



The Barras

Masterplan, Design Guidance and Action Plan

February 2016

Report on behalf of
Development and Regeneration Services
Glasgow City Council
231 George Street Glasgow G1 1RX

BARRAS MASTERPLAN, DESIGN GUIDANCE AND ACTION PLAN

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1.0 INTRODUCTION

Creating a positive trajectory

One of Glasgow's most famous institutions, the Barras was founded by James and Margaret McIver in the interwar years and developed into an important and popular area of covered market stalls and street traders. In the mid-20th century it was the place to go to in the city for a bargain and in many ways was a place that helped to define the city and the East End in particular. It was an essential feature of the tourist itinerary as recently as the 1990s.

But the Barras is not what it used to be. The markets are quieter. There are fewer traders and visitors. Fewer people means less money and the effect of that can be seen in the air of neglect that pervades many of the streets. Fewer people are interested in working in the retail sector once occupied by the Barras and few have the skills and experience to make stall-trading work as a business. Moreover, there are serious issues around succession as few are interested in continuing old family traditions of stall-holding.

Yet there is evidence of recent investment: artists have begun to move into the area in recent years, and new events spaces and venues like BAaD and St Luke's are beginning to take off and change perceptions of the area.

The essence of this study is that the Barras could be much better than it is – and contribute much more to Glasgow. The history, character and energy of the Barras have enormous

potential, especially being located so close to the Merchant City and the city centre. The Barras should again be one of the city's 'must-visit' neighbourhoods, rather than the shabby and underwhelming area that it is seen by many to be at the moment. Times have changed and shopping habits have moved on and so rebuilding the Barras as it used to be isn't a viable way forward. What is needed is to create a positive trajectory for the neighbourhood that mixes revitalisation of the markets with new enterprise and investment.

But what are the critical actions that would create that positive trajectory for the Barras?

This masterplan, design guidance and action plan seek to answer that question. The document's immediate purposes are as a Council document to:

- inform Council expenditure from existing budgets over the coming months
- assist the Council in identifying additional resources from future budgets
- be a material consideration in determining planning proposals

The main proposals contained in this document are therefore physical design initiatives focusing on streets, buildings and spaces because the delivery of these

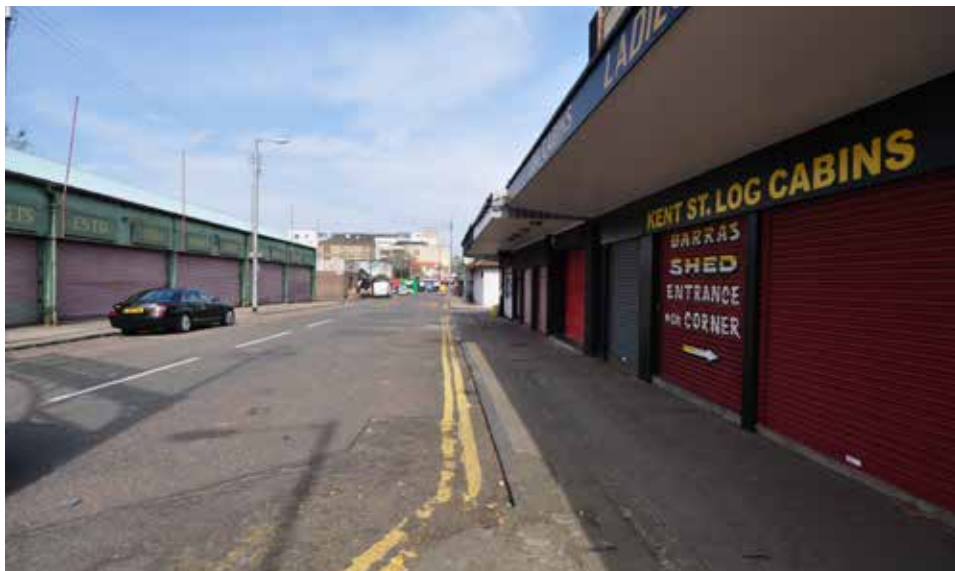


The Barras circa 1960

improvements can be led by the City Council. The Council's intention is for these initiatives to have a catalytic effect on the area, encouraging further investment and activity by local businesses, organisations and individuals.

In addition, the report also identifies complementary non-physical actions to maximize the benefits of the physical initiatives. The purpose is to build on recent Council initiatives – like the Calton Barras Action Plan and the Barras Vacant & Underused Floorspace Grant Scheme – in order to set an agenda for intervention in the area over the coming decade.

an air of neglect pervades many of the streets



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Recent Council initiatives

The City Council has undertaken a programme of plans and investment in the area over recent years, including:

Calton Area Development Framework 2012

This provides a strategic approach to improving the long term future of the Calton Barras area through placemaking guidance and policies. The objectives for the Barras are to promote the area as a mixed use, adaptable market hub, reconnect it to the city centre, support new businesses (especially in the creative sector) and create employment.

Calton Barras Action Plan 2012

This five year programme of actions was prepared in response to the Calton Area Development Framework as a means of identifying deliverable projects, kick-starting regeneration of the area and releasing £3.5m capital funding. Recommended projects include building repairs, public realm works, improvements to public spaces and support for businesses, events and activities.

Since the action plan was prepared, a number of projects have been completed:

- shopfront Improvement Scheme: improvements to over 70 shopfronts on key routes including repainting, repairs and signage
- environmental improvements at Bain Square and Bain Street

- Barras Vacant and Underused Floorspace Grant Fund: six refurbishment projects to increase activity and diversity through the provision of artists' studios, craft markets and event/gallery space - St Luke's was completed in September 2015, Many Studios and BAaD are on site, and other projects are aiming to complete by March 2016.
- resurfacing of Gallowgate and London Road between Glasgow Cross and Moir Street
- the temporary Barrowland Park has improved the approach to the Barras from the city centre. The City Council's aspiration is that the site should be redeveloped and the Album Path artwork relocated to an appropriate location such as outside Barrowland. Lighting improvements under the two railway bridges are programmed to start in 2016

Collaborative action

Notwithstanding these achievements, creating a successful future for the Barras will only be achieved through the actions of local businesses, organisations and people. Although Glasgow City Council can set out a physical framework for the future and may be able to continue to support physical improvement of the Barras and the surrounding area, this in itself will not bring about regeneration and long term stability. This document is intended to provide a

framework for the kind of collaborative action that will be necessary in bringing about beneficial change.

Current wisdom suggests that local business and residential communities should play a greater role in designing and delivering the future of their places. Equally, attractive and distinctive shopping areas are often now characterized by more than just retail, with events, entertainment, recreation and other aspects of civic life being vital parts of the mix. The Barras is ideally placed to develop a more stable and active quarter which appeals to the existing community, to visitors and also to potential new enterprises and individuals.

This way of thinking also means that reinvigorating the Barras is not simply about the Council: it is about encouraging entrepreneurial spirit so that businesses and individuals will invest time and money in generating more activity and buzz. The Council and its public sector partners will undoubtedly have leading roles in investing in streets and public spaces, regulating the markets, ensuring public safety and facilitating people and organisations to work together. But the public sector has very little land or property in the Barras and so it will be local enterprises and community groups that will ultimately bring more activity to the area.

In recognition of that, our approach to this work has been collaborative too. From the outset, we have worked with key people who are active in the Barras (particularly those



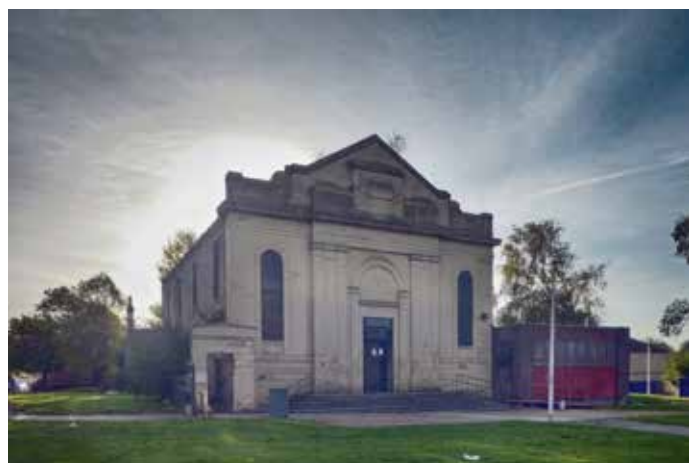
shopfront improvement scheme - before and after

involved in the Action Barras Calton group) and explored their issues and ambitions. Those discussions led firstly to the future vision in Chapter 2 and then to the proposals in Chapters 3 onwards. Whilst the vision and proposals are all the responsibility of the consultant team, we hope that they reflect the collective aspirations of everyone who has been involved.

We are very grateful to all those who have given so freely of their time to plan a positive future for the Barras, and wish them every success in implementing the proposals in this report.



shopfront improvement scheme - before and after



Vacant and Underused Floorspace Grant Fund: St Luke's - before and after



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the Barras circa 1950s



Barrowland Ballroom frontage

2.0 THE PLACE

THE PAST

Change is a familiar theme in the Barras. Calton Mouth, Cross Gibson Street, South St Mungo Street and Deacon's Lane were familiar street names in the area in Victorian times but have long since disappeared from the map.

In the nineteenth century, what is now the Barras was one of Glasgow's most densely built up areas – it contained houses, businesses, factories as well as churches and a school. It was a packed maze of tenements and closes in which people lived and worked. It had an incredibly high intensity of activity and density of use. There wasn't a market shed in sight.

By 1900, the wide new thoroughfares of Moncur Street, Stevenson Street and Bain Street had been driven through the dense fabric to create the pattern of streets that we see now. Today's market sheds did not begin to appear until the 1920s as the area's street hawkers started to move their stalls into purpose-built structures.

Barrowland followed in the 1930s, with its combination of market hall below and ballroom above, rebuilt in the late 1950s with its iconic neon sign.

THE PRESENT

The relationship between the Barras and surrounding neighbourhoods has also changed over the decades. No longer are there unbroken runs of buildings and activity to draw people to the Barras from the city centre, Glasgow Green and Duke Street.

As Figure 2.3 shows, swathes of vacant land to the south, west and north of the core Barras

the original Barrowland Ballroom



areas emphasise the lack of activity and quietness of the streets in the core area.

As well as these significant amounts of under-utilised land, the Barras today is characterised by low density buildings, many of them reduced to single storey from the four storey buildings which once typified the area – emphasising the reality that, for the moment, land supply far exceeds demand for development.

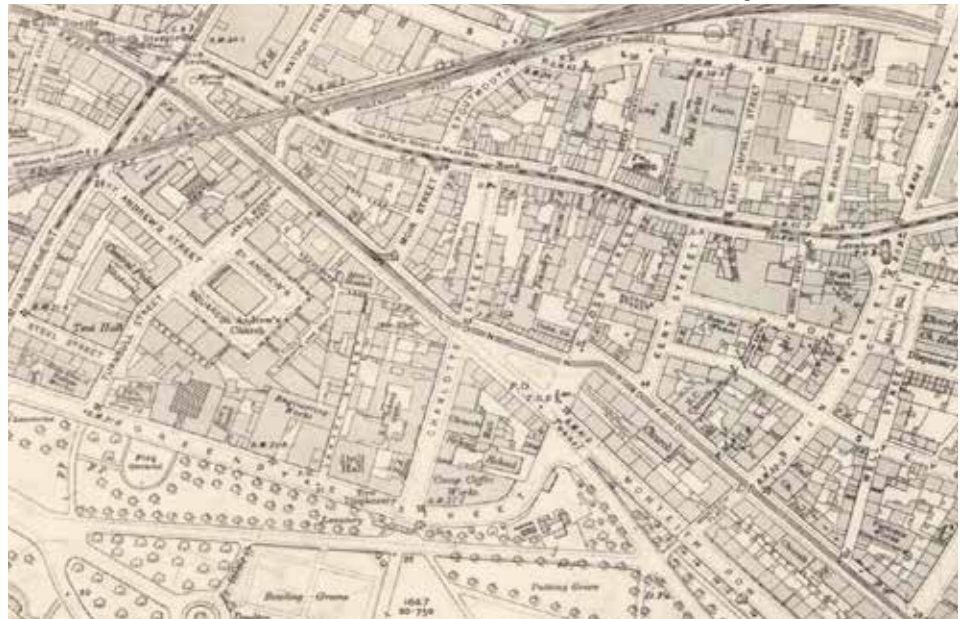
Barrowland has long been a legendary venue for visiting bands and is one of the must-play venues in the UK.

A list of bands that have played at the Barrowland Ballroom is the centrepiece artwork of the temporary park east of Glasgow Cross between Gallowgate and London Road.

Fig 2.1 The Barras circa 1870

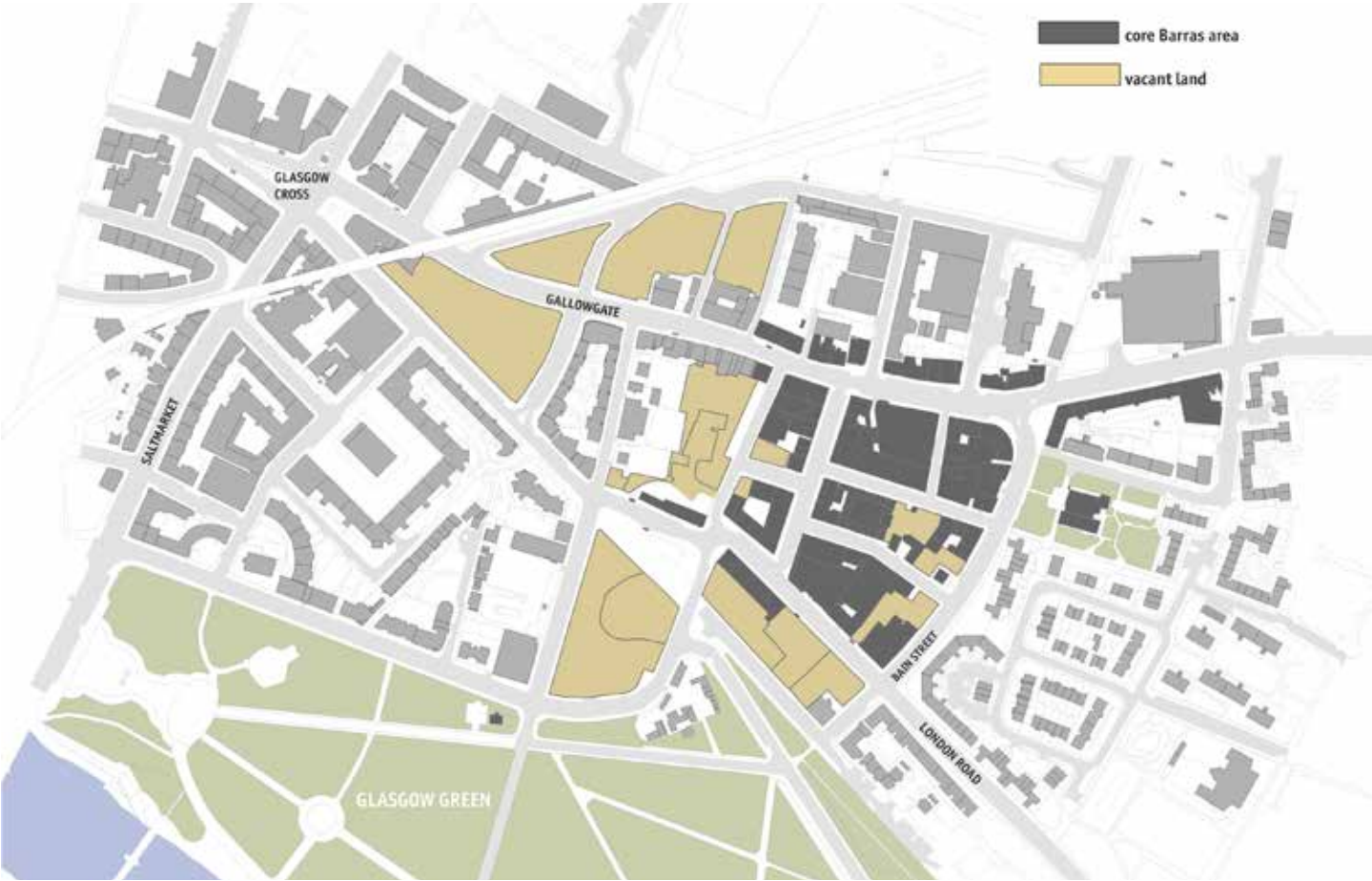


Fig 2.2 The Barras circa 1913



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Fig 2.3 The Barras - core area and vacant land



While the Barrowland venue has been a major focus for music in the area for many years, a broader spectrum of interest is developing with the addition of the BAaD and now St Luke's venues. These mean more opportunities for music and performance - BAaD organised a successful music weekend in May 2015 in conjunction with 23rd Precinct Music..

Glow Arts sell folk and jazz CDs and vinyl and the First Run Records label operates from BAaD, which also provided the venue for the first ever First Run Live Event in December 2014.

In the wider area around the Barras, music-related outlets emphasise that music is one of the key and most popular elements emerging in the area.

vacant sites in the core Barras area



vacant site on the periphery of the Barras



blank ground floor frontages on London Road



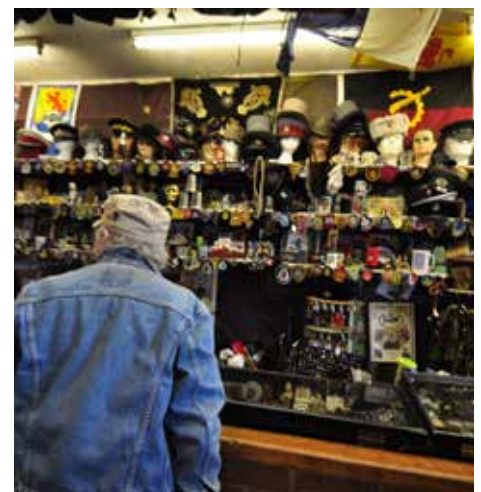
The Barras



the low density single storey environment of much of the Barras dates back to partial tenement demolitions in the 1960s and 70s



there are many positive aspects of the Barras environment, people and culture including popular and well-run stalls, specialist record and model outlets, hairdressing and laundry services



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Artists are also moving to the Barras area and Wasps at Dovehill Studios in East Campbell Street, which has been there for 30 years, currently host 40 artists. Many Studios plan to open a base for artists in vacant property in Ross Street in 2016 and the Pipe Factory currently hosts seven artists operating from premises in Bain Street.

However the area still lacks vibrancy when venues are closed or during the week when many businesses seem to operate from behind roller shutters, offering nothing to the street in terms of atmosphere and activity. Weekend markets and stalls are much quieter than they were in decades past and the level of trading and take-up of stalls is substantially lower than it was ten years ago.

The spatial distribution of the markets, entertainment venues and places to eat and drink in the area (see Figure 2.4) seems to suggest a very positive and growing collection of active uses although these do not necessarily operate in the public realm. Few of these animate the streets of the area and there is little or no evidence of the development of cafes or coffee shops in the area. Some businesses are closed during the week while others are closed at weekends. This suggests that an overall plan and agreement needs to be reached on how these diverse uses operate, when they operate and how synergy can be developed between them to help the Barras to be a more active and intensely used area.

the famous Barrowland neon frontage



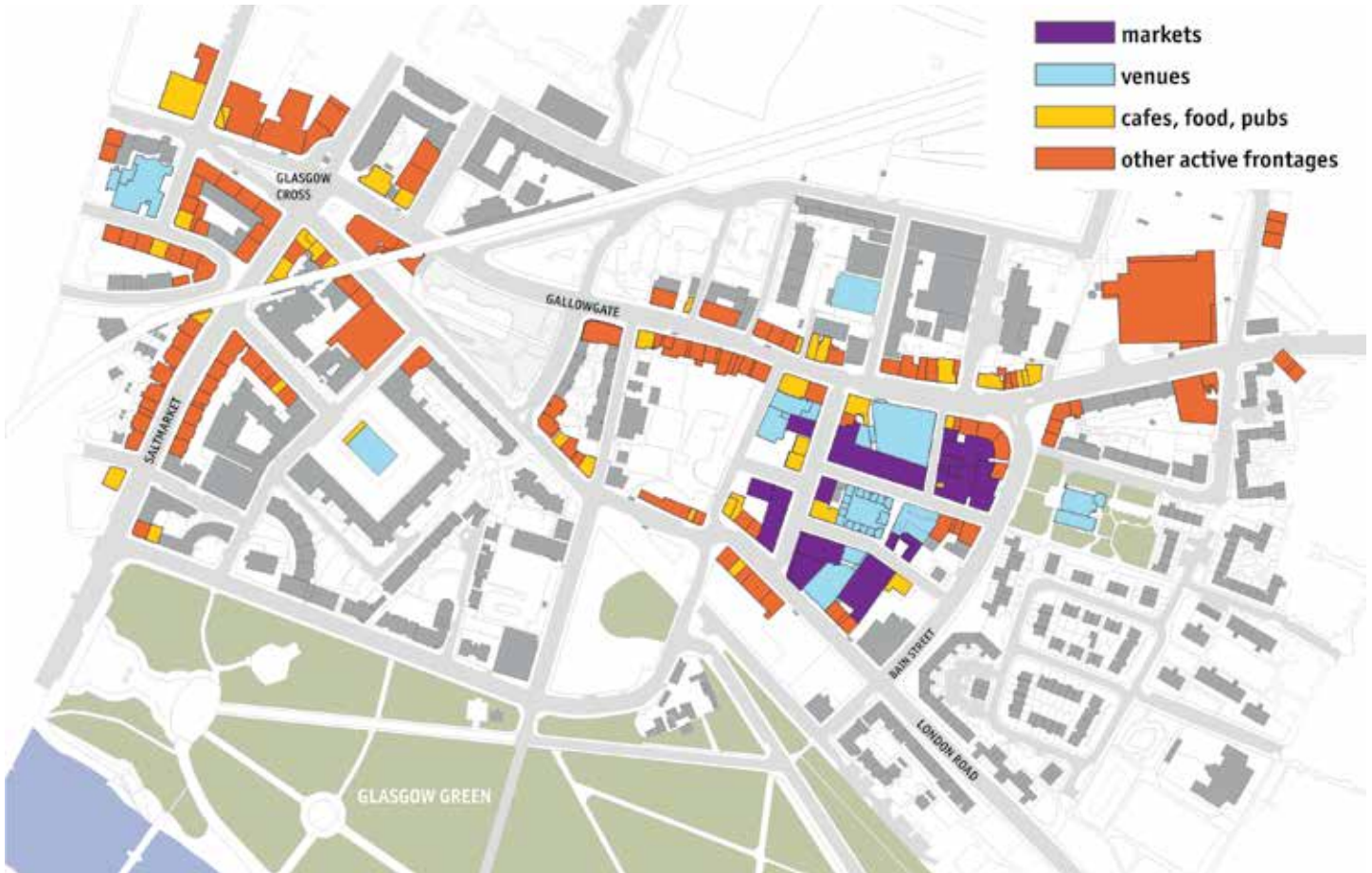
posters on the staircase inside the Barrowland Ballroom



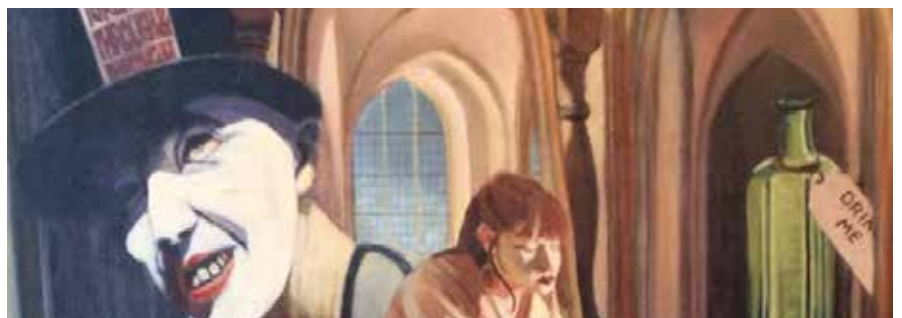
a typical night at Barrowland Ballroom



Fig 2.4 activity and uses around the Barras



Brian McGeoch, Shirley Girdwood and Alison Pierz:
at Dovehill Studios, East Campbell Street



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workshops sessions in summer 2015

THE FUTURE

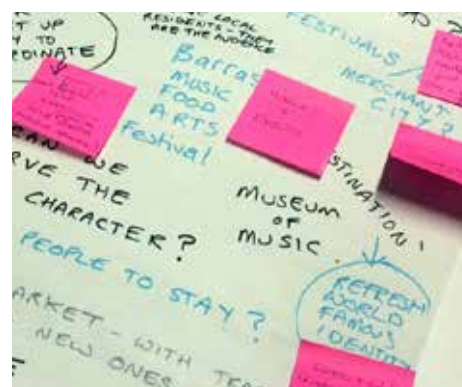
The future of the Barras was explored in a workshop session in summer 2015 by around 25 people active in the area, comprising businesses, landowners, politicians and residents drawn largely from the Action Barras Calton group. Their conclusions were:

- creating the Barras as a destination again: appeal to families and young people – wider variety of businesses, café culture, street entertainment, music, evening events – make the most of attractions like Barrowland, BAaD and St Luke's to create more activity/vibrancy
- more co-ordination and programming of events – create a “city events quarter”, a Barras Festival, a marketing/events co-ordinator
- don't give up on the markets yet – paint the sheds, bring in new blood, offer financial incentives, retain established stalls too
- spruce the place up – better lighting, paint the market sheds, ensure that the area is cleaner and tidier, develop derelict sites around the Barras for buildings or stalled spaces
- stitch the Barras back into surrounding neighbourhoods – develop vacant sites between Barras and other parts of the city (for housing or as stalled spaces), improve rail connections and parking, better lighting
- redevelop vacant sites around the Barras – no more housing within the Barras (except possibly a very limited amount of live-work), but definitely on vacant sites around the edges of the core Barras area
- provide benefits to local community – access to enterprise/jobs/learning/arts opportunities, discounted/subsidised access to facilities/opportunities, links to schools, create community hub
- support existing businesses as well as bring in new blood
- mix old and new, but keep the character: market sheds, traditional stallholders, established businesses – and don't gentrify the Barras
- better communication and consultation – give local residents, businesses and stallholders a stronger voice in the decision making process – perhaps a

new organisational structure is needed (like a Business Improvement District) to encourage people to work together

- create the conditions for artists and enterprises to thrive: accessible, affordable, minimal regulation
- marketing and advertising – interesting and positive stories about people, businesses, facilities and initiatives

This collective ambition for the future of the Barras was taken as the basis for developing proposals. In other words, the masterplan and design guidance described on the following pages respond to this collective vision.



3.0 PUBLIC SPACE IMPROVEMENTS

This chapter describes a set of proposals to improve the physical quality of the streets within and immediately around the Barras – investing in the public realm as a catalyst to:

- encourage private investment in buildings
- improve the look and feel of the neighbourhood
- encourage people to explore the heart of the Barras
- boost trade for businesses and stallholders by creating a better trading environment
- improve pedestrian and cycling

infrastructure

- create a better balance between vehicles and pedestrians in a low speed environment
- make it easier and safer to cross the roads in the area

The aim of this set of proposals is to generate more street activity and assist the regeneration of the Barras.

Most of the proposals described in this chapter are capital projects which can be led by the Council - the text and graphics are designed to act as briefs for the detailed design work that will be required before any construction work

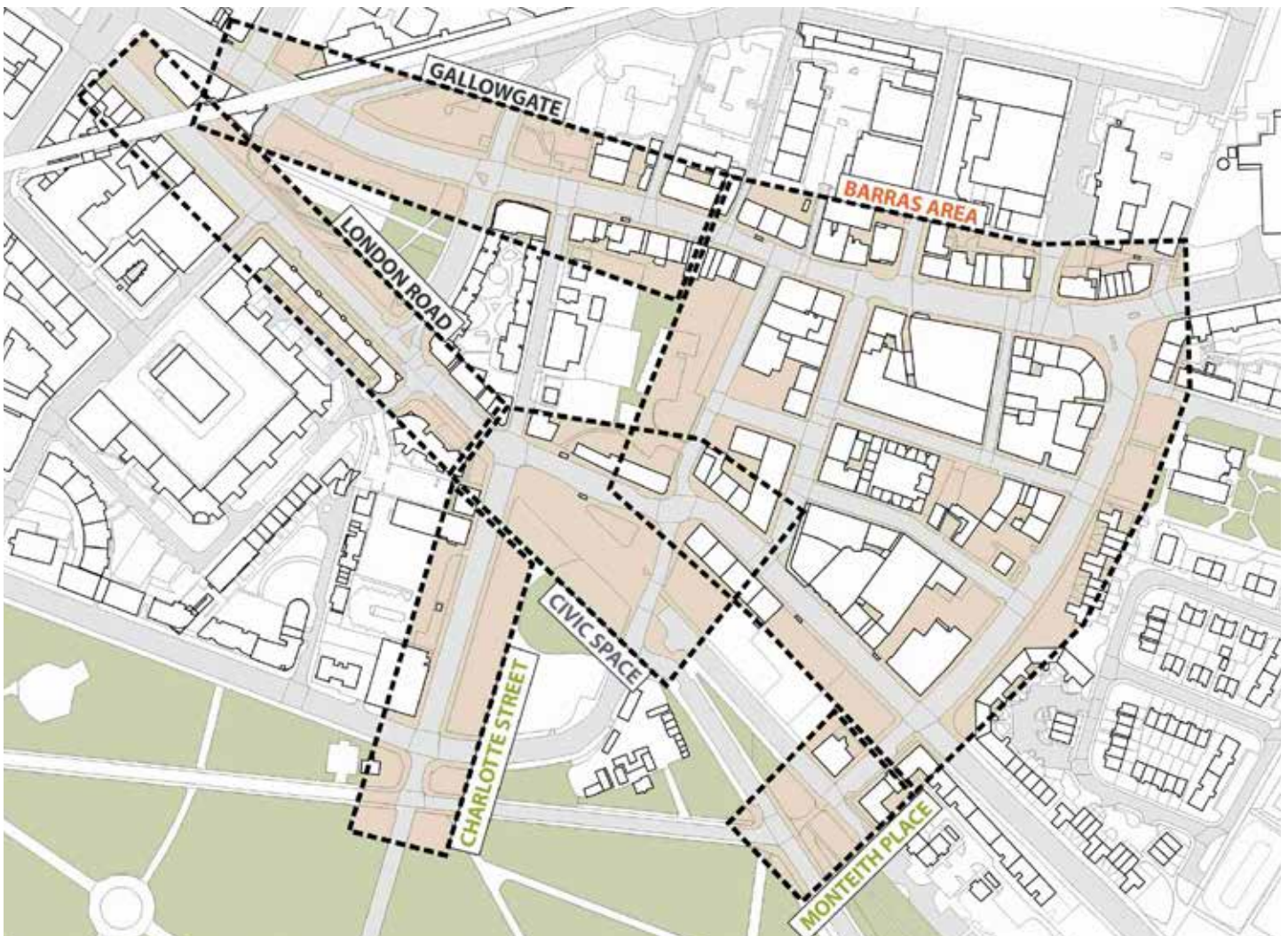
can start on the ground. It should be noted that these proposals have been identified as opportunities by the consultant team and are indicative being subject to detailed design, costings to ascertain their deliverability and approval by Glasgow City Council

1 BARRAS AREA:

These are the key features of proposals for the core Barras area:

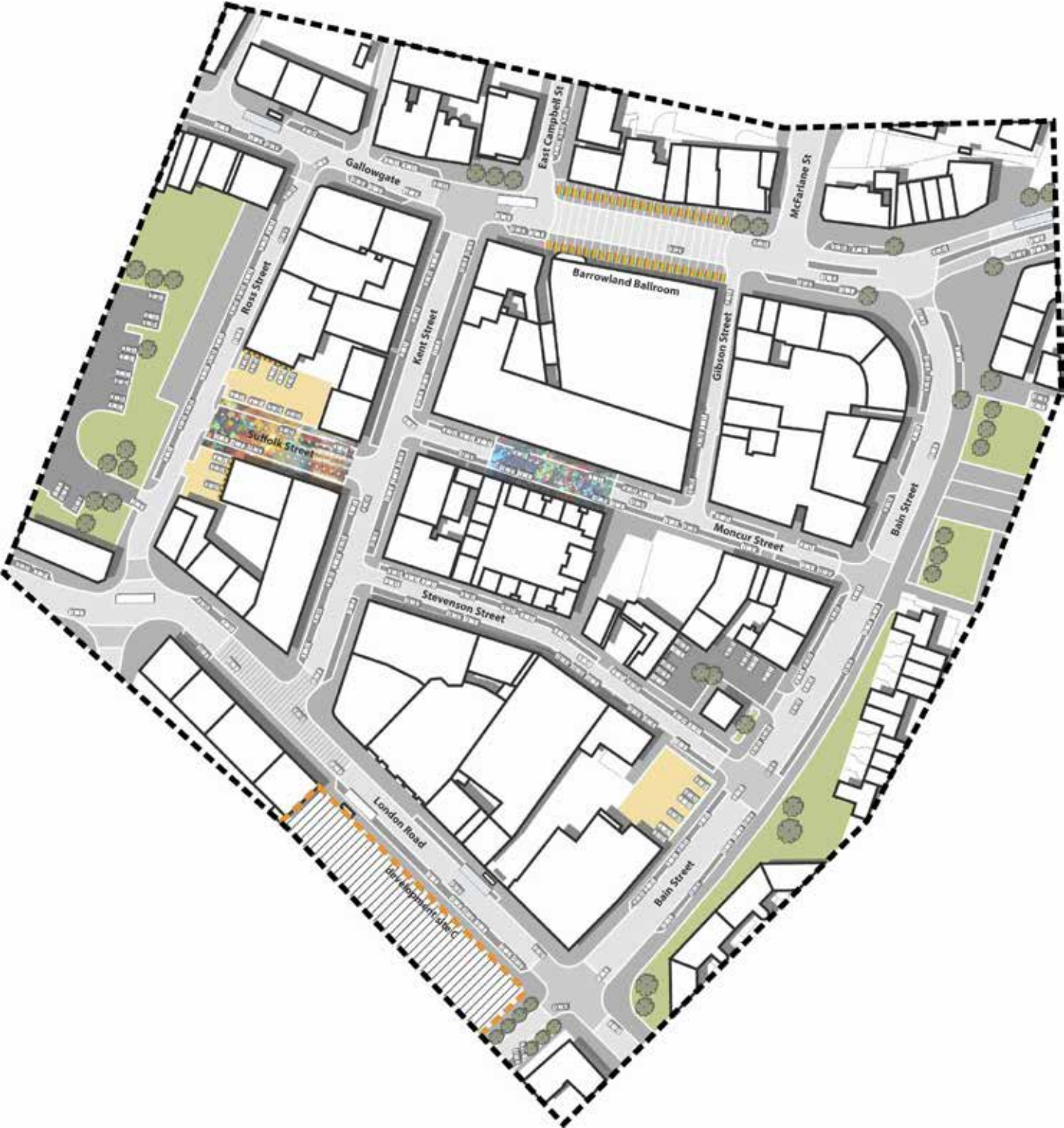
- road narrowing/low speed entrances to the Barras at London Road/ Kent Street, Gallowgate/ Kent Street, Bain Street/ Moncur Street and Bain Street/ Stevenson Street

Public Space Improvements: Key Area Plan



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Public Space Improvements: Core Barras Area



- wider pedestrian friendlier space at the southern entrance (London Road/Kent Street) with narrower traffic lanes, wider footways, more stall space outside the market shed or potential new Barras Museum/Heritage Centre; wider footpath outside Saint Alphonsus
- opportunities for art-related public realm projects - street painting/art project on Suffolk Street and outside BAaD on Moncur Street - create a visually more attractive/interesting space to go to/visit but also keep it open for access, parking and market as usual
- internal roads system in the Barras will stay, proposed junction narrowing by creating footways across corner access points
- explore the potential of new low speed street space outside Barrowland Ballroom to slow down traffic - a Barrowland Square - pedestrian friendly with more space for outdoor stalls, flexibility about pedestrian or parking space; the art work on the temporary Barrowland Park could be transferred to either side of footpath of this project following the future development of Barrowland Park
- Barrowland and other spaces should be flexibly designed so that they could accommodate large numbers of people when venues are being used for performances and events are being held - the Bain Square space in particular could benefit from events programming of the course of the year, co-ordinated with activity in St Luke's
- three spaces, currently used as car parks (corner Bain Street/ Stevenson Street and corners Suffolk Street/ Ross Street), - if not developed - could become multi-functional spaces, depending on what's happening in the Barras area - car park/stall, space/sports or play area
- the junctions at Bain Street/ Gallowgate and Bain Street/ London Road are narrowed to slow down traffic and make it easier for pedestrians to cross - at each junction, provide more space and better lighting for pedestrians and outdoor business activity
- improved cycling infrastructure

before and after visualisation of proposals for a new public space outside Barrowland Ballroom



before and after visualisation of proposals for a new public space outside Barrowland London Road Shed



Fig 3.4 Barras public realm improvements Phase 4

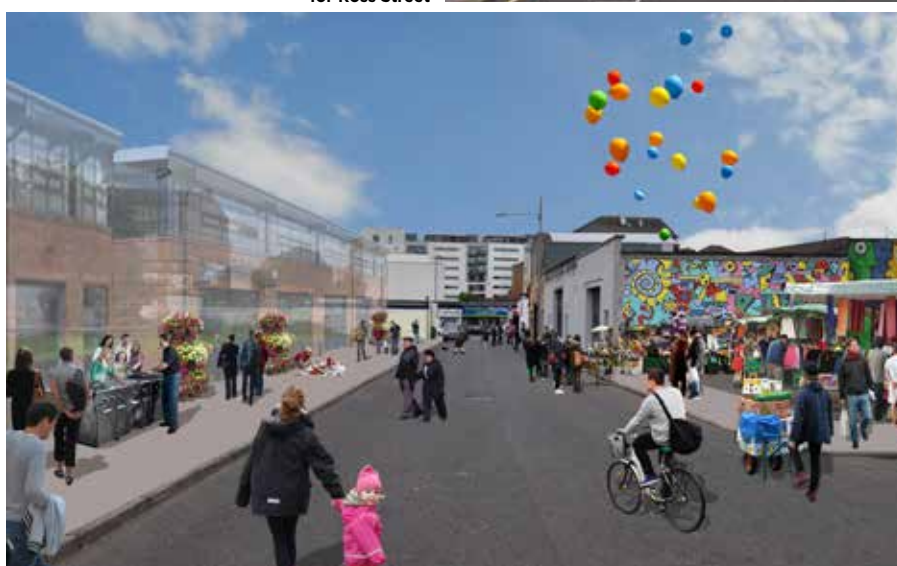
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- generally upgrade the quality of street surfaces and lighting
- clearer marking of outdoor trading areas to enable easier enforcement of trading standards
- consider appropriate locations for installation of CCTV
- simple measures to control vehicular access whilst markets are operating (combining enforcement with temporary physical measures)
- refresh/refurbish public realm, buildings and the Barras 'gateway' features
- prioritise the London Road / Ross Street and Gallowgate / Bain Street junctions should be particular priorities, as they are the most challenging for pedestrians at the moment

The before-and-after visualization outside Barrowland illustrates wider pavements and reduced carriageway width and parking. This image shows existing on-street car parking spaces being replaced by pedestrian space. The number and management of parking spaces would be agreed at the detailed design stage; the aim should be to maximize short-stay parking for customers and deliveries.

There would still be space for bands' tour buses to park up outside Barrowland as they do now with other, existing traffic accommodated. Figures 3.6 and 3.7 illustrate, in plan form, how this section of street could operate on weekdays and market days. The before and after visualization of the Gallowgate / Bain Street junction illustrate how this important junction could be transformed.

before and after visualisation of proposals for Ross Street



before and after visualisation of proposals for 3D street art on Moncur Street



2 LONDON ROAD CIVIC SPACE:

- The London Road/Greendyke Street junction area could in future be transformed into a civic space with a larger greenspace/park. The form of this would ultimately depend on the uses within the development of the Charlotte Street/Greendyke Street site – for example a hotel development could work to animate the civic space as could the future vision for a Glasgow Green - Barras railway station, creating a new entrance to the Barras.
- London Road/Charlotte Street junction will be narrowed to slow down traffic and encourage pedestrians to cross more easily
- Greendyke Street and Ross Street will also have safer crossing points for pedestrians
- Cycling provision to be maintained and enhanced

part to encourage more people to make the journey to the Barras, on foot and by cycle.

Better connections to Glasgow Green will also help by encouraging visitors to the Green and the People's Palace to visit the Barras.



3 RECONNECTING THE BARRAS TO THE CITY CENTRE AND GLASGOW GREEN

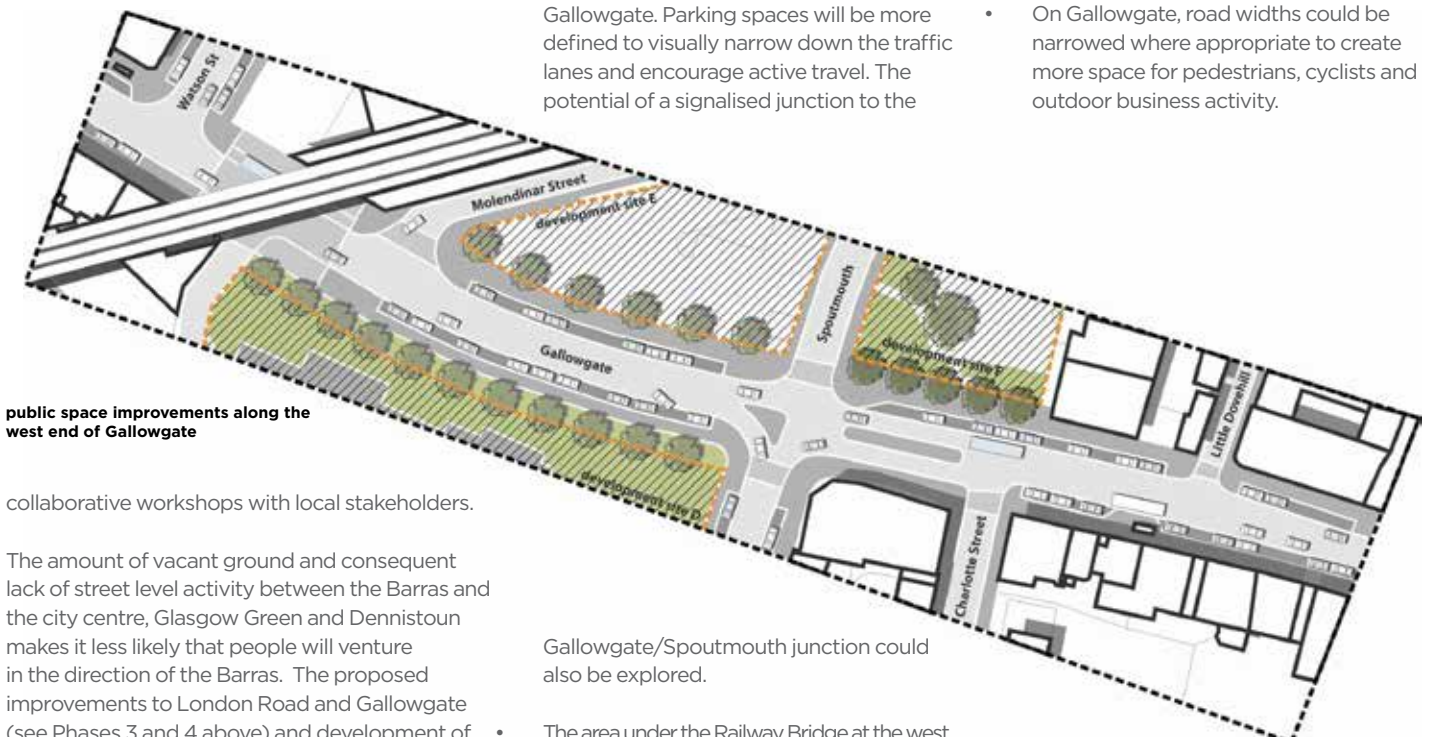
Reconnecting the Barras to surrounding areas, particularly the city centre and Glasgow Green, was an important priority emerging from the

Gallowgate:

- Under proposals for Gallowgate there will be easier defined pedestrian crossings/footways over all the junctions along Gallowgate. Parking spaces will be more defined to visually narrow down the traffic lanes and encourage active travel. The potential of a signalised junction to the

to highlight entering the Barras area - this could involve surfacing around/under the bridge in different materials and Barras advertising or light installations on the bridge

- On Gallowgate, road widths could be narrowed where appropriate to create more space for pedestrians, cyclists and outdoor business activity.



public space improvements along the west end of Gallowgate

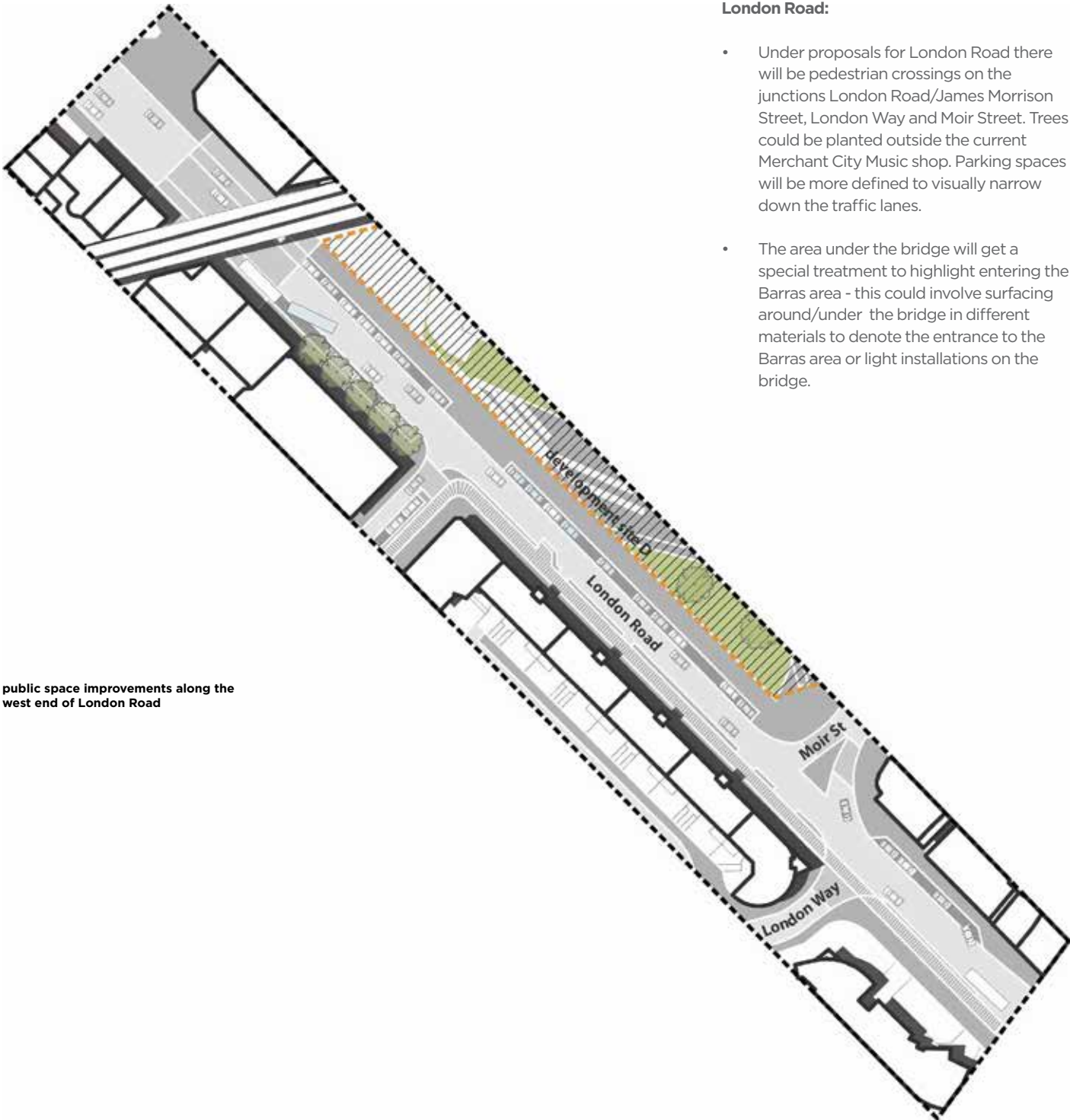
collaborative workshops with local stakeholders.

The amount of vacant ground and consequent lack of street level activity between the Barras and the city centre, Glasgow Green and Dennistoun makes it less likely that people will venture in the direction of the Barras. The proposed improvements to London Road and Gallowgate (see Phases 3 and 4 above) and development of key sites (see chapter 4 below) are designed in

Gallowgate/Spoutmouth junction could also be explored.

- The area under the Railway Bridge at the west end of Gallowgate will get special treatment

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public space improvements along the west end of London Road

London Road:

- Under proposals for London Road there will be pedestrian crossings on the junctions London Road/James Morrison Street, London Way and Moir Street. Trees could be planted outside the current Merchant City Music shop. Parking spaces will be more defined to visually narrow down the traffic lanes.
- The area under the bridge will get a special treatment to highlight entering the Barras area - this could involve surfacing around/under the bridge in different materials to denote the entrance to the Barras area or light installations on the bridge.

Charlotte Street:

- Under proposals for Charlotte Street it is intended to keep two lanes of traffic and parking along both sides. The road lanes will be narrowed allowing the eastern footpath to be widened. Street trees will be planted to create a more pleasant walking connection between London Road and Glasgow Green.
- The junction of Greendyke Street/ Charlotte Street could be narrowed through defined parking bays and a changed road surface. This will have the effect of slowing down traffic and helping pedestrians to cross the street more easily and improve cycling infrastructure.

before and after visualisation of proposals for Charlotte Street



public space improvements along Charlotte Street linking London Road to Glasgow Green



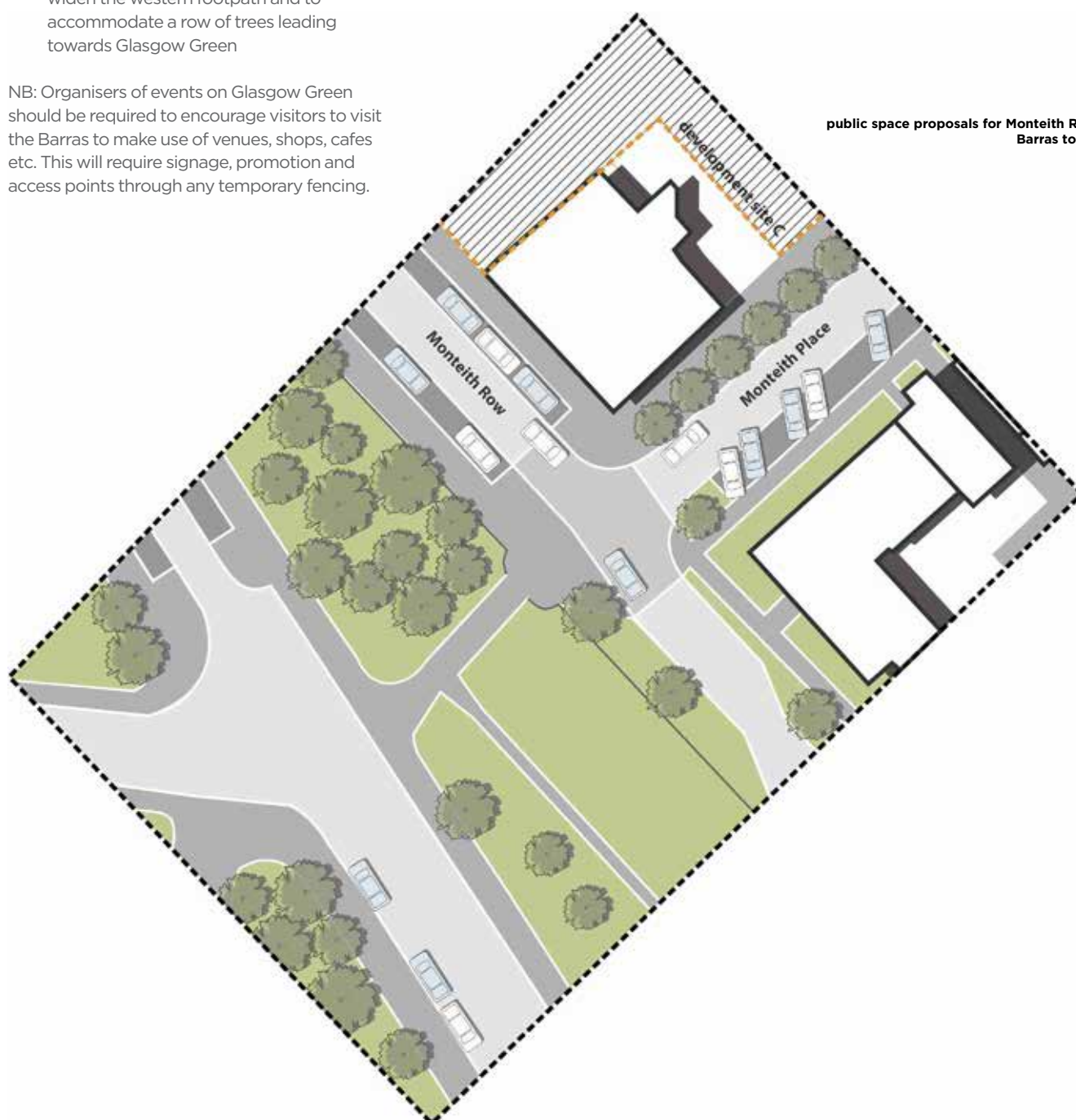
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Monteith Place:

- Under proposals for the junction of Monteith Row/Monteith Place could be narrowed to slow down speed and make it easier for pedestrians to get to/from Glasgow Green
- Monteith Place could be narrowed to widen the western footpath and to accommodate a row of trees leading towards Glasgow Green

NB: Organisers of events on Glasgow Green should be required to encourage visitors to visit the Barras to make use of venues, shops, cafes etc. This will require signage, promotion and access points through any temporary fencing.

public space proposals for Monteith Row - linking the Barras to Glasgow Green



4.0 DESIGN GUIDANCE

THE NEED FOR NEW DEVELOPMENT

New development on vacant ground in and around the Barras will be an important generator of new activity and footfall, to make the area more visually attractive, and to stitch the Barras back into the fabric of the city.

New development should be encouraged not only on sites within the Barras, but also on sites between the Barras and the city centre / Glasgow Green:

- **Gap sites within the Barras.** This includes sites with committed proposals already being taken forward by Thenue Housing Association, Many Studios and BAaD. In the medium to longer term, a number of other sites which are currently vacant or being used as car parking should be developed. These could be used to accommodate, for example, local aspirations for business units (possibly on the gap site car park west of Ross Street), a Barras heritage and community centre (possibly in the London Road / Suffolk Street market shed, appropriately refurbished and extended) or other commercial, cultural or leisure uses.
- **Sites which connect the Barras** and the city centre, such as the 'Homes for the Future 2 and 3' sites (potential for mixed use including hotel and residential uses) between London Road and Glasgow Green and, in the longer term, the community aspiration for a new 'Barras and Glasgow Green' railway station between Argyle Street and Bridgeton stations on the low-level Argyle Line. Development of the triangular site north side of London Road at the temporary Barrowland Park is critical to encourage people in the city centre to venture along Gallowgate. For this site and any future development on the site of the temporary Barrowland Park, ground floor frontages to London Road and Gallowgate should be in active daytime and evening use to animate the street.

The before-and-after visualisation of Ross Street in the previous chapter illustrates an aspiration for new business units on the car park and vacant ground on the west side of the street and increased market activity on the east side with community art interventions. The business units could be used to provide easily accessible premises for social or private enterprises.

STIMULATING DEVELOPMENT

The Council should continue to work proactively with landowners and developers to expedite development of the vacant sites within and around the Barras. Recommended actions for the Council's planning and economic development functions include meeting individually with site owners/ developers, preparing marketing prospectuses to promote individual sites or the area as a whole to agents, and using available grant schemes and powers to accelerate development. This proactive stance could beneficially be supported through use of land assembly powers as required.

DESIGN GUIDANCE

The design guidance on subsequent pages should be used to ensure that new developments make a positive contribution to the area without being too prescriptive about design requirements.

The Barras area and its wider context reaching towards Glasgow Green to the south, the City Centre to the west and north towards Dennistoun is a profoundly urban area which retains a street system, history and character which, although eroded and battered, is still the most obvious basis on which to construct new development. There are many potential development and redevelopment opportunities within the core Barras area and its wider context. It would be inappropriate for the Council to produce design briefs for every possible development site at this stage. Instead, an overall approach to development in the Barras and in the wider context is set out, followed by specific guidance for four key sites.

OVERALL GUIDANCE

Within the Barras:

The heights of buildings within the core Barras area varies considerably. Many buildings are now single storey following demolitions in the 1960s and 70s but buildings that retain their original form are three to five storeys in height. The McIver's market sheds and BAaD are generally two storey and heights generally diminish from Bain Street towards Ross Street. There is some residential use still in the Barras area – along Gallowgate, Bain Street and Moncur Street – but the general view is that residential use is not considered to be practical or desirable except perhaps in a very small number of live/work units.

To introduce more uses and dynamism into the Barras area and restore urban grain and character, buildings over two storeys with a greater variety of uses and activity should be preferred to one and two storey developments.

Accepting the existing street pattern is the starting point for guidance in this area. Constructing to existing or original build-to lines will generally ensure that new development succeeds in rebuilding a dense urban framework and uses sites efficiently.

The local community has a number of aspirations which should be supported wherever possible, including:

- workspace/business units for social and private enterprises including start-ups
- musical practice and rehearsal facilities for rent by individual or groups of musicians
- space for information and activities on the heritage of the Barras
- indoor space for community groups

There are many opportunities to build on the heritage of the Barras. These may include restoring original shop frontages, looking after residual stonework and good brickwork or caring for old ironwork and other details and artefacts from the past. New development should try to work with existing fabric and

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artefacts wherever possible, although it is recognised that the spirit of the place is distinctly messy and eclectic and that heavy handed control is undesirable and unnecessary.

WITHIN THE WIDER AREA:

Four and six storey development is the best fit for the area and the most appropriate scale. That is largely what was extant in the area before the 1960s. This should apply to all residential development sites and to sites where residential is combined with business use or ground floor retail. However, the state of the market is such that proposals of two or three storeys will generally be acceptable if 4-6 storeys is not financially viable.

Accepting the existing street pattern is the starting point for guidance in this area. Constructing to specified build-to lines will generally ensure that new development succeeds in rebuilding a dense urban framework and uses sites efficiently.

On London Road and Gallowgate, development - whether business or residential - should be four or six storey with active ground floor uses.

Parking should be accommodated within the development, preferably in the form of basement parking, and should meet the current requirements of the City Council.

Choice of materials, style and aesthetic matters should comply with the current requirements of the City Council.

Key sites

There are key sites adjacent to the Barras which require more detailed design guidance:

- Homes for the Future 2 (bounded by Charlotte Street, Greendyke Road and London Road)
- Gallowgate – Molendinar Street and Spoutmouth
- Ross Street
- Barrowland Park site

Each of these is covered in turn on subsequent pages.

HOMES FOR THE FUTURE 2

Aspiration

Development should retain the grain and street pattern of the area. A broad range of uses should be introduced to animate the street environment and produce better linkages between the city centre, the Barras and Glasgow Green. Uses could include retail, leisure, business, hotel and/or residential. Consideration should be given to the local aspirations outlined earlier in this section.

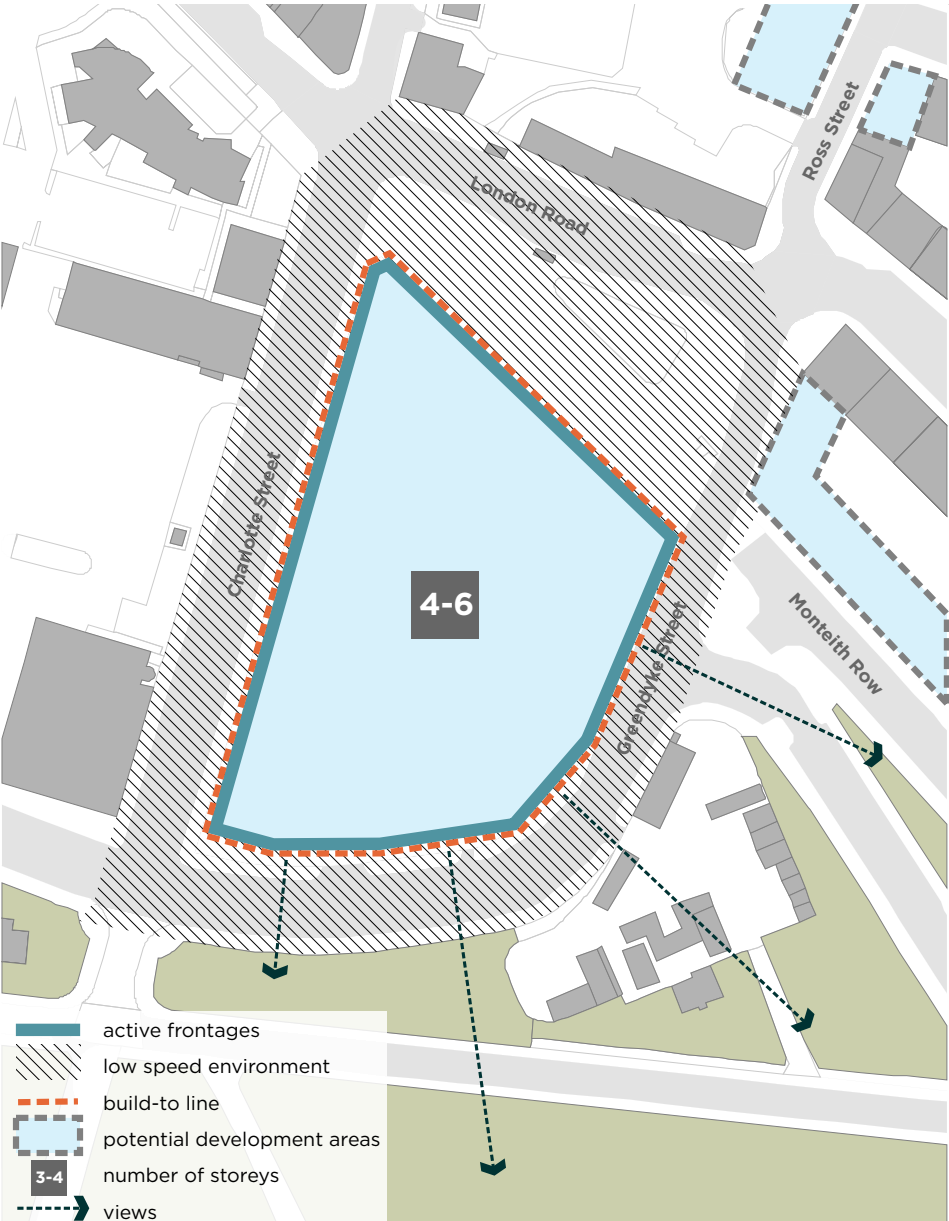
New Development

Form: New development should reflect the grain and street pattern of the existing area. New development should preferably be four or six storeys in height and follow the build-to lines specified on Figure 4.1.

Street design

To facilitate a better quality of pedestrian environment in the area, the development should allow for redesign of Charlotte Street and Greendyke Street as low speed

Fig 4.1 development parameters for the 'Homes for the Future 2' site



environments where there is a balance in favour of the pedestrian and cyclists over vehicles. The intention is not to exclude vehicles but to ensure that they do not dominate the environment of the area.

Access

Vehicle access should be from surrounding streets.

Pedestrian access should be given careful consideration, particularly the flow of pedestrians north and south through the site. Important connections to surrounding areas which should be accommodated in future development proposals are:

- links onto Glasgow Green
- link northwards to the Barras, Glasgow Cross and the Merchant City

Parking

Parking for new residential development will be integral to the development. All parking

provision will accord with the policies and requirements of the Council.

Open space

Open space shall be provided in accordance with the policies and requirements of the Council.

GALLOWGATE, MOLENDINAR STREET AND SPOUTMOUTH

Aspiration

Development should retain the grain and street pattern of the area and introduce a broad range of uses which will animate the street environment and produce better linkage between the City Centre, the Merchant City and the Barras.

Uses could include retail, business and/or residential. Consideration should be given to the local aspirations outlined earlier in this section.

The site lies adjacent to the proposed Crossrail route and would benefit from increased footfall and development pressure should a railway station open at Glasgow Cross High Level.

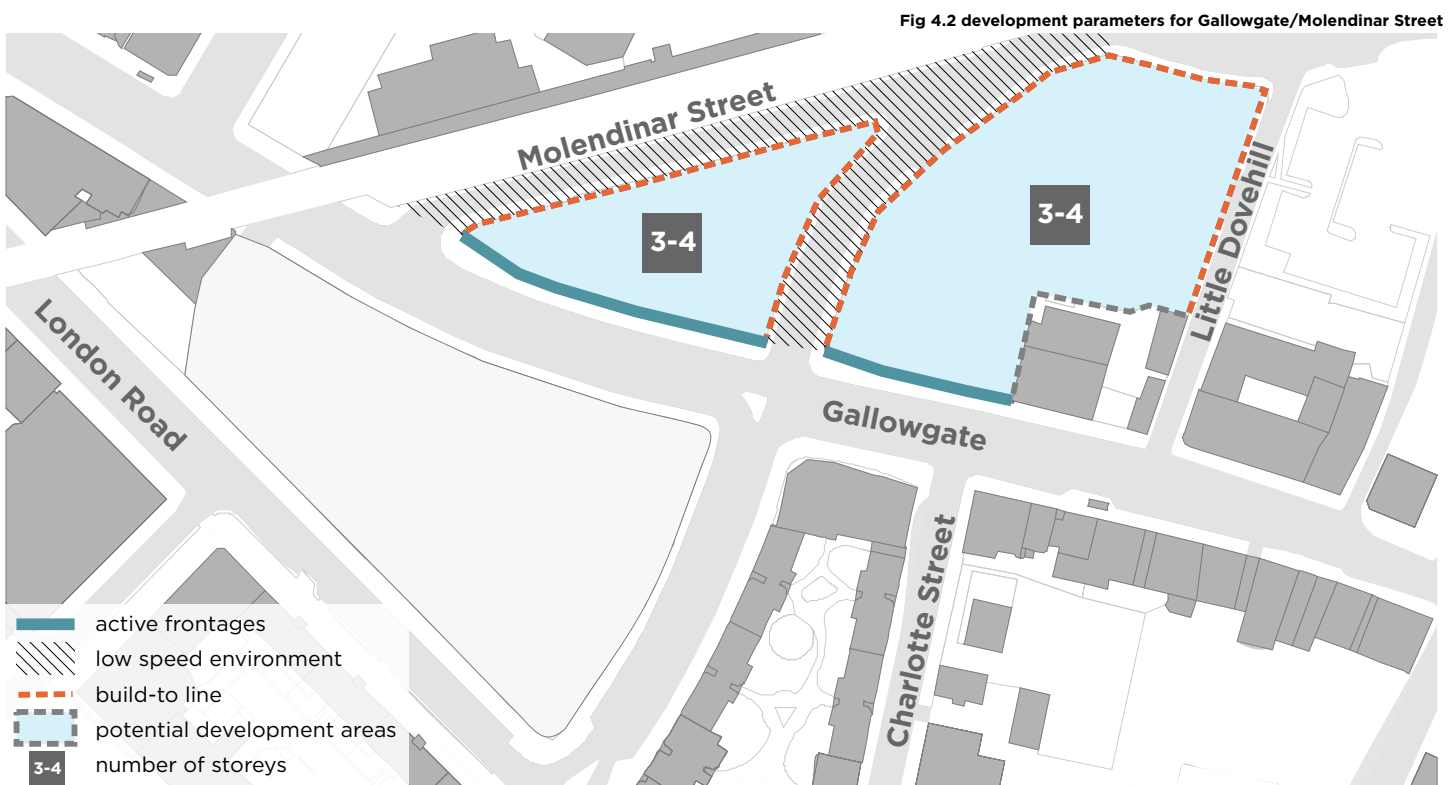
The site is critically important in helping to bridge the perceived gap between the Barras and the City Centre by introducing more interest at ground floor level and in animating the street environment.

New Development

Form: New development should reflect the grain and street pattern of the existing area. It should be four or five storeys in height and follow the build-to lines specified on Figure 4.2.

Street design

To facilitate a better quality of pedestrian environment in the area, the development should allow for redesign of Molendinar Street and Spoutmouth as low speed environments where there is a balance in favour of the pedestrian and cyclists over vehicles.



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Access

Vehicle access should be from surrounding streets.

Pedestrian access should be given careful consideration, particularly the through-flow of pedestrians along Gallowgate and through the site from Bell Street. These flows between the edge of the city centre and the Barras should be accommodated in future development proposals.

Parking

Parking for new business or recreational development will be integral to the development. All parking provision will accord with the policies and requirements of the Council.

Open space

Open space shall be provided in accordance with the policies and requirements of the Council.

ROSS STREET

Aspiration

Development should retain the grain and street pattern of the area and introduce a range of uses which will help to animate the street environment of the Barras during weekdays and at weekends.

In the short term, use of the area for parking is likely to continue given the parking restrictions in the wider Barras area. However in the longer term, the site should be regarded as a gap site which could be usefully redeveloped for business, commercial or leisure space. Consideration should be given to the local aspirations outlined earlier in this section. Careful consideration should be given to trading uses and especially to the relationship between Ross Street itself, the Many Studios development on the other side of the street and the interface between the ground floor of the development and the public space of the street.

New Development

Form: New development should reflect the grain and street pattern of the existing area. It

is likely to be two or three storeys in height and follow the build-to line specified on Figure 4.3. This has been set back into the site to create a larger public realm and forecourt area on Ross Street.

Street design

To facilitate a better quality of pedestrian environment in the area, the development should allow for redesign of Ross Street as a low speed environment where there is a balance in favour of the pedestrian over vehicles.

Access

Vehicle access should be from surrounding streets.

Pedestrian access should pay careful consideration to the through-flow of pedestrians between Gallowgate and London Road as well as to Suffolk Street.

Parking

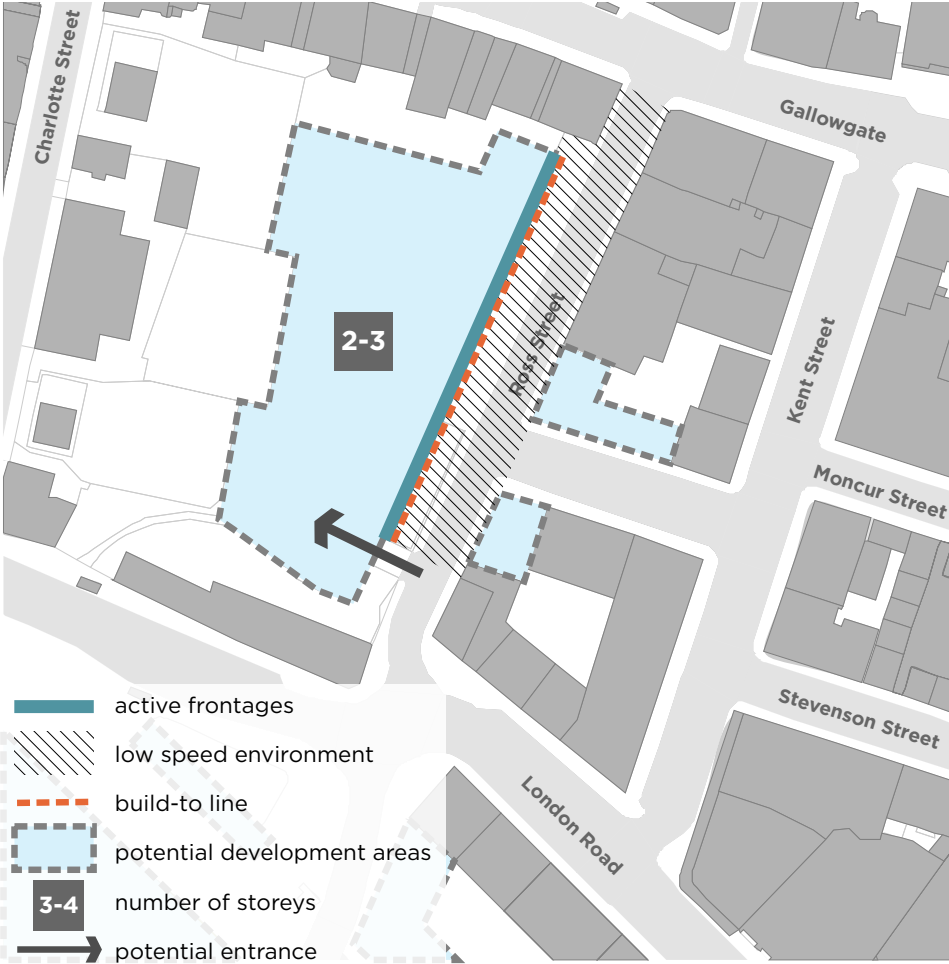
Car parking should be accommodated within the building or plot. All parking provision will accord with the policies and requirements of the Council.

BARROWLAND PARK SITE

Aspiration

Although currently a temporary park, this site is identified by the City Council as a development site. The aim of this guidance is to secure the best development possible on the site,

Fig 4.3 development parameters for the Ross Street site



and ensure that the Album Path artwork is relocated to an appropriate location such as outside Barrowland.

The site lies adjacent to the proposed Crossrail route and would benefit from increased footfall and development pressure should a railway station open at Glasgow Cross High Level. This would be key site if the Crossrail station was built, helping to kick-start development east of the railway and introduce more interest at ground floor level through active frontages

New Development

Form: The development of the site is a sensitive issue in that the temporary park has raised standards and aspirations around what the site could be. There is a community aspiration to retain open space on the site. An approach that allocates some areas for open space while allowing substantial development to take place offers the possibility of a quality development that satisfies a number of different aims.

Careful study of sun paths suggest that it might be possible to develop the site in a t-shape

along Gallowgate while allowing a more open green aspect to London Road. Ground floor units could be partially arcaded to allow access from Gallowgate to the greenspace. The development could be four or five storeys in height.

Street design

To facilitate a better quality of pedestrian environment in the area, the development should allow for redesign of Gallowgate, London Road and Moir Street as low speed environments where there is a balance in favour of the pedestrian and cyclists over vehicles.

Access

Vehicle access should be from surrounding streets.

Pedestrian access should be given careful consideration, particularly the through-flow of pedestrians along Gallowgate and London Road. These flows between the edge of the city centre and the Barras should

be accommodated in future development proposals.

Parking

Parking for new business or recreational development will be integral to the development. All parking provision will accord with the policies and requirements of the Council.

NB In the longer term, to make the Barras more accessible to a larger market, a new railway station could be opened at Glasgow Cross (part of the larger Crossrail scheme), where there is potential for an interchange station with the low-level Argyle Line. There is also a local aspiration to open a new station at The Barras and Glasgow Green (between Argyle Street and Bridgeton stations on the Argyle Line) and for improved local bus services, particularly north-south through the area.

Data produced by Railquest demonstrates that the Glasgow Cross station could have a transformational impact on the wider area beyond the Barras, boosting redevelopment and investment potential.



Fig 4.4 development parameters for the Barrowland Park development site

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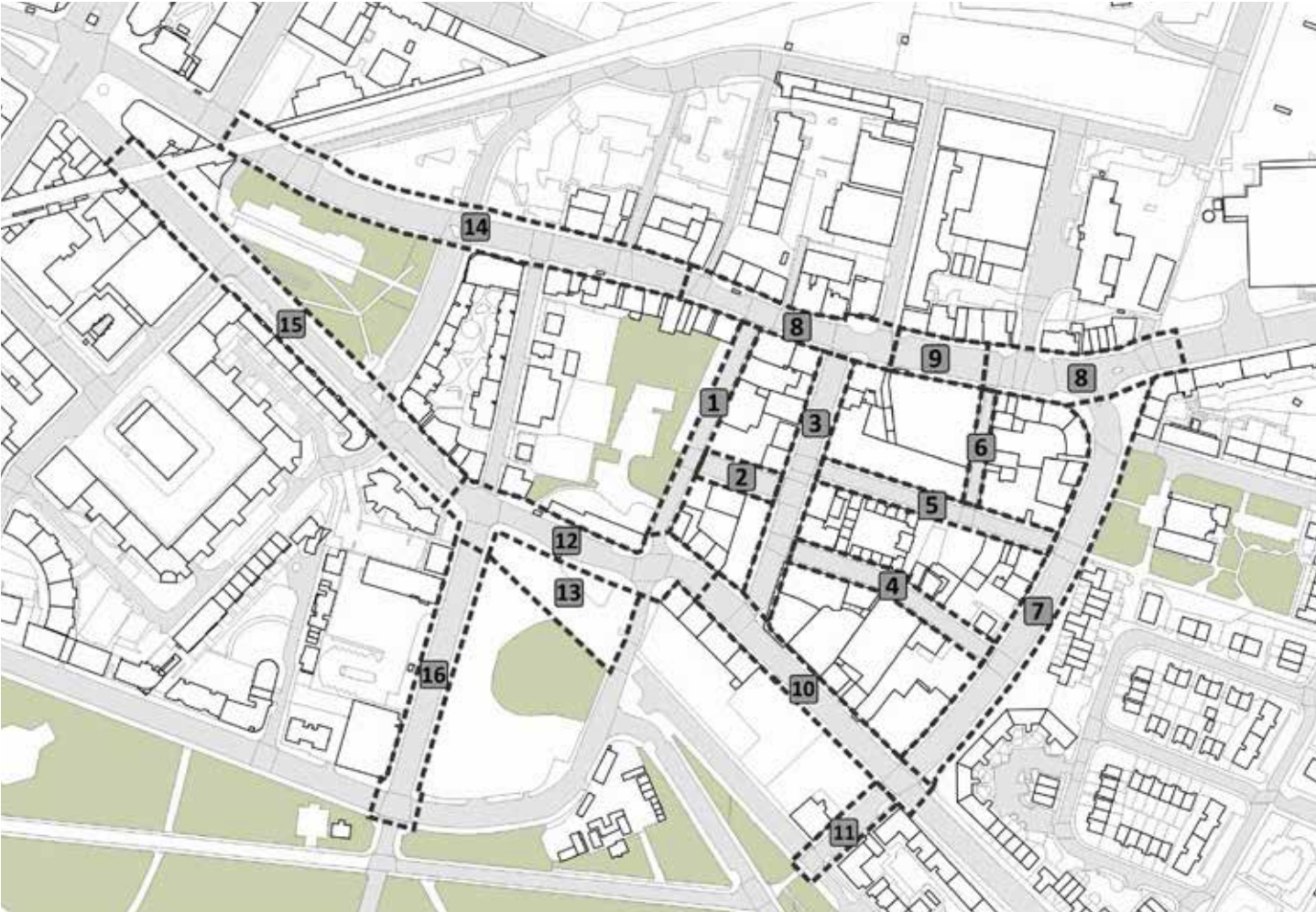


Fig 5.1 Public space cost areas - see Fig 5.2 opposite

5.0 ACTION PLAN

This chapter of the report contains a summary of the Council-led initiatives described in chapters 3 and 4. It also recommends a number of supporting non-physical actions to maximise the effectiveness of the Council's interventions.

* The core of the marketing strategy should be to develop and keep updated a website/social media platform and physical noticeboard or newsletter to promote cultural and market events and activities taking place in the Barras.

COUNCIL DELIVERY STRATEGY

The table below identifies a number of Council-led actions identified in this document:

Fig 5.2 Proposed Actions

ACTIONS		PRIORITY
		Priority 1 - Delivery within Calton Barras Action Plan timescale Priority 2 - Post 2017 and subject to development of adjacent sites
Barras Facelifts		
	Repainting Shed - London Road	1
	Repainting Shed - Moncur Street	1
Other Actions		
	Support the implementation of a locally-led marketing strategy*	ongoing
	Adopt design Guidance as a material consideration	1
	Continue to work with landowners to secure appropriate development of key sites	ongoing
	Support better integration of Glasgow Green Events with the Barras	ongoing
	Support opportunities for new/improved railway stations	ongoing
Potential Public Realm Improvements		
Map Code	Street	Priority
1	Ross Street	1
2	Suffolk Street	1
3	Kent Street	1
4	Stevenson Street	1
5	Moncur Street	1
6	Gibson Street	1
7	Bain Street	Complete
8	Gallowgate	1
9	Barrowlands Public Realm	1
10	London Road	1
11	Monteith Place	2
12	London Road	2
13	Civic Space	2
14	Gallowgate: Junction Improvements	1
15	London Road: Junction Improvements	1
16	Charlotte Street	2

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SUPPORTING NON-PHYSICAL ACTIONS

The aim of the overall package of proposals is to boost business, cultural and community activity in the Barras. For the Council-led initiatives contained in this document to achieve maximum impact, a number of other supporting actions should take place:

- Markets and businesses: improving the quality and appeal of the market, enterprise support for existing and new businesses and stallholders, marketing, a structured programme of events, and providing benefits for local residents through training and skills initiatives.
- Arts, music, culture, heritage and community: co-ordinated events programme and marketing, creating more opportunities for performance and art, maximizing the benefit of those activities to local residents, celebrating the heritage of the Barras, creating more indoor space for community activities.
- Getting to and from the Barras: better connections by public transport to other parts of the city, changes to parking management to favour short-stay customers and deliveries.

The Council cannot deliver all of these actions – in fact, most of them will need to be led by others, although the Council may have a supporting role. All stakeholders have a role to play:

- Public sector: The Council and its public sector partners will undoubtedly have a lead role on projects relating to public streets and spaces, market regulation and public safety. The Council should continue to have a lead role in facilitating collaborative action amongst all stakeholders.
- Private sector: individual businesses of all shapes and sizes will, ultimately, be the single biggest source of bringing more activity to the Barras. It is in their interests to generate more life and footfall in the neighbourhood.
- Voluntary sector: local community groups and trusts can organise social enterprise activity (such as a heritage and community centre and employability / training / skills initiatives).

With genuine collaborative working, many of the longer term aspirations put forward by local stakeholders in preparation of this document could be realised.



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