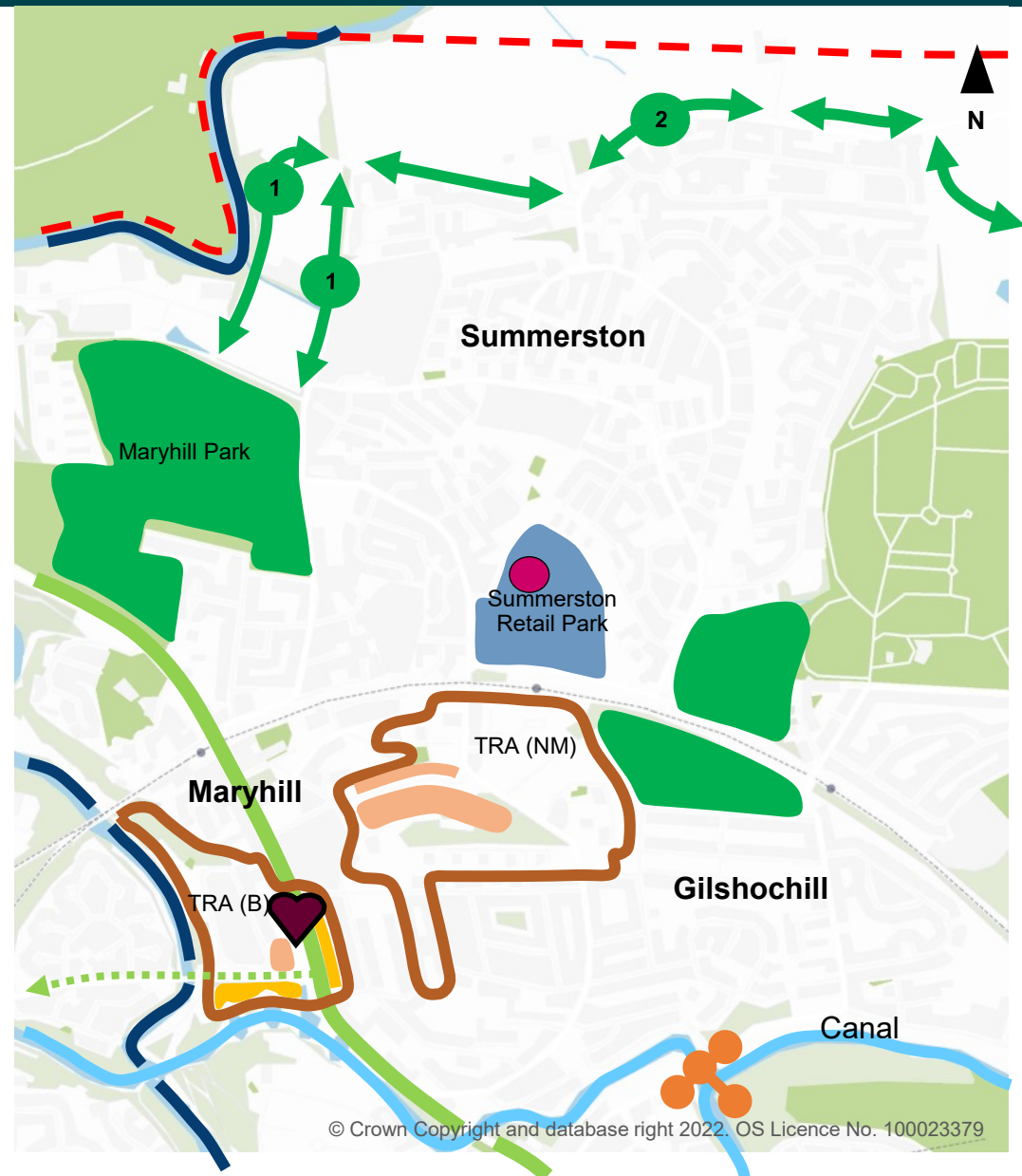
Summerston is an entry point to Glasgow's green belt, and efforts should be made to increase access to this asset. As mentioned above, active travel access should be expanded, and opportunities to develop and promote new recreational routes explored. This could go as far as the creation of routes out of the City into the countryside beyond.

There are also several open space opportunities which should be pursued in accordance with the Open Space Strategy. Existing spaces include Arrochar Street Park, Caldercuilt Recreation Ground and Maryhill Park, which should be made accessible to the local community, as well as workers in West of Scotland Science Park.

The **map** on the next page shows how some of the SDF Principles apply to the inset area.

INSET AREA 7 | CANAL - NORTH MARYHILL - GILSHOCHILL - SUMMERSTON

- SDF boundary
- Maryhill TRA (PR8):
 - TRA (B) - The Botany;
 - TRA (NM) - North Maryhill
- Support large scale housing development (PR8)
- ♥ Support improvement of the local shopping facilities and surroundings (PR19)
- Retail Park - support active travel and environmental improvements (PR20)
- Support the reuse of vacant site (PR8)
- Local Shopping Facilities - support the improvement of shops and streetscape (PR21)
- Stockingfield Junction - new pedestrian bridge under construction (PR37)
- Support Avenues North Project active travel improvements along the main south-to-north streets (PR38)
- City Network (Indicative) active travel route (PR39)
- Support protection and enhancement of large public open space (PR41)
- Canal - refer to SDF Principles PR43, PR47 and PR49-PR53
- Support the protection and enhancement of the River Kelvin corridor (PR46)
- ↔ Green corridor for nature and active travel use (PR43)
 - 1 - improve existing green corridor
 - 2 - create new green corridor (potential)



INSET AREA 8 | WEST OF SCOTLAND SCIENCE PARK - ACRE

West of Scotland Science Park (WoSSP) is recognised as a Strategic Economic Investment Location (SEIL) focussing on life sciences and technology, and sits on either side of Maryhill Road. Acre is a residential area to the south of the Science Park and to the west of Caldercuilt recreation Ground.

MAIN ISSUES THAT NEED TO BE ADDRESSED

- Elements of West of Scotland Science Park remain undeveloped
- Seclusion of Acre and its accessibility
- Underutilisation of open and natural space, including the River Kelvin, by the wider public

OPPORTUNITIES

Working

The SDF supports the intensification of the life sciences and technology function of WoSSP, as well as improvements to make the Park more locally accessible. In line with the City Development Plan, the SDF supports development proposals within Use Classes 4, 5 and 6, helping to provide increased local employment opportunities. A campus plan approach could help promote the Park as an attractive business location and enhance its landscape value and active travel accessibility. This plan would aim to stimulate the development of vacant plots within WoSSP's two campuses.

Liveable

In Acre, there is an opportunity via the proposed new development to enhance this attractive housing neighbourhood. Planning permission has been granted for a significant development of 64 flats and 5 houses at Acre House, which should increase the population and activity in the area, as well ensure a future for the listed building. Due to loss of trees within the site, a contribution from the developer for new trees to be planted within Maryhill Park has been agreed. Future active travel improvements could help to improve connections between the Acre housing area and Maryhill Road.

Connected

There are opportunities for accessibility improvements towards Maryhill Road, and between Maryhill Park, Acre, and the two WoSSP campuses either side of Maryhill Rd. The SDF also supports improvements in accessibility leading from the district to the River Kelvin, such as better wayfinding and the creation of new connections where practical.

Improved active travel links to Maryhill Rd would also offer opportunities for walkers/cyclists to connect to the bus services that travel up and down Maryhill Rd, connecting to the City (southwards) and East Dunbartonshire (northwards).

Green

WoSSP and Acre together enjoy a very high quality environmental and landscaped setting. However, this is somewhat inaccessible and has a semi-private feel, being seen mostly for the benefit of those working at WoSSP and/or living in Acre. This high quality environment could be opened up to encourage a greater level of access and passive leisure activity by the general public from the wider area.

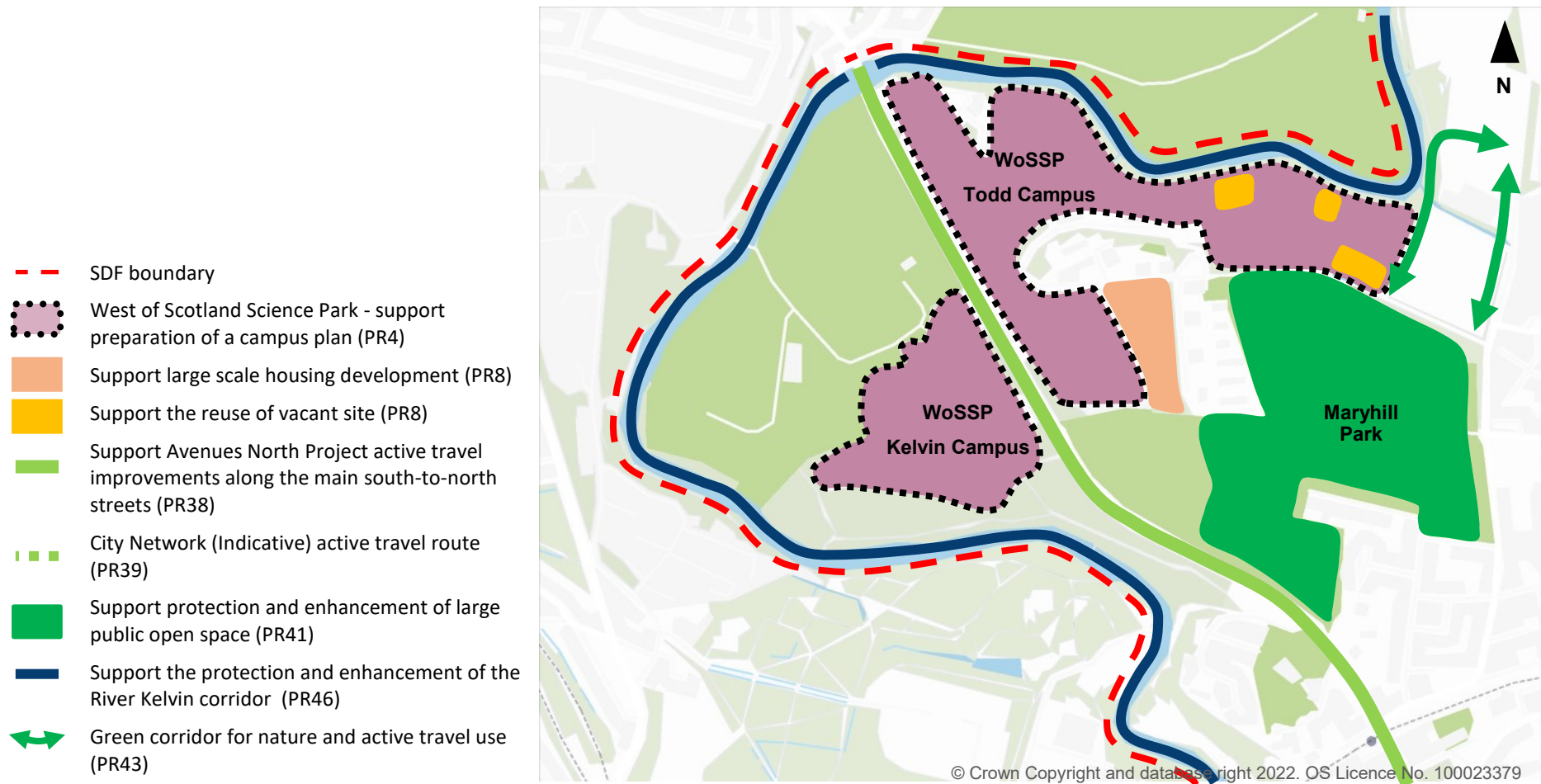
Making the high quality environment of WoSSP campus and Acre more accessible to people from the surrounding area could:

- Lead to more public use of the campus for walking, cycling and passive leisure pursuits
- Encourage greater levels of footfall along the related stretches of the River Kelvin Walkway.
- Potentially also help to generate increased levels of footfall through Maryhill Park.

Measures could be taken in line with the Open Space Strategy to make Caldercuilt Recreation Ground and Maryhill Park more accessible to the local community, as well as workers in West of Scotland Science Park. As also mentioned, the River Kelvin runs along the north of the district and should be made more accessible to the local community, for example through connectivity improvements or greater promotion.

The **map** on the next page shows how some of the SDF Principles apply to the inset area.

INSET AREA 8 | WEST OF SCOTLAND SCIENCE PARK - ACRE



INSET AREA 9 | CANAL - LAMBHILL - CADDER - POSSIL LOCH & MARSH

The neighbourhoods of Lambhill and Cadder are both at the edge of the city's built up area. Their remoteness presents some challenges, however assets such as the canal and Cadder Wood provide significant opportunities.

MAIN ISSUES THAT NEED TO BE ADDRESSED

- Accessibility issues due to the peripheral and secluded nature of parts of the area
- Distance from a town centre and lack of defined focal points
- Underutilisation of the leisure value of the canal and other open spaces

OPPORTUNITIES

Working

The one EDA in the district is Balmore Industrial Estate. Environmental improvements and better linkages are supported which improve the amenity and wider integration of the estate, including to and along the canal. The SDF encourages additional supporting uses at the south-western gateway of the estate as appropriate, to enhance local amenity. Efforts should be made to fill the vacant plots in the estate.

Liveable

There are local shopping facilities at Cadder which could be redefined and potentially reconfigured to form neighbourhood focal points. Lambhill contains three clusters of local shops which merit support in

their function as local shopping and neighbourhood facilities. Shopfront and public realm improvements would be beneficial for some of the local shopping facilities.

There may be an opportunity for canal-side development at Lambhill, which could link in with wider aspirations along the canal such as at Stockingfield Junction, and become a stopping point linking with existing activity further up the canal, such as at Kirkintilloch. An Urban Design Framework with design codes could be beneficial at this location.

Connected

Active travel connections across the southern end of Balmore Industrial Estate could be improved. New and better connections are supported across the canal and railway line, including environmental improvements. There is a particular opportunity where these two barriers intersect near Cadder Wood to create a bridge or other connection.

The SDF also supports improvements in accessibility leading to the canal, such as better wayfinding. There may be further opportunities for improved and new active travel links into the green belt and East Dunbartonshire.

Public transport connections to the rest of the City should be reviewed through cooperation with relevant partners, and necessary improvements made.

Increased use of Possilpark & Parkhouse railway station could be facilitated through quality and accessibility improvements, and further measures considered as part of Glasgow's new Transport Strategy, and Liveable Neighbourhoods initiatives.

Green

The SDF supports improved accessibility both to and along the canal for the purpose of leisure use, linking up to Bishopbriggs and Kirkintilloch as well as back towards Stockingfield Junction. The district is a gateway to Glasgow's green belt, and efforts should be made to increase access to this asset. Opportunities to develop and promote new recreational routes should be explored, potentially going as far as the creation of routes out of the City into the countryside beyond.

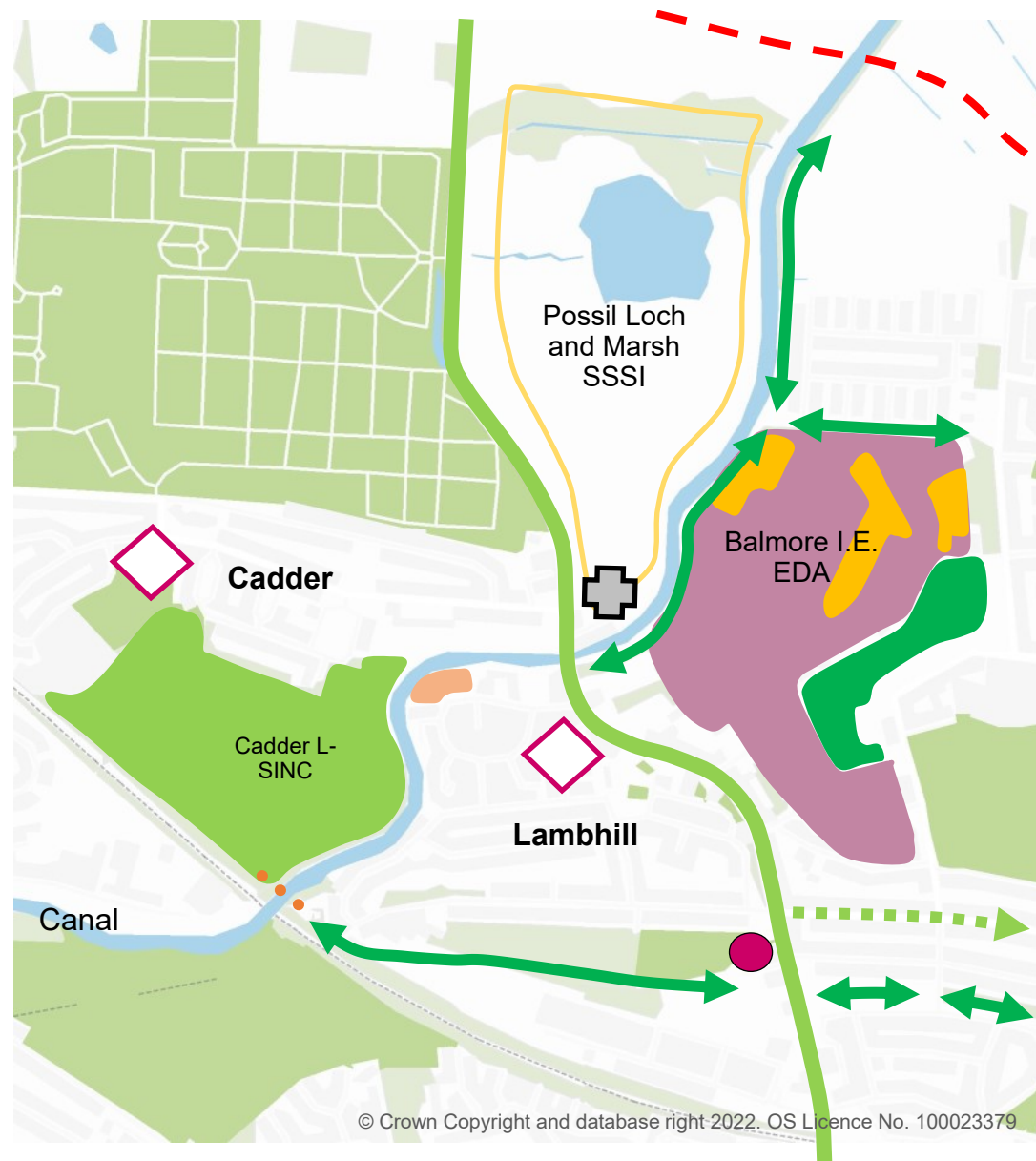
Development of vacant and derelict sites should incorporate publicly useable open space in accordance with the Open Space Strategy, and the utilisation of new and existing spaces likewise pursued.

Cadder Wood is a designated Local Site of Importance for Nature Conservation (L-SINC), and investment to improve accessibility and management in this location is supported.

The **map** on the next page shows how some of the SDF Principles apply to the inset area.

INSET AREA 9 | CANAL - LAMBHILL - CADDER - POSSIL LOCH & MARSH

- SDF boundary
- Support retention and improvement of Economic Development Area (PR1)
- Support the preparation of locally-led EDA Improvement Plan (PR2)
- Support the reuse of vacant site (PR8)
- Local Shopping Facilities - support the improvement of shops and streetscape (PR21)
- Shop parades - protect retail function and encourage supporting uses (PR22)
- Explore feasibility for a new pedestrian bridge (PR37)
- Support Avenues North Project active travel improvements along the main south-to-north streets (PR38)
- City Network (Indicative) active travel route (PR39)
- Support protection and enhancement of large public open space (PR41)
- ↔ Strengthen existing green corridor for nature and active travel use (PR43)
- Support the protection and enhancement of Possil Marsh SSSI and C-SINC (PR47)



INSET AREA 10 | CANAL - MILTON - PARKHOUSE

The second of the two districts at the northern edge of the SDF, Milton is similar in some respects, if on a smaller scale, to the better known peripheral schemes such as Drumchapel. Limited accessibility, vacant sites and the spread out nature of local facilities are some of the key challenges for the area.

MAIN ISSUES THAT NEED TO BE ADDRESSED

- Several vacant and derelict sites, some of which are relatively large
- Accessibility issues due to the peripheral and somewhat closed off nature of the area, and at times convoluted street layout
- Distance from a town centre and lack of a defined community focal point
- Underutilisation of the leisure value of the green belt

OPPORTUNITIES

Working

Baltimore Industrial Estate lies to the west of Milton—environmental improvements and better linkages could be provided to improve the estate's connection with Milton and the canal. Efforts should be made to fill the vacant plots in the estate.

Liveable

Due to the distance from Milton to the nearest town centre (Possilpark), a neighbourhood focal point in an accessible location offering both local shopping and community facilities could be explored. Shopfront and public realm improvements are also required for some

of the local shopping facilities.

There is a degree of disconnection in Milton caused by vacant land and non-active frontages which could be helped by measures such as street facing development e.g. on Liddesdale Road. Vacant and derelict sites will require coordinated effort with partners in order to activate and develop. As described in SDF Theme: *Neighbourhoods*, meanwhile uses and activity on vacant and derelict land are encouraged, including before and during the construction phase.

Connected

The creation of a new street (road) link between Ashgill Road and Liddesdale Square could help to introduce improved bus service connectivity within central Milton, and stimulate the redevelopment of several vacant sites along Liddesdale Road. The SDF supports the undertaking of a study to explore the feasibility of providing the new street link.

Active travel connections towards Balmore Road should be improved, particularly coming from Liddesdale/Birsay Road and across the southern end of Balmore Industrial Estate. Better connections are also supported across existing and former railway lines to the east and south, particularly in terms of environmental improvements.

The SDF supports improvements in accessibility leading from the district to the canal, such as better wayfinding and the creation of new connections where practical. There are also opportunities for improved and new active travel links into the green belt and East Dunbartonshire.

Public transport connections to the rest of the City

should be reviewed through cooperation with relevant partners, and necessary improvements made. Increased use of Ashfield railway station should also be facilitated through quality and accessibility improvements, and further measures considered as part of Glasgow's new Transport Strategy, and Liveable Neighbourhoods initiatives.

Green

The SDF supports improved accessibility both to and along the canal for the purpose of leisure use, linking up to Bishopbriggs and Kirkintilloch as well as back towards Lambhill and Stockingfield Junction. There are also opportunities to improve existing green corridors, including the Parkhouse—Lambhill—Stockingfield Junction route.

The area is an entry point to Glasgow's green belt, and efforts should be made to increase access to the countryside. Opportunities to develop and promote new recreational routes should be explored, potentially going as far as the creation of routes out of the City into the countryside beyond.

Development of vacant and derelict sites should incorporate publicly useable open space in accordance with the Open Space Strategy, and the utilisation of new and existing spaces likewise pursued.

The **map** on the next page shows how some of the SDF Principles apply to the inset area.

INSET AREA 10 | CANAL - MILTON - PARKHOUSE

- SDF boundary
- Support retention and improvement of Economic Development Area (PR1)
- Support the preparation of locally-led EDA Improvement Plan (PR2)
- Support the reuse of vacant site (PR8)
- Local Shopping Facilities - support the improvement of shops and streetscape (PR21)
- ↔ Examine the feasibility of creating a new street (road) link at Milton (PR33)
- Explore feasibility for a new pedestrian bridge (PR37)
- Support Avenues North Project active travel improvements along the main south-to-north streets (PR38)
- - - City Network (Indicative) active travel route (PR39)
- Support protection and enhancement of large public open space (PR41)
- ↔ Strengthen existing green corridor for nature and active travel use (PR43)
 - 1 - improve existing green corridor
 - 2 - create new green corridor (potential)
- ★ Support open space accessibility or quality improvements (PR42)
- Canal - refer to SDF Principles PR43, PR47 and PR49 -PR53
- + Support the provision of infrastructure to enable canal-related activities (PR52)

