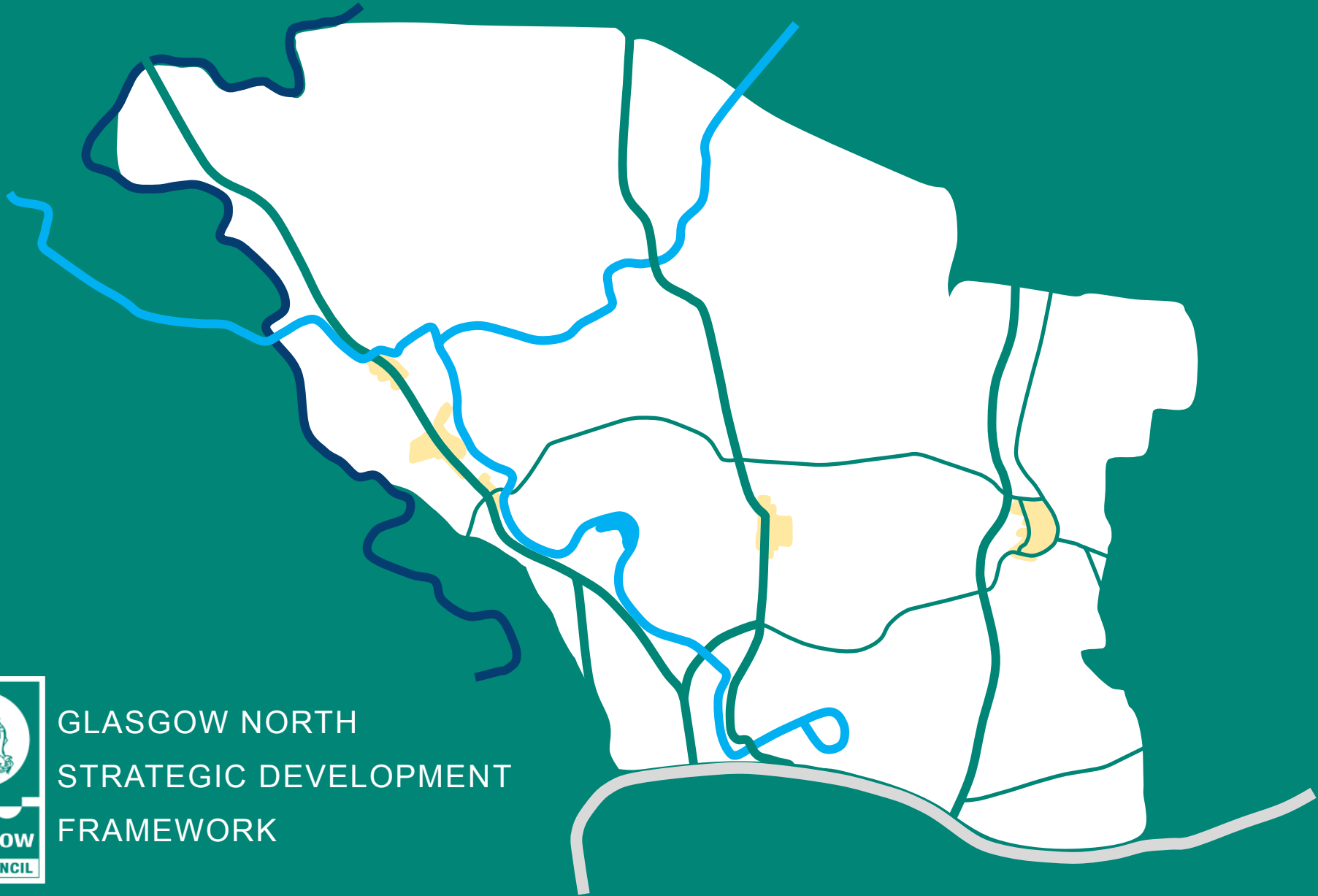


GLASGOW NORTH STRATEGIC DEVELOPMENT FRAMEWORK



GLASGOW NORTH
STRATEGIC DEVELOPMENT
FRAMEWORK

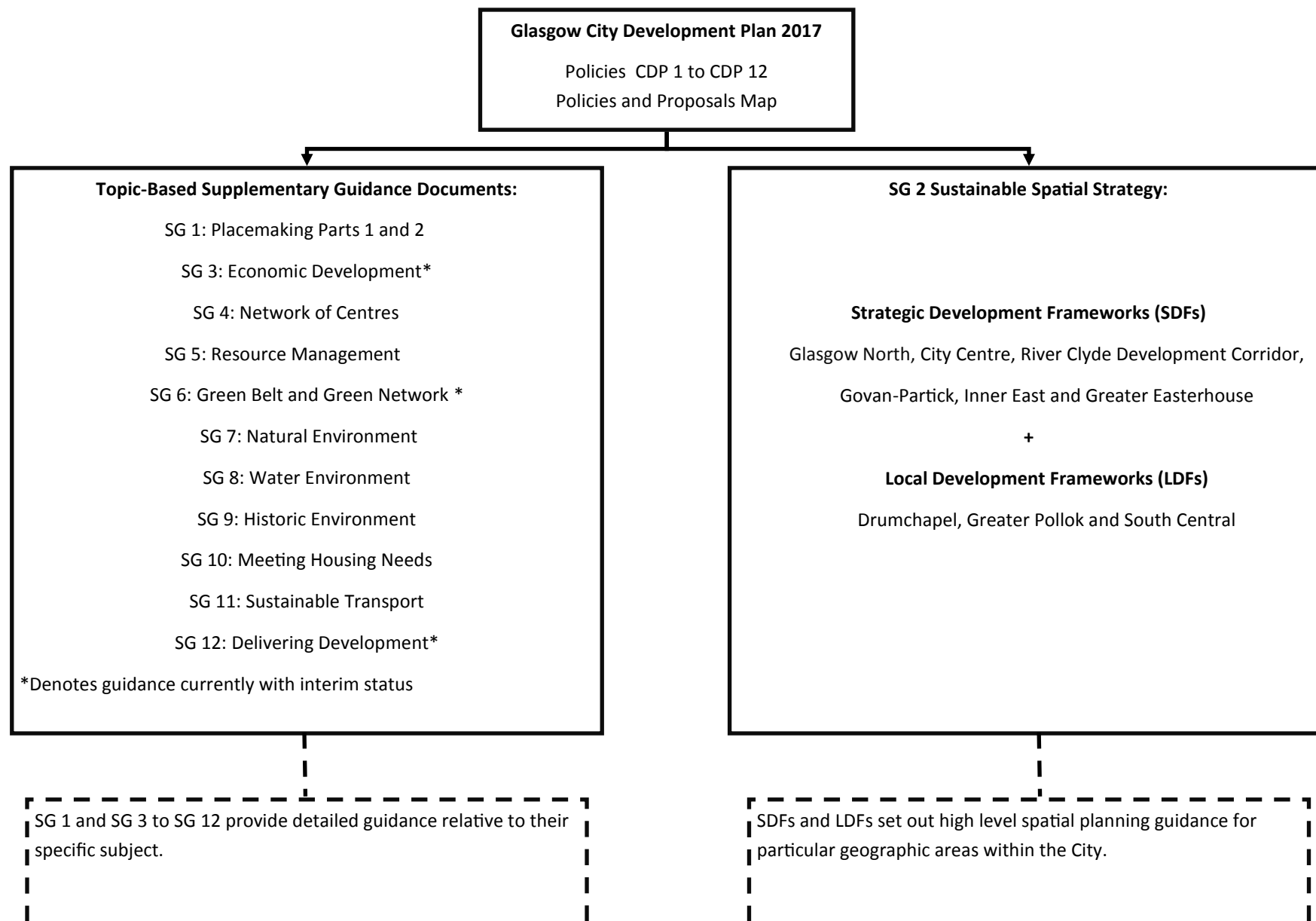
Glasgow North

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

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GLASGOW CITY DEVELOPMENT PLAN



STRUCTURE

PRIORITIES

Support the **positive redevelopment of vacant land** by stimulating developer interest and co-ordinating delivery, while promoting environmental improvements and meanwhile uses in the short-to-medium term.

Empower **communities** to shape the plans and developments affecting their areas.

Promote a **placemaking approach** in the design of proposals and interventions, to ensure projects achieve good place quality and address the climate change objectives set out in the Development Plan.

VISION

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

OUTCOMES

A WORKING NORTH

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

A LIVEABLE NORTH

Thriving, sustainable neighbourhoods that support healthy living.

A CONNECTED NORTH

Well-connected neighbourhoods with excellent public transport, walking and cycling links to improve accessibility and reduce car use.

A GREEN NORTH

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

STRATEGY

SPATIAL DESIGN

Theme: Enterprise

Theme: North Gateway

Theme: Neighbourhoods

Theme: Town Centres

Theme: Public Transport

Theme: Active Travel

Theme: Green Network

Theme: River Kelvin and Glasgow Canal Corridors

DELIVERY

ACTION PROGRAMME

INTRODUCTION

STRATEGIC DEVELOPMENT FRAMEWORKS

The **Glasgow City Development Plan** Policy CDP 2 -

Sustainable Spatial Strategy identifies six key areas of the City which require strategic coordination of development and investment activity. The six areas have similar issues in terms of possessing significant areas of vacant land, poor connectivity and uneven open space provision. Each area also presents a particular combination of spatial opportunities which, if realised, can create a series of attractive, connected and healthy neighbourhoods.

In order to coordinate activity, **Strategic Development Frameworks** are being prepared for the following areas:

Glasgow North

City Centre

River Clyde Development Corridor

Govan Partick

Inner East

Greater Easterhouse

In broad terms the six areas have been selected because they have a specific mix of physical issues, socio-economic indicators and strategic opportunities. The SDFs provide a long-term vision for the regeneration of the relevant area and a sustained commitment beyond the term of the current City Development Plan. This is set out in more detail in the relevant background paper to the City Development Plan.

The **Glasgow North SDF** sets out a vision and long term strategy that seeks to:

- guide the future development of the area to create a healthy and high quality place in which to live and work;
- co-ordinate current activity and direct future actions;
- provide principles that will help in the determination of major planning applications and support the delivery of key proposals.

Throughout the SDF, opportunities are identified which could contribute to wider objectives regarding climate change mitigation and adaptation. These include making it easier to live and work locally, active travel and public transport improvements and green network enhancements, among other measures.

The Glasgow North SDF is being progressed through a process leading to its approval as Supplementary Guidance to the City Development Plan.

Preparation of the SDF has been informed by a range of strategies and initiatives, a selection of which are listed in Appendix A (page 46). More recently, Covid-19 has brought a number of issues into sharp focus, in particular, where we live, how we work, access to open space, the quality of our surroundings, public health and wellbeing. The Glasgow North SDF is well timed to address many of these issues and to support the social and economic recovery of this area of the city, through a focus on placemaking, good active travel

links, accessible town centres and planning for economic development.

Furthermore, there are three City Centre District Regeneration Frameworks in preparation (Townhead, Learning Quarter and, in particular, Cowcaddens), which directly interface with the North SDF. These documents will introduce more detailed guidance in relation to connections between the City Centre and Glasgow North.

ENGAGEMENT

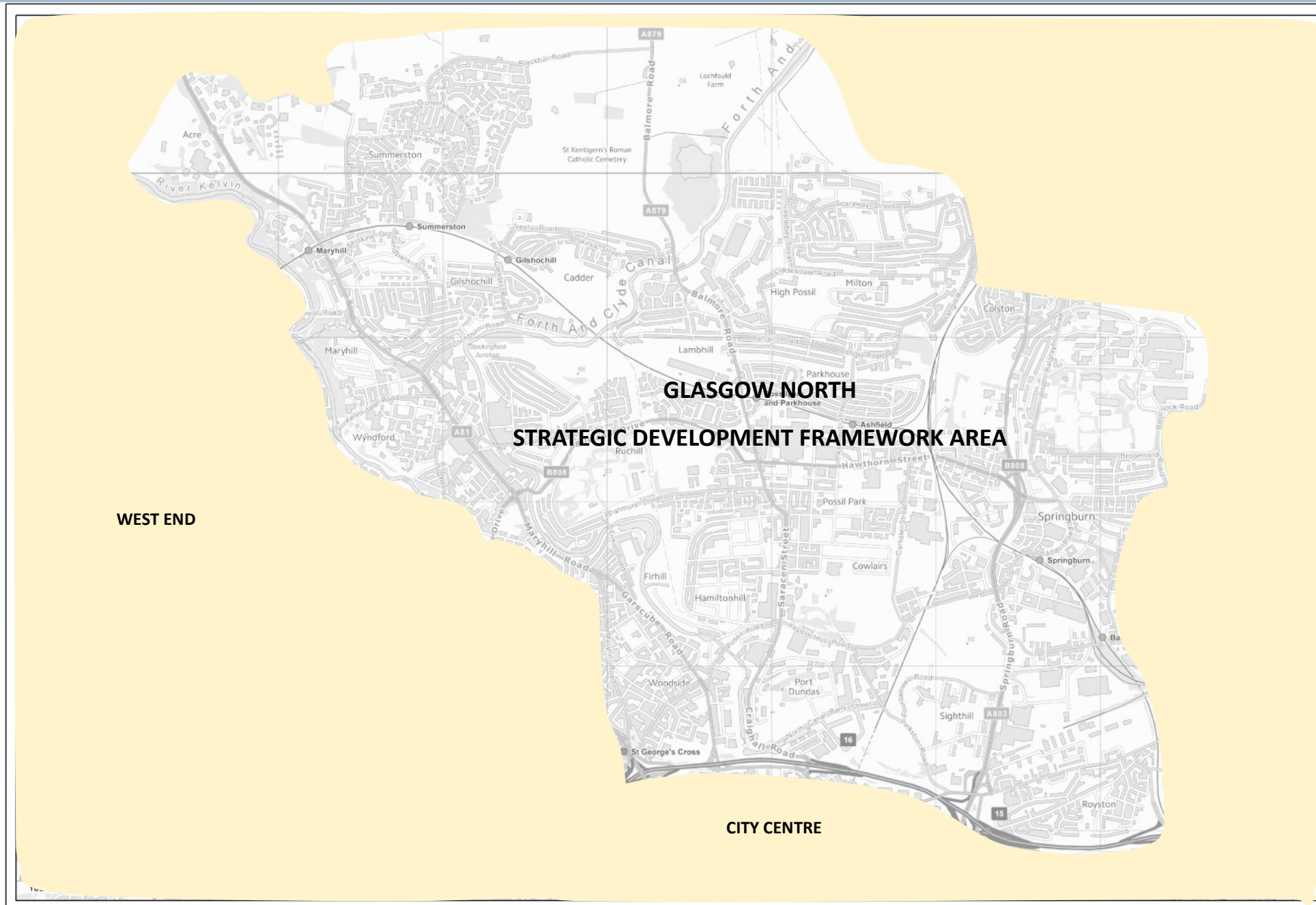
Over recent years, a range of engagement exercises have increased communities' influence over spatial proposals and plans affecting their areas (See Appendix B Engagement Events 2014-2019, page 47). Whilst these exercises have varied in scale - from a single site to area strategies - they have often highlighted communities' wider aspirations for environmental improvement. The wider ambitions and findings of these recent consultations have helped to inform the vision, key outcomes and Guides set out in the Glasgow North SDF.

GLASGOW NORTH SDF

The Glasgow North **SDF** is directed at everyone with an interest in improving and investing in Glasgow North to help create a healthy and high quality place.

You are asked to comment on the content of the SDF by 5.00 p.m. on Thursday 10th December 2020.

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



CONTEXT AND AREA PROFILE | LOCATION AND SPATIAL CONTEXT

LOCATION

Glasgow North encompasses a substantial area of the City, stretching from the City Centre in the south through to the green belt in the north. In 2018, the area had a resident population of around 67,800 people. Glasgow North also neighbours the City's west end, as well as East Dunbartonshire. There are three main arterial routes (Springburn Road, Balmore Road, Maryhill Road) serving the north, which also act as commuter roads into the City.

There are several large open spaces, particularly moving out from the City Centre, and the Forth and Clyde Canal runs through the area, including an individual branch which terminates just before the M8. The River Kelvin is also located immediately to the west, running down to the River Clyde, and when combined with the canal can be seen to form a loop connecting all three waterways back around to the City Centre.

Glasgow North contains a series of neighbourhoods with distinct histories and character. The inner north, in close proximity to the City Centre, contains both stable residential communities and a central section going through transition and redevelopment. As you move further out, the urban form has a mixture of tenemental character, post-war social housing, more recent development and a continuing legacy of vacant and derelict land. The outer north becomes more open in character, with an increase in green space as a result of post-war housing neighbourhood design.

URBAN PAST

The North contains several different neighbourhoods each with their own individual heritage. Overall, the area was historically famous for its industry, most notably in the form of the railways works in Springburn and Saracen Foundry in Possilpark. The Forth and Clyde Canal is another defining historical feature, having played a central role in the formative years of the industrial era. Town centres also developed in Maryhill, Possilpark and Springburn, which remain vital locations to this day.

During the inter-war and post-war years, municipal house building programmes replaced many of the older tenements, and broader redevelopment caused significant changes to the built form in some places. This has resulted in a dominance of road infrastructure in certain areas, as well as at times a low residential density. There is also a legacy of housing demolition on some sites which has not yet been replaced, and coupled with the urban impact of deindustrialisation has resulted in problems with fragmented urban form.

RECENT YEARS

In more recent years, there have been efforts by a variety of organisations to improve place quality. Housing associations have played a key role in developing vacant sites as well as improving the condition of existing stock. Private housing development has also been implemented on particular sites, adding to the mixture of tenure available. Major housing-led developments are planned for the coming years, with work

having begun on Sighthill Transformational Regeneration Area (TRA) in the inner north.

British Waterways (now Scottish Canals) through the Millennium Link Project worked along with others to make the Forth and Clyde Canal navigable again, following years of decline in condition. The canal is now an important leisure, biodiversity and active travel asset. Significant investment in the canal corridor has continued, and in the past decade a variety of cultural and sports organisations have located to the southern end of the area.

BUILDING INTO THE FUTURE

There are currently three important initiatives in the form of Transforming Communities Glasgow (TCG), Glasgow Canal Regeneration Partnership (GCRP) and Glasgow City Region City Deal, which are working towards the transformation of specific areas within the north. TCG continue to progress Transformational Regeneration Areas (TRAs) at Sighthill and Maryhill, GCRP have a focus on the growth of leisure activity on the canal, and City Deal projects aim to intensify and develop economic activity, particularly in the case of the North Gateway.

There are also proposals for large scale development projects at Hamiltonhill, Dundashill, Cowlares, and the former Ruchill Hospital site, where a managed process of transition is required e.g. through a site-specific masterplan.

CONTEXT AND AREA PROFILE | COMMON ISSUES

COMMON ISSUES

A number of issues continue to affect Glasgow North and highlight the need for a long-term strategic approach that co-ordinates future activities and supports the transition to a healthy, high quality place. These include:

VACANT AND DERELICT LAND

Large-scale housing demolitions of the 1980s and 1990s have left some districts under-populated and affected by vacant sites. This not only detracts from the appearance and quality of place, but causes a sense of dislocation. In addition, gap sites located along major arterial routes often lack built form and activation at street level. The SDF seeks to stimulate developer interest and facilitate the appropriate development of vacant sites, however, in the short-to-medium term, environmental improvements and meanwhile uses will be encouraged.

This issue is illustrated spatially on the map contained on page 8. The map was compiled using information from the Scottish Vacant and Derelict Land Survey 2017: sites shown on the map are those of a medium-large scale and hence not every site from the Survey is included.

BARRIERS TO MOVEMENT

Physical barriers such as the M8 motorway, rail and canal infrastructure reduce pedestrian accessibility in particular areas and adversely affect connectivity to the City Centre.

This issue is illustrated spatially on the map contained on page 8.

PEDESTRIAN/CYCLIST ENVIRONMENT

On certain stretches of the main arterial routes, vehicle-dominated street layouts inadvertently create a poor environment for pedestrians and cyclists: these stretches are unpleasant to walk/cycle along and difficult to cross at points. This includes sections of Maryhill Road, Garscube Road and Springburn Road (typically 4 lane sections) and Craighall Road (2 lane section). This issue is illustrated spatially on the map contained on page 8.

ACCESS TO GOOD QUALITY OPEN SPACE AND THE GREEN NETWORK

Housing developments of the 1990s/2000s helped improve amenity space and parks provision in some localities over the same period. However, there remain specific issues within Glasgow North relating to the green and open space network which require to be addressed. There remain places in the north which do not have good accessibility to publicly useable open space per the standards set out in the Glasgow Open Space Strategy.

LOCAL FACILITY PROVISION

The centres have seen their retail sector gradually reduce over time, balanced by an increase in service and other uses.

This trend has created a perception that centres now have a more limited shopping offer, which may suppress footfall, spend and vibrancy levels. These issues are compounded by a perceived lack of public investment towards environmental maintenance and improvement. Local shopping parades have been similarly affected by a loss of shops and reduced environmental quality over the years. There is a need to address gaps in neighbourhood facility provision as well as to prepare adequately for future population increases.

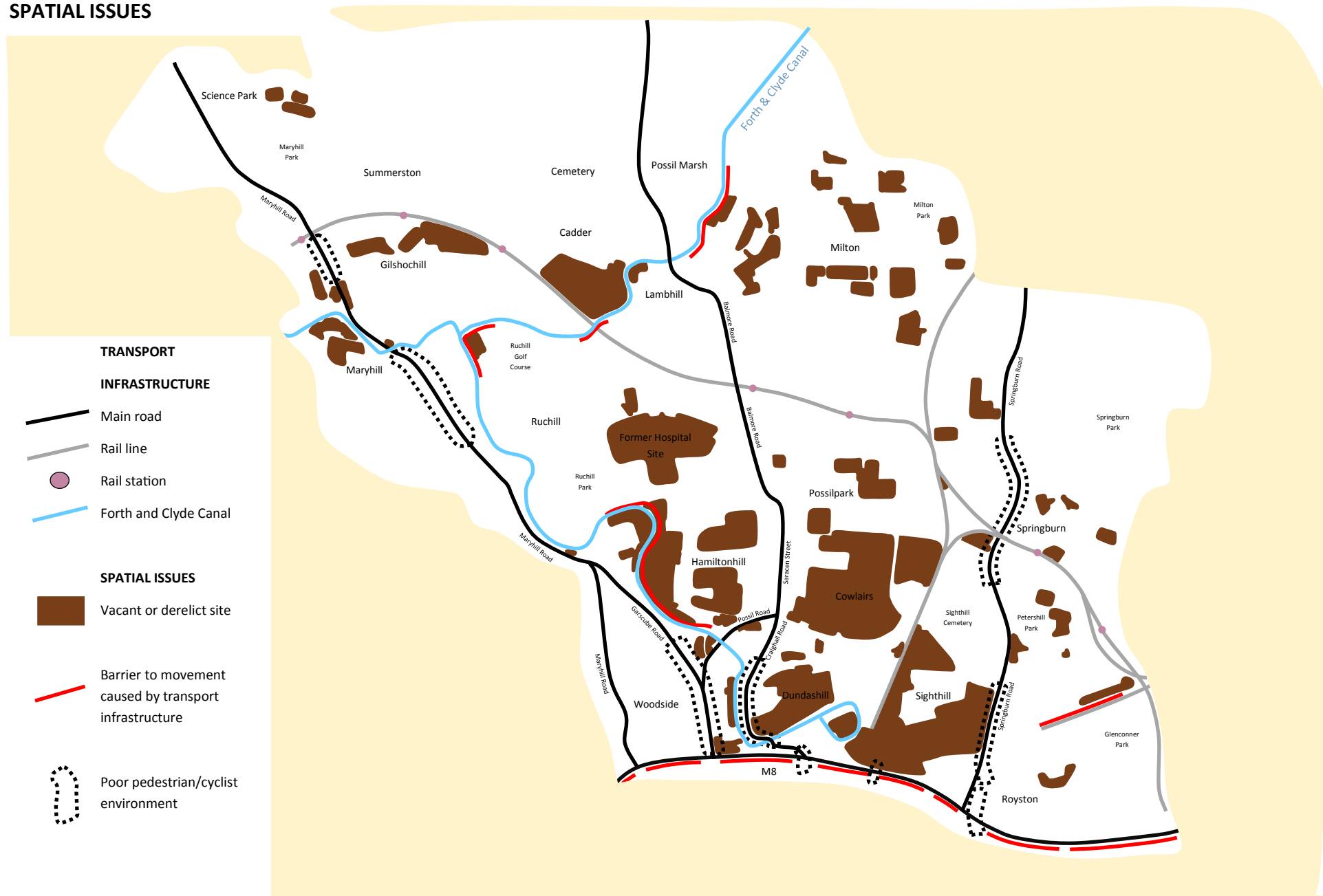
SOCIAL EXCLUSION AND ACCESS TO EMPLOYMENT

The fragmentation of Glasgow North's urban form during the years of deindustrialisation was coupled with the growth of a series of wider social issues. Certain parts of the area contain a particular concentration of factors and are listed on the Scottish Index of Multiple Deprivation (SIMD) as amongst the most deprived in Scotland.

The SDF, as a spatial strategy, cannot directly address the socio-economic root causes, however it can help shape the environment in which people live and impact positively on physical and mental wellbeing by, for example:

- Increasing access to local services and facilities;
- Promoting equality of access through public transport and active travel improvements;
- Improving access to quality open space and the green network;
- Supporting inclusive economic growth and access to employment opportunities.

SPATIAL ISSUES



CONTEXT AND AREA PROFILE | PRIORITIES

PRIORITIES

For all the investment to date, into the future the north will still possess a legacy of **vacant sites**, some of which could be considered for meanwhile interventions prior to redevelopment.

Priority 1: Support the **positive redevelopment of vacant land** by stimulating developer interest and co-ordinating delivery, while promoting environmental improvements and meanwhile uses in the short-to-medium term.

The Scottish Government has published a Land Rights and Responsibilities Statement, which states as a principle that more local communities should have the opportunity to own, lease or use buildings and land which can contribute to their community's wellbeing and future development. In the coming years, as development gathers pace across the north it is vital that **communities** are empowered to influence and lead on proposals affecting their areas.

Priority 2: Empower **communities** to shape the plans and developments affecting their areas.

City Development Plan Policy CDP 1 defines **placemaking** as a holistic process that takes into account area context and balances a range of interests and opportunities in order to design successful places. Placemaking factors include the need to address climate change by implementing adaptation measures, thereby helping improve local resilience.

Priority 3: Promote a **placemaking approach** in the design of proposals and interventions, to ensure projects achieve good place quality and address the climate change objectives set out in the Development Plan.

VISION AND OUTCOMES

VISION AND OUTCOMES

The Council’s high-level spatial ambitions for Glasgow North are set out below.

VISION

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

OUTCOMES

A WORKING NORTH

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

A LIVEABLE NORTH

Thriving, sustainable neighbourhoods that support healthy living.

A CONNECTED NORTH

Well-connected neighbourhoods with excellent public transport, walking and cycling links to improve accessibility and reduce car use.

A GREEN NORTH

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

SPATIAL DESIGN STRATEGY

SPATIAL DESIGN STRATEGY

The Spatial Design Strategy outlined across the following pages covers **eight spatial topics**. These themes set out principles that will guide future development proposals, assist in the determination of major planning applications and help achieve our vision of a healthy and high quality place in which to live and work.

CURRENT PLACE CONTEXT

Glasgow North possesses a series of economic assets, including:

- Traditional business locations, identified as Economic Development Areas (EDAs) in the City Development Plan. Many of these locations sustain a level of economic activity and employment., however there are opportunities for investment, place improvement and, where appropriate, the introduction of a greater mix of supporting uses.
- West of Scotland Science Park - high profile life science and technology businesses, and research institutions set in a high quality environment, with prospect for intensification and introduction of innovative greening projects.
- Town Centres - centres maintain a mix of shops and services and have potential to grow their role as first choice 'shop local' destinations.
- North Gateway - possesses a mix of traditional industrial, canal leisure and cultural uses: these sectors could expand and combine to create a truly diverse, creative and vibrant Gateway economy.
- Health and Education Institutions - Stobhill Hospital Campus provides a focus for health and related activity which has the potential to be built upon. The Springburn Campus of Glasgow Kelvin College draws

students and workers from both the local area and further afield, and could provide a catalyst for associated business growth and other activity.

OVERALL OUTCOME

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

SUPPORTING OUTCOMES

The Council's aspiration is for Glasgow North to:

- 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, with a focus on West of Scotland Science Park and the North Gateway area;
- 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.

CURRENT POLICY CONTEXT

Glasgow City Development Plan (CDP) emphasises several objectives relating to economic activity, including a focus on employment, sustainable business locations, protection of key locations and the requirement that through inclusive economic growth, local communities are rejuvenated. The Working North Themes (pages 14-17) seek to drive forward the following Development Plan policies:

- Policy CDP 3 - Economic Development
- Policy CDP 4 - Network of Centres

THEMES

The rest of this section is split into two **Themes**, namely:

- **Enterprise**
- **North Gateway** - Specific principles are set out for this area due to the considerable change which is anticipated in the near future, and its advantageous location next to the City Centre, higher education institutions and strategic transport infrastructure.



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

THEME: ENTERPRISE

WHERE WE ARE NOW

Current activity: Economic Development Areas (EDAs) close to the City Centre and motorway network are fairly successful in maintaining activity levels and attracting new occupiers. However some areas contain a higher proportion of vacant plots, which adversely affect their overall environment.

Opportunities: The SDF advocates taking measures to improve the attractiveness and place quality of business areas, from environmental improvements (landscaping, enhanced connectivity and active travel) through to encouraging new commercial and supporting uses, in order to create more sustainable places for workers, visitors and local residents alike.

OVERALL OUTCOME

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

PRINCIPLES

In order to work towards the above outcome, the following principles (PR) are set out:

PR1 The SDF recognises that the north's Economic Development Areas form a vital part of the City's economy. The SDF **supports the retention and improvement of the north's Economic Development Areas** with preference given

to proposals in Use Classes 4 'Business', 5 'General Industrial' or 6 'Storage or Distribution', of the Town and Country Planning (Use Classes)(Scotland) Order 1997.

PR2 The SDF encourages the preparation of locally-led, **EDA improvement plans** to create more attractive and sustainable environments. Businesses could be supported to prepare plans that promote opportunities and set out landscape and active travel proposals. Such plans could help attract future investment and encourage appropriate supporting uses, contributing to the function and future viability of the EDA.

PR3 The SDF **supports West of Scotland Science Park's** role as a leading research, innovation and technology location that contributes to the wider City and regional 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.

PR4 The SDF seeks to balance existing industrial and business uses in the **North Gateway** area with emerging opportunities. While the anchor uses represent established activity and should be retained, it is recognised that the area is undergoing considerable change. The SDF encourages the introduction of good quality commercial, cultural and leisure

developments at appropriate locations, to complement the Gateway's evolving mixed use character. Further principles specific to the North Gateway are contained on page 16.

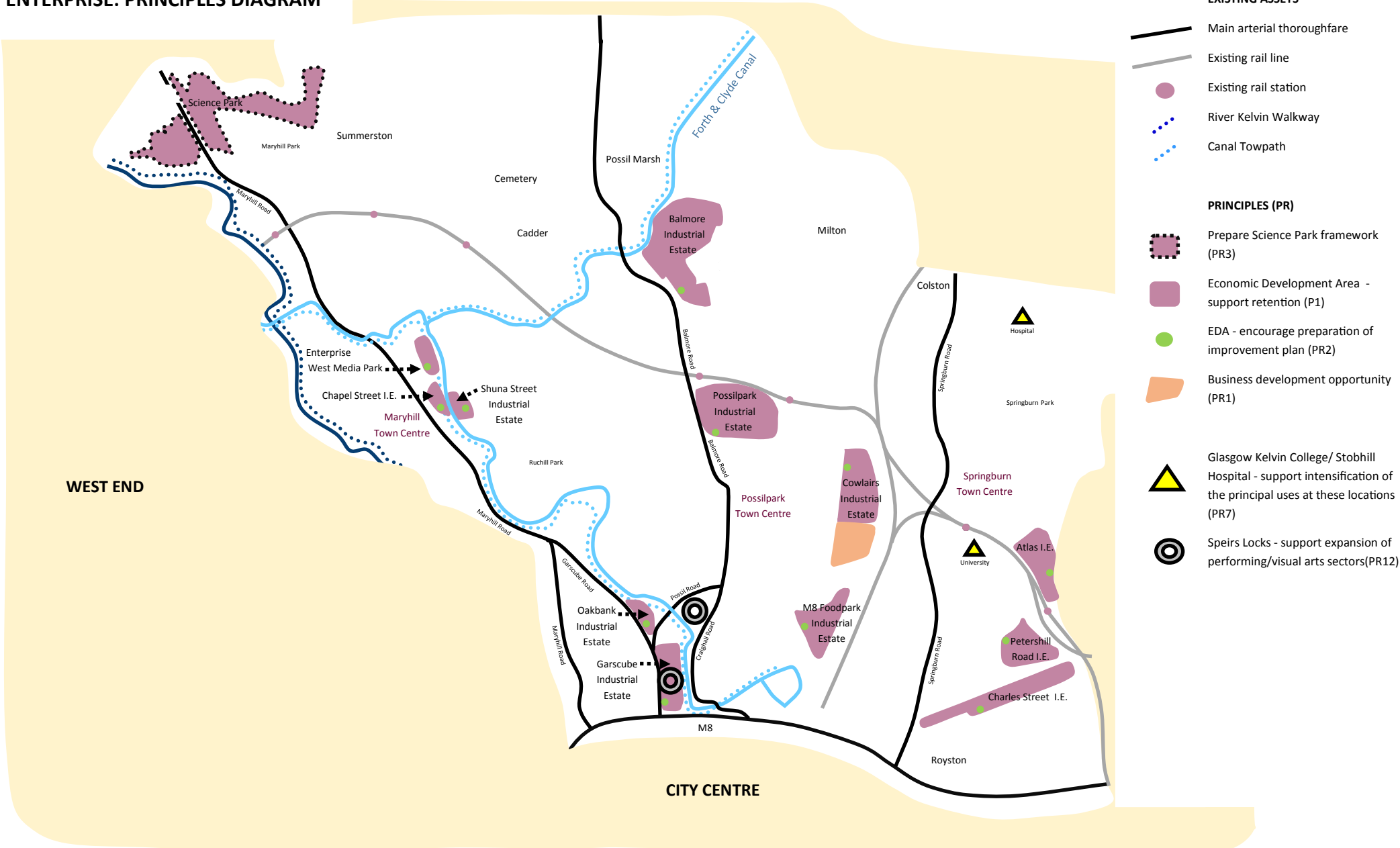
PR5 Small scale industrial and businesses activities can bring additional vibrancy to residential areas. The SDF will support new, small scale business developments which enhance local amenity and provide employment/economic uses within walking distance of housing.

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 activities (use class 4) are encouraged where they help support the vibrancy of town centres.

PR7 There is potential for supporting uses in and around Stobhill Hospital Campus which would encourage growth in its existing health function and research activity. There is also potential for the development of an educational hub focussed on Kelvin College in Springburn with associated business growth and other activity.

The diagram on page 15 illustrates how the Enterprise principles could apply spatially.

ENTERPRISE: PRINCIPLES DIAGRAM



THEME: NORTH GATEWAY

WHERE WE ARE NOW

Current Activity: The North Gateway contains a number of established business areas that anchor the local economy. In recent years the area's economy has diversified through the creation of the Speirs Locks cultural quarter, canal watersports activities and 100 Borron Street office development.

Opportunities: The North Gateway benefits from an advantageous location next to the City Centre, higher education institutions and strategic transport infrastructure. The SDF seeks to support uses that will grow the unique mix of sport, leisure and cultural activity around the canal, as well as sustaining a strong industry and business sector in the wider Gateway. Particular encouragement will be given to innovative, high quality proposals, where these enhance the area's evolving mixed use character and help create an attractive destination. Appropriate developments expanding the area's cultural and canal leisure sectors will be welcomed.

OVERALL OUTCOME

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

PRINCIPLES

In order to work towards the above outcome, the following principles (PR) are set out:

PR8 The SDF seeks to strengthen the Gateway economy by supporting:

- The current function of EDAs and retention of existing commercial uses across the Gateway;
- Introduction of new high quality commercial uses;
- Growth of the cultural sector for performing and visual arts;
- Expansion of canal leisure activities;
- Additional ancillary uses within the area.

PR9 The Gateway area is on a journey to becoming a more mixed use area, where business and residential activities lie in close proximity to each other. The SDF seeks to ensure existing and new uses co-exist well together, contributing to a good overall place quality. Within the North Gateway, the SDF encourages commercial development proposals outside of EDAs which accord with SG3 - Economic Development.

PR10 The area around Port Dundas and High Craighall Road is ideally positioned just to the north of a concentration of higher education activity in the City Centre. It is therefore well placed to provide a next stage location for associated industry and business.

PR11 The SDF supports the development of **Pinkston** into a **canal hub** containing an attractive mix of canal leisure, rest and refresh facilities.

PR12 Speirs Locks Cultural Quarter - The SDF supports expansion of the performing and visual arts sectors at this location to help create a vibrant destination within walking distance of the city centre.

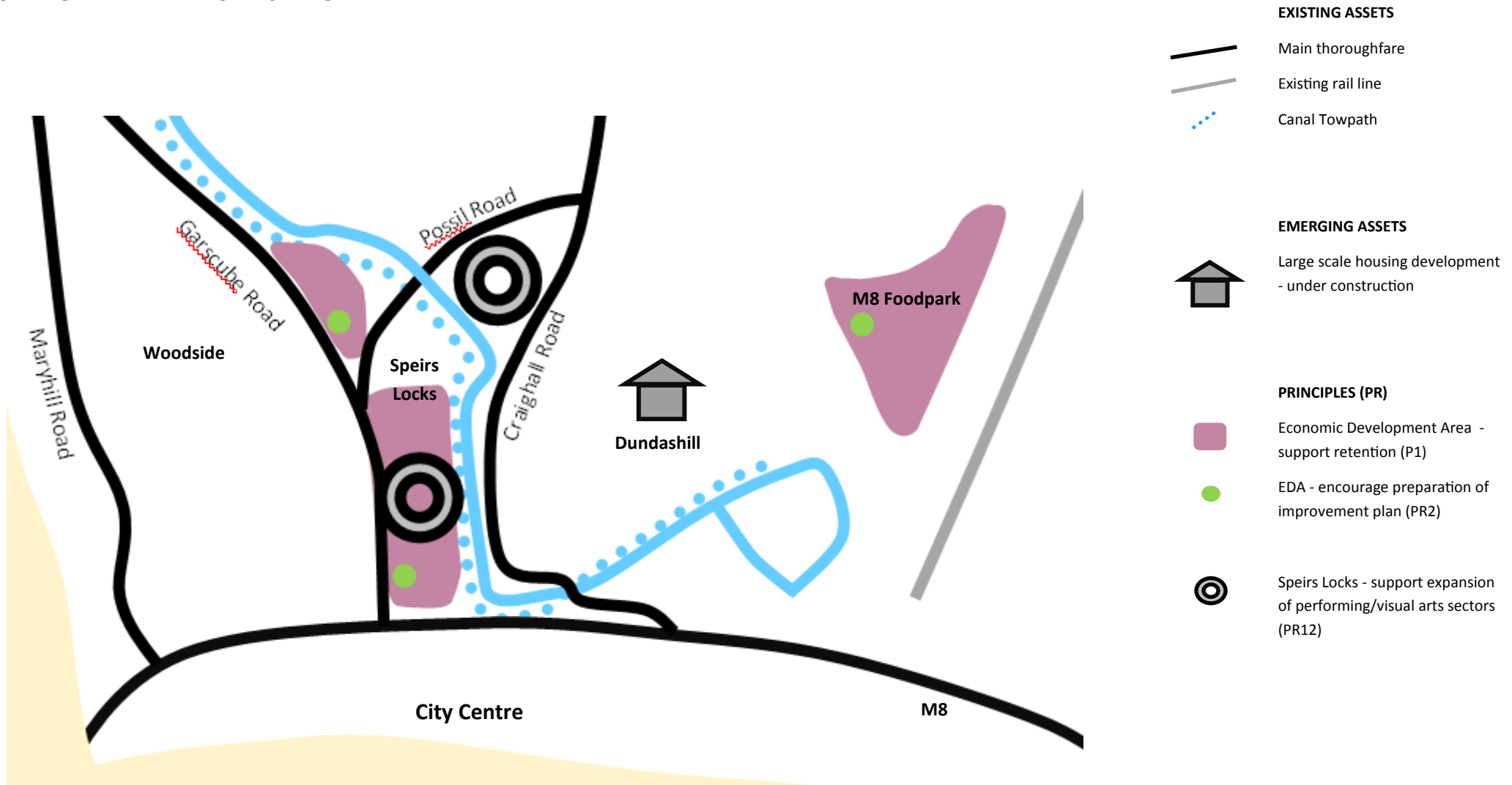
PR13 The **Dundashill** development is set to establish a new residential area that will greatly enhance the character and vitality of the Gateway. The SDF supports introduction of appropriate supporting service uses to create a sustainable community.

PR14 Woodside - The SDF supports improvement of local shopping facilities and the wider economy of Woodside.

PR15 The SDF will encourage introduction of supporting uses and active travel improvements at appropriate locations across the Gateway.

The diagram on page 17 illustrates how the North Gateway principles could apply spatially.

NORTH GATEWAY: PRINCIPLES DIAGRAM



CURRENT PLACE CONTEXT

Glasgow North possesses a number of sustainable community assets including:

- Established communities with a settled urban form, having capacity for place quality improvements.
- Neighbourhoods undergoing long-term change, with potential to achieve improved provision of housing, facilities, open spaces and active travel connections.
- Maryhill, Possilpark and Springburn Town Centres provide an accessible mix of shops and services and have potential for growth and place improvement.
- Royston Road possesses a valuable cluster of shops, public facilities and businesses that have the potential to grow into an attractive town centre.
- A variety of local shopping parades, some of which could expand to become neighbourhood focal points.

OVERALL OUTCOME

Thriving, sustainable neighbourhoods that support healthy living.

SUPPORTING OUTCOMES

The Council's aspiration is for Glasgow North to:

- Achieve reduced levels of vacant and derelict land through appropriate redevelopment;
- Provide well integrated neighbourhoods with a sustainable housing mix and good access to open space and local facilities, thus contributing to climate change mitigation objectives;
- Support local living through provision of attractive, walkable town centres and neighbourhood focal points;
- Foster an enhanced sense of place and local identity.

CURRENT POLICY CONTEXT

Glasgow City Development Plan (CDP) emphasises several priorities relating to liveability, including the necessity of placemaking as a guiding principle and a focus on health impacts, community facilities, residential quality, useable spaces and heritage. The Liveable North Themes (pages 20-24) seek to drive forward the following Development Plan policies:

- Policy CDP 1 - The Placemaking Principle
- Policy CDP 4 - Network of Centres
- Policy CDP 5 - Resource Management

- Policy CDP 9 - Historic Environment

Policy CDP 5 - Resource Management states that the Council will support proposals that contribute to reducing greenhouse gas emissions and overall energy use, and which facilitate the delivery of renewable energy and heat. This includes designing new development to reduce energy use.

THEMES

The rest of this section is split into two Themes, namely:

- **Neighbourhoods**
- **Town Centres**



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

THEME: NEIGHBOURHOODS

WHERE ARE WE NOW

Current Activity: The Council is working with local partners, including City Deal and Glasgow Housing Association, to progress significant regeneration projects at Sighthill and Maryhill. The Sighthill Transformational Regeneration Area is a major housing-led project that includes new schools, sports facilities and a range of housing tenures. A new pedestrian and cycle bridge over the M8 motorway will enhance integration with the city centre. Additionally, major new housing is proposed for Dundashill, Hamiltonhill, Cowlares and the former Ruchill hospital site. These developments can help contribute to the renewal of existing neighbourhoods and encourage further investment across the wider North.

Opportunities: The SDF seeks to create sustainable neighbourhoods where people choose to live, work and spend leisure time. It promotes a placemaking approach to the design of new developments and supports the balanced delivery of the north's regeneration projects, wherein each phase ensures new housing is coupled with quality open space and active travel links. Glasgow's Housing Strategy presents a vision that aligns with this approach. It states that new housing 'should be situated in attractive, well managed neighbourhoods' with 'convenient access to work, education, shopping, leisure and cultural activities'.

The SDF also recognises the need to re-energise the north's main arterial streets through introduction of meanwhile uses and sensitive redevelopment of gap sites.

OVERALL OUTCOME

Thriving, sustainable neighbourhoods that support healthy living.

PRINCIPLES

In order to work towards the above outcome, the following principles (PR) are set out:

PR16 The **City Development Plan** sets out a strategic outcome for neighbourhoods to become thriving and sustainable places, providing a choice of good quality mixed tenure housing. 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, Dundashill, Cowlares and Hamiltonhill. Additionally, delivery of development opportunities throughout the area will help to achieve better functioning of existing neighbourhoods.

PR17 The SDF promotes a placemaking approach and encourages developers to ensure that **each delivery stage** of a major housing scheme provides a balance of new dwellings, open space and active travel links. In housing developments of all scales, securing **rounded development** should be an essential target, so that new and existing residents can benefit from good access to outdoor spaces and active travel links.

PR18 The SDF supports new development being energy efficient and incorporating integrated green infrastructure,

and the retrofitting of these aspects into the existing built environment. These elements will contribute to both climate change mitigation and adaptation.

PR19 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.

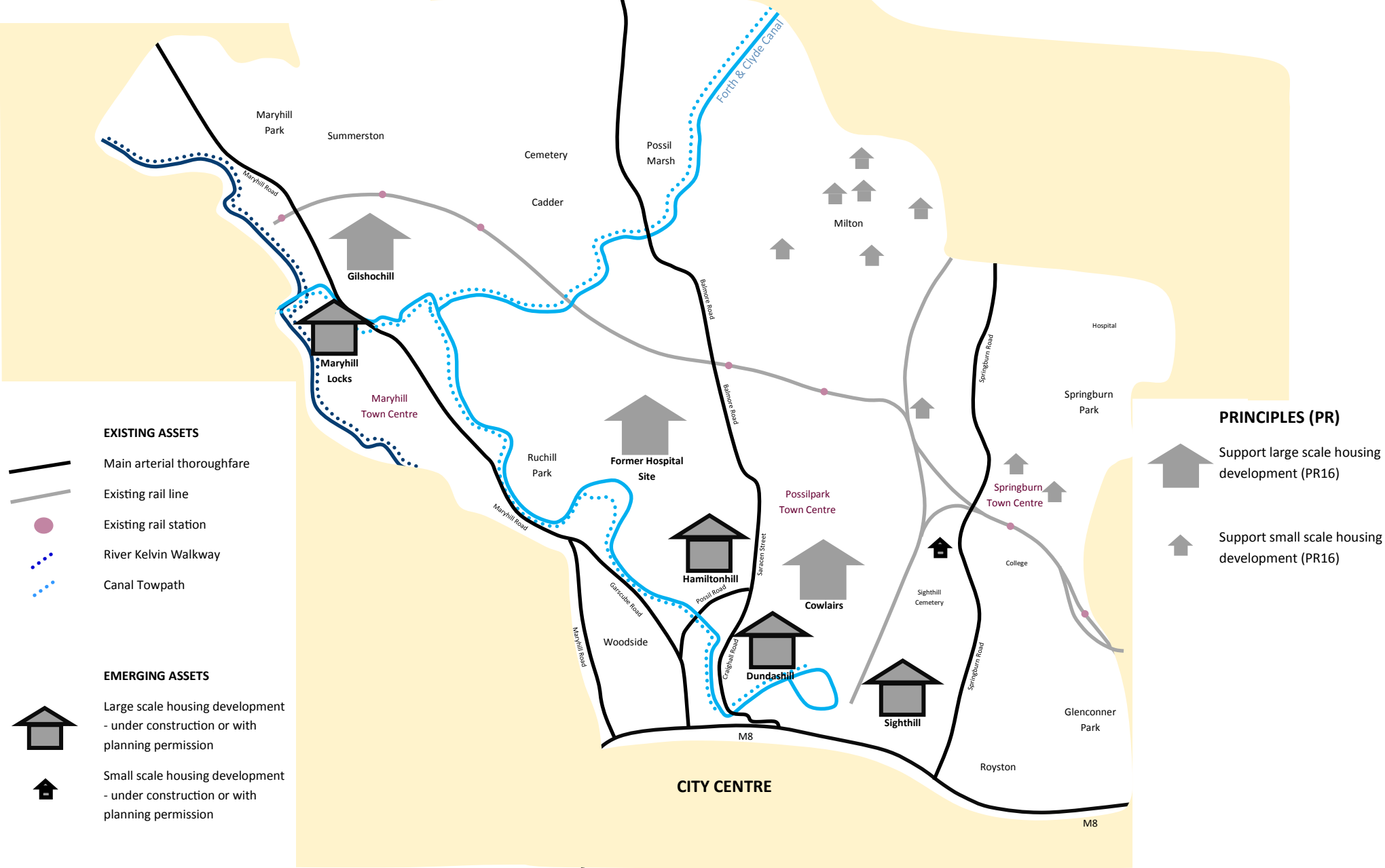
PR20 The SDF supports measures to protect, preserve and enhance the **historic environment**. This includes listed buildings, but also extends to the wider historic built form, such as along the main arterial routes and the canal. Local heritage should be used to foster place identity and quality, and should be promoted in design proposals.

PR21 The SDF supports street-facing redevelopment of gap sites, including ground floor activation where appropriate, to increase neighbourhood vibrancy. In particular, the improvement of built form and open space along the main arterial routes should complement the Avenues North project. Please refer to Appendix D for an illustration of the streetscene activation opportunities.

The diagram on page 21 illustrates how the Neighbourhoods principles could apply spatially.

SPATIAL DESIGN STRATEGY | LIVEABLE NORTH

NEIGHBOURHOODS: PRINCIPLES DIAGRAM



THEME: TOWN CENTRES

WHERE WE ARE NOW

Current activity: The North's town centres continue to generate moderate investment and spend levels, in the face of low catchment populations and move towards out-of-centre shopping: commercially, centres appear to be getting by rather than thriving. Environmental factors such as poor streetscene/spaces/pedestrian links contribute to centres' weak physical identity.

Opportunities: The SDF supports initiatives to ensure local town centres are attractive, vibrant places that provide retail, services and a range of other uses. Through targeted investment programmes such as Town Centre Action Plans, centres can re-establish themselves as diverse community anchors within walking distance of residential areas. This, in turn, will help support walking and cycling and minimise the need for vehicular transport.

Similarly, the SDF advocates focusing resources towards local shopping parades, looking at the potential to upgrade shopfronts, co-locate community uses and improve environmental quality to enhance vitality. Where opportunities arise for new housing adjacent to a town centre, the SDF encourages higher densities in order to boost the centre's footfall and increase vibrancy.

OVERALL OUTCOME

Thriving, sustainable neighbourhoods that support healthy living.

PRINCIPLES

In order to work towards the above outcome, the following principles (PR) are set out:

PR22 The **City Development Plan** supports the town centres first approach where centres are the preferred location for retail and other appropriate footfall generating uses, coupled with a strong residential component. 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.

PR23 The SDF supports strengthening **Maryhill, Possilpark and Springburn Town Centres** via suitable initiatives such as Town Centre Action Plans. Local groups and shopowners, with agency and Council support, could be encouraged to deliver shopfront, public realm and lighting improvements to build a centre's image as a place. Proposals for ongoing maintenance and management should be included. The conceptual images on page 23 aim to show that if improvements can build over time, town centres could become attractive, busy, pedestrian-friendly places.

PR24 Royston Road contains a cluster of local shopping, community and education facilities that serve Royston. The SDF supports development of improved services, public spaces and connections to transform Royston Road into an attractive **Local Town Centre**. Similarly, the SDF supports

enhancement of the existing local shopping facilities to the south of Maryhill Station, with the potential to be considered as an addition to **Maryhill Local Town Centre**.

PR25 The SDF will support proposals to enhance **local shopping parades** through investment in shops and public realm improvements. Such enhancements could contribute to more local living patterns and reduce reliance on car usage. The SDF supports efforts to provide local shopping facilities as part of the Sighthill TRA.

PR26 In **Cadder, Lambhill and Milton** the local shopping parades provide a vital function within these outer urban neighbourhoods. The SDF seeks to protect the current retail function of these locations, whilst encouraging the introduction of community and service uses. In other neighbourhoods within the north, there could be potential to create new centres/focal points where appropriate.

PR27 **St Rollox and Summerston retail parks** provide shopping facilities in out-of-centre locations. The SDF supports continuation of retail parks' shopping and leisure offer, coupled with active travel and environmental improvements. Measures which make these facilities more attractive and more accessible for pedestrians and cyclists can contribute to a reduced reliance on car usage. In Summerston, the SDF supports improvements to the community offer in terms of diversified facilities and services.

The diagram on page 24 illustrates how the Town Centres principles could apply spatially.

PRINCIPLES PR23 AND PR24: PROMOTING TOWN CENTRE IMPROVEMENT



Maryhill Town Centre illustrative sketch



Springburn Town Centre illustrative sketch



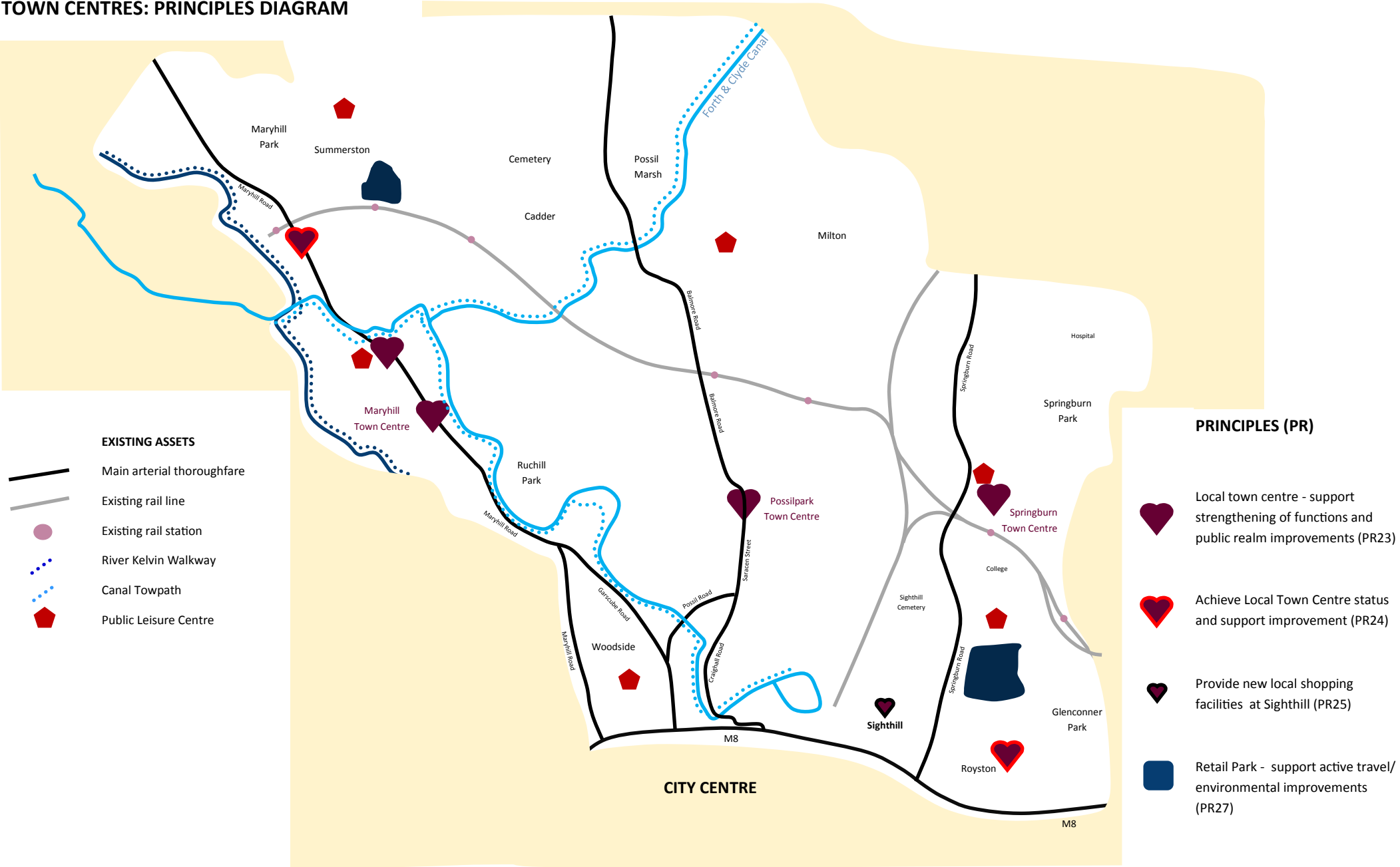
Possilpark Town Centre illustrative sketch



Royston Town Centre (potential) illustrative sketch

The sketches on this page show examples of the types of public realm improvements that could be delivered within town centres.

TOWN CENTRES: PRINCIPLES DIAGRAM



CURRENT PLACE CONTEXT

The North currently possesses a number of transportation and active travel assets including:

- Two railway lines serving central and outer urban districts in particular, with potential to grow as key spines within the north's public transport network;
- High frequency arterial bus services catering for inner and central urban communities, holding prospects for expanding their reach to meet the additional demands generated by the major new developments;
- The River Kelvin Walkway and Canal towpath serve as strategically-important active travel corridors: targeted improvements over time could enhance these routes as highly attractive, high amenity walking and cycling routes.

OVERALL OUTCOME

Well-connected neighbourhoods with excellent public transport, walking and cycling links to improve accessibility and reduce car use.

SUPPORTING OUTCOMES

The Council's aspiration is for Glasgow North to:

- Offer good access to active travel and public transport links for residents across the north, contributing to social inclusion, improved health, environmental quality and climate change mitigation objectives;
- Provide a series of high quality active travel routes and key streets which better connect people with local town centres, places of work, neighbourhood facilities, the wider City and beyond;
- Secure improved public transport linkages as a result of the Connectivity Plan for Glasgow, in terms of bus provision and/or expanded fixed infrastructure;
- Move towards a reduced demand for car usage as a result of a more integrated and pleasant active travel and public transport networks, contributing to lower emissions.

CURRENT POLICY CONTEXT

Glasgow City Development Plan (CDP) emphasises several elements relating to connectivity including public transport provision and wider infrastructure, sustainability, friendly streets and repaired active travel links. The Connected North Themes (pages 27-31) seek to drive forward the following Development Plan policy:

- Policy CDP 11 - Sustainable Transport

As a requirement of the Land Reform (Scotland) Act 2003, Glasgow has set up a Core Paths Plan which outlines key access routes. It is a requirement that such routes are protected and developed in Glasgow North.

Connectivity Plan and Liveable Neighbourhoods Plan

The Council aims to carry out a "Connecting Communities" consultation exercise, in order to inform the preparation of transport strategies/plans, including a Connectivity Plan and Liveable Neighbourhoods Plan.

The **Connectivity Plan** for Glasgow will set out a strategic approach and actions to assist the movement of people and goods into and around the City. The **Liveable Neighbourhoods Plan** (LNP) will seek to reduce the city's dependency on cars and facilitate walking, cycling and public transport through physical interventions and behavioural change measures. The LNP will follow a place-based approach in the design and delivery of improvements for walking and cycling, integrated green infrastructure and public spaces.

THEMES

The rest of this section is split into two Themes, namely:

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



Sighthill Bridge (consented) - sketch showing the design for a proposed new pedestrian and cycle bridge over the M8 motorway, which will enhance connections between the City Centre and Sighthill.

THEME: PUBLIC TRANSPORT

WHERE WE ARE NOW

Current activity: The North is served by a number of high frequency bus routes that connect the inner and outer neighbourhoods to the City Centre. The Anniesland/Maryhill to Queen St High level and Springburn to Queen Street Low Level rail links connect the north to other rail services and the City's subway. However, parts of the north with low population bases have poor access to bus services, which may adversely affect residents' mobility levels.

Opportunities: The SDF advocates increased joint-working between the Council, transport providers, developers and communities to:

- As a priority, secure staged improvements to public transport serving housing-led development areas in the north;
- In other parts of the north with inadequate public transport services, developer contributions should be sought to put in place improved transport provision;
- Examine the potential to introduce high quality bus/train interchange facilities and bus-based hubs;
- Assess the potential to improve bus links serving major hospital and education facilities in the north
- Ensure key transport nodes are situated near points of interest, are overlooked and provide local facilities and shelter;
- Work with the emerging Connectivity Plan to deliver key public transport improvements.

OVERALL OUTCOME

Well-connected neighbourhoods with excellent public transport, walking and cycling links to improve accessibility and reduce car use.

PRINCIPLES

In order to work towards the above outcome, the following principles (PR) are set out:

PR28 CDP 11 - The City Development Plan aims to ensure that Glasgow is a connected City, characterised by sustainable public transport connectivity.

In Glasgow North, the SDF seeks to support proposals that will help create well-connected neighbourhoods and enhanced links with the rest of the city.

PR29 The Council will direct major development to locations well served by existing public transport services and active travel routes, or will seek contributions for the provision or enhancement of such services/routes on sites where this is not the case. More broadly, the Council will work with partners to enhance public transport connectivity across the north, in line with the emerging Connectivity Plan.

PR30 At **key locations** the Council should work with transport providers and communities to establish:

- New **bus and train interchange hubs** at Maryhill and

Springburn Town Centres;

- New **bus-based hubs** within other town centres, neighbourhood centres and retail parks;
- These hubs could also contain facilities to support active travel modes.

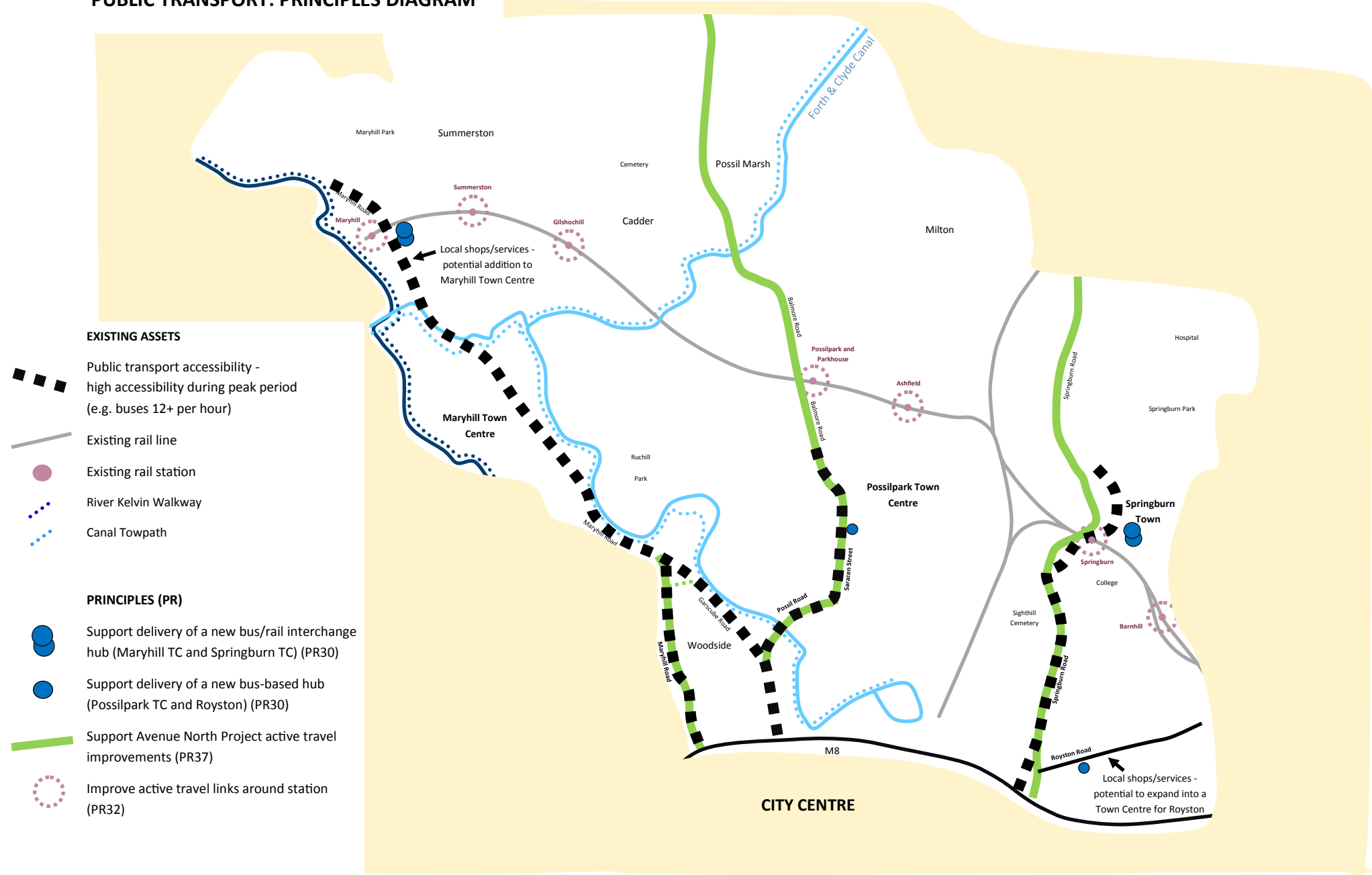
PR31 The Council will encourage transport providers to sustain appropriate **bus service provision** for Stobhill Hospital, Glasgow Kelvin College and secondary schools within the north.

PR32 The SDF supports interventions to improve the walking and cycling links to railway stations in the north.

PR33 The SDF supports the exploration of the potential for **expansion of fixed public transport infrastructure**, as part of the preparation of the new Connectivity Plan.

The diagram on page 28 illustrates how the Public Transport principles could apply spatially.

PUBLIC TRANSPORT: PRINCIPLES DIAGRAM



THEME: ACTIVE TRAVEL

WHERE WE ARE NOW

Current Activity: The Council maintains an extensive network of streets and paths that connect communities across the north. Within the network, Maryhill Road/Garscube Road, Balmore Road/Saracen Street and Castle Street/Springburn Road/Springburn Way continue as major active travel routes linking neighbourhoods and town centres. However, in some localities pedestrian accessibility is constrained by a barrier effect caused by stretches of the M8 motorway, rail or canal infrastructure.

Opportunities: The SDF promotes better pedestrian and cycle connectivity between neighbourhoods and to the city centre through continued joint working between the Council, agencies and communities. It seeks to:

- Work with the Liveable Neighbourhoods Plan to create walkable, cycle-friendly communities through a place-based approach;
- Support the proposed Sighthill Bridge to enhance links with the City Centre;
- Maximise the potential of the proposed Stockingfield Bridge as part of a wider enhancement initiative;
- Achieve phased improvements to active travel routes within regeneration areas, including early actions to improve routes to existing schools/shops;
- Introduce pedestrian-friendly improvements to the southern sections of Garscube Road, Craighall Road and Springburn Road;

- Upgrade or create new active travel crossings across the road, rail and canal infrastructure to overcome movement barriers;
- Support implementation of the Connecting Woodside Project and development of the North City Way;
- Develop the north's main arterial thoroughfares into high quality avenues which encourage active travel.

OVERALL OUTCOME

Well-connected neighbourhoods with excellent public transport, walking and cycling links to improve accessibility and reduce car use.

PRINCIPLES

In order to work towards the above outcome, the following principles (PR) are set out:

PR34 CDP 11 In line with policy, the Council will seek to ensure that Glasgow North provides high quality walking and cycling facilities to increase active travel levels across neighbourhoods, business areas and town centres.

PR35 In large scale development areas, walking and cycling infrastructure should be provided in each completed development phase to ensure it is well-connected. In standalone sites, developers should provide good active travel links within and through new-build schemes.

PR36 The Council will work with agencies and communities to identify projects that will enhance or provide new **active travel links** to cross the **M8, main roads, rail and canal infrastructure** in order to overcome accessibility gaps. This includes exploration of the feasibility of new pedestrian bridges and underpass improvements.

PR37 The Council will seek to work with agencies and communities to deliver the **Avenues North Project** and transform the main arterial corridors into high quality routes for active travel and vehicular use. Appendix D (pages 65-71) provides more detail on the Avenues North concept. In addition, a supporting network of **key streets** will be promoted.

PR38 The SDF seeks to support the development and delivery of the **Liveable Neighbourhoods Plan** and other active travel projects. This could also include better utilisation of the green network for active travel and improved connections out of the City.

PR39 The potential for retrofit flood risk management interventions should be considered in the design of new active travel infrastructure, where feasible and in appropriate locations.

The diagram on page 31 illustrates how the Active Travel principles could apply spatially.

SPATIAL DESIGN STRATEGY | CONNECTED NORTH

PRINCIPLE PR37: THE AVENUES NORTH PROJECT - PROMOTING DELIVERY OF HIGH QUALITY ROUTES FOR ACTIVE TRAVEL AND VEHICULAR USE



Maryhill Road illustrative sketch



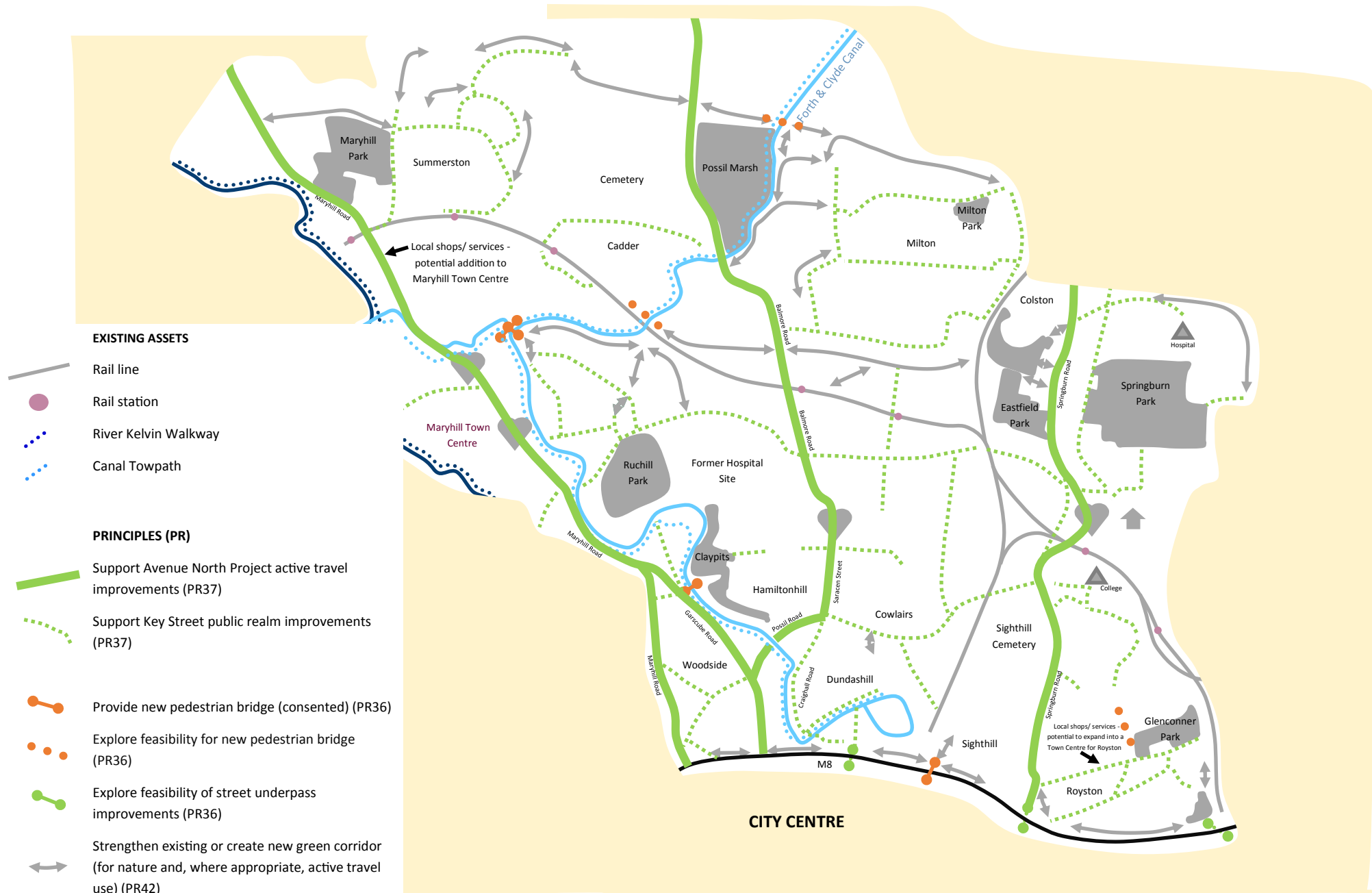
Baltimore Road illustrative sketch

The images on this page show examples of the types of **active travel improvements** that could be delivered within Maryhill Road, Baltimore Road and Springburn Road, as part of the Avenues North Project. These sketches can be viewed as full page images within Appendix D.



Springburn Road illustrative sketch

ACTIVE TRAVEL: PRINCIPLES DIAGRAM



CURRENT PLACE CONTEXT

There are substantial environmental assets in Glasgow North, including:

- Several long-established public parks that each serve a wide catchment population, with potential for targeted improvements over time that would increase their usability and better meet community needs;
- A variety of smaller scale open spaces and play areas, that fulfil a valuable role as on-the-doorstep amenities within housing areas and have potential for targeted enhancements;
- The River Kelvin functions as a natural corridor and has real potential for sensitive interventions to improve its ecological and leisure value;
- Over the last 20 years the Forth and Clyde has transformed from its origins as a working industrial waterway, into a significant outdoor recreation asset that supports active and healthy lifestyles. The Canal holds prospects for additional access, leisure, heritage and tourism-related improvements, that could further enhance its role as a major asset for the north and the City as a whole.

OVERALL OUTCOME

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

SUPPORTING OUTCOMES

The Council's aspiration is for Glasgow North to:

- Provide better access to open space, and, in turn, improve local health outcomes by aligning 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 opportunities on the River Kelvin and Forth and Clyde Canal and achieve improved accessibility to and across this infrastructure e.g. via completion of the Stockingfield Bridge project;
- Provide an enhanced natural environment that enriches the biodiversity and natural amenity of special sites such as SSSIs, C-SINCs, L-SINCS and LNRs;
- Contribute to climate change mitigation and adaptation and align with the UN Sustainable Development Goals.

CURRENT POLICY CONTEXT

Glasgow City Development Plan (CDP) identifies several priorities in terms of improving environmental quality. These include open space provision, biodiversity, climate change resilience, vacant land redevelopment and the utilisation of waterways. The Green North Themes (pages 34-37) seek to

drive forward the following Development Plan policies:

- Policy CDP 6 Green Belt and Green Network
- Policy CDP 7 Natural Environment
- Policy CDP 8 Water Environment

Glasgow's Open Space Strategy (OSS) sets out the Council's aspirations for open space in the City. It provides accessibility and quality standards aimed at delivering access to good quality, multifunctional open space in peoples' immediate environment – wherever possible within a 400m walking distance of homes outside the City Centre. During consultation on the OSS, Local Context Analysis documents were prepared, providing an initial analysis of the amount, distribution and quality of the open space resource in an area and identifying key issues.

Both the River Kelvin and the Canal are designated City-wide Sites of Importance to Nature Conservation (C-SINCs), and Policy CDP 7 Natural Environment stipulates that development should support this function. Policy CDP 8 Water Environment requires that development impacting these waterways addresses the Council's aspirations for flood management, access, sustainable travel, navigation, leisure and the Green Network, as appropriate.

THEMES

The rest of this section is split into two Themes, namely:

- **Green Network**
- **River Kelvin and Glasgow Canal Corridors**



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

THEME: GREEN NETWORK

WHERE WE ARE NOW

Current activity: The Council manages several large public parks which are major assets for the north, including Maryhill, Ruchill and Springburn parks. New parks are under construction or proposed as part of the Sighthill and Cowlands regeneration plans, which will enhance the north's parkland resources. However, the Council's Stage 1 Open Space Analyses identify a number of neighbourhoods that lack ready access to appropriate public open space.

Opportunities:

The SDF advocates increasing joint working between the Council, local communities and developers to:

- Improve accessibility to good quality open space in areas where provision is deficient;
- Efficiently maintain all amenity spaces and public parks to a good standard;
- Increase local co-stewardship of food growing initiatives, park facilities, habitats and events;
- Create a better connected green network consisting of both open space and green corridors.

OVERALL OUTCOME

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

PRINCIPLES

In order to work towards the above outcome, the following principles (PR) are set out:

PR40 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; and
- Providing for the delivery of multi-functional open space to support new development.

PR41 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.

PR42 The City Council will work with landowners and communities to strengthen the area's green corridors:

- 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;
- New green belt corridor - a new route creating improved habitats and accessibility along the green belt edge;
- Better connect up the green network through the creation of new pedestrian and cycle routes, including

through the large scale development areas.

PR43 The SDF supports opportunities for flood management in both existing open spaces and the wider green network.

PR44 The Council will continue to develop new ways of efficiently managing public parks and open spaces. Through dialogue with communities, the Council could allow some pockets to self-generate into a richer, semi-natural condition: this could free-up resources to ensure play areas and park buildings are maintained to a good standard.

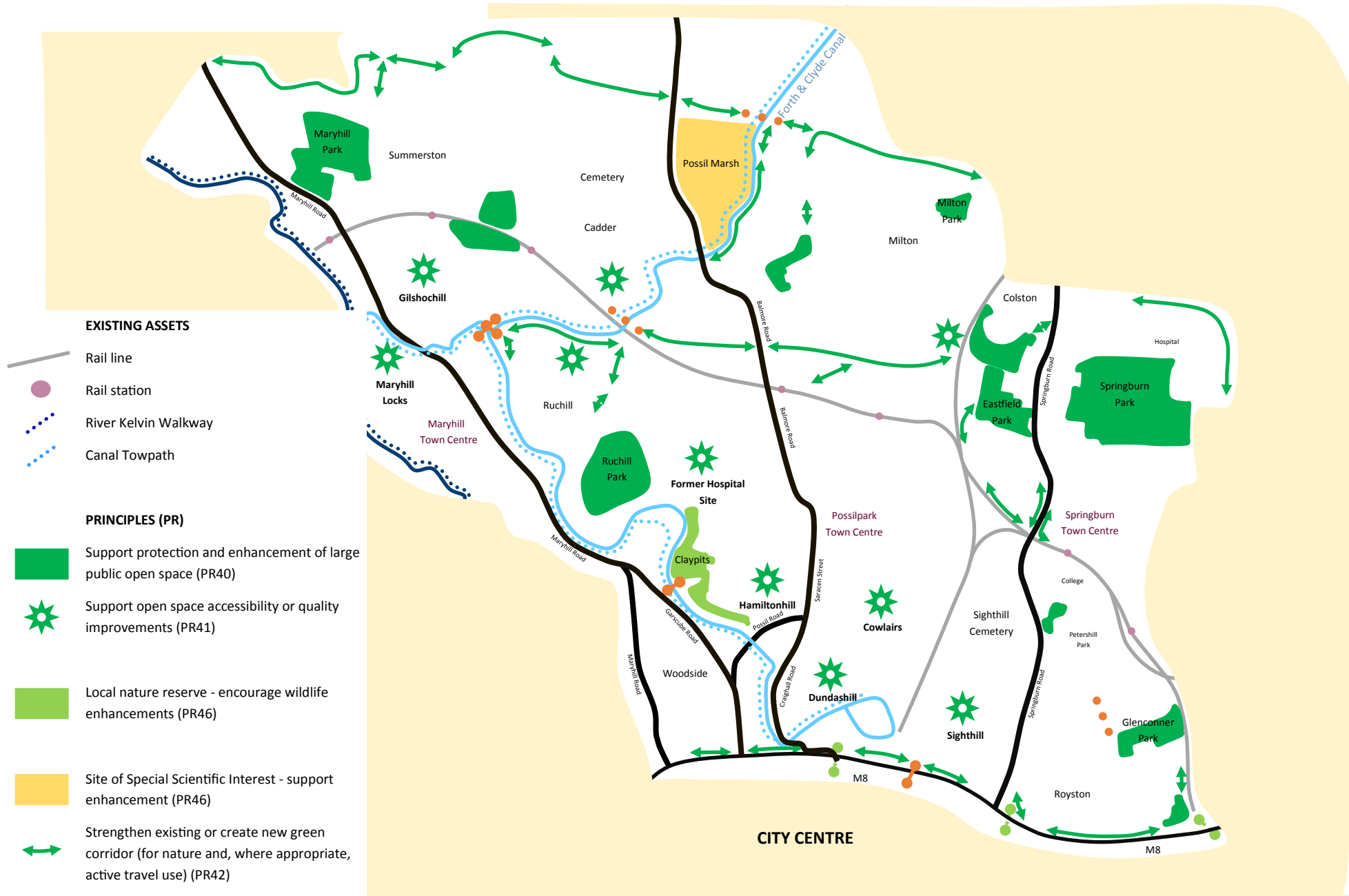
PR45 Across the north, local groups' efforts bring much-valued additional activities and events to parks each year. The Council will look to establish support pathways to enable groups to co-manage park and open space amenities.

PR46 The Council should continue to work with SNH, RSPB and voluntary groups to enhance designated nature conservation and landscape areas in the north. This includes working with projects such as the Claypits LNR.

PR47 The SDF supports the role played by cemeteries, public gardens and allotments in terms of their amenity, heritage and natural value.

The diagram on page 35 illustrates how the Green Network principles could apply spatially.

GREEN NETWORK: PRINCIPLES DIAGRAM



THEME: RIVER KELVIN AND GLASGOW CANAL CORRIDORS

WHERE WE ARE NOW

Current Activity: The **River Kelvin** acts as a vital ecological corridor within the City's green, blue and grey network. The River Kelvin Walkway itself is a key leisure asset for Glasgow North and the West End, providing continuous walking and cycling links to the Botanic Gardens, Kelvingrove Park and Kelvingrove Art Gallery and Museum.

Canal - Since the Millennium Link project started in 1999, Scottish Canals, the Council and local groups have worked together to rejuvenate the canal in Glasgow. Year on year, investment has secured upgrades to the canal infrastructure, towpaths and access approaches. In more recent times, efforts have accelerated through the creation of the Claypits Local Nature Reserve, Canal Co-operative and Smart Canal water management initiative.

The Council and Scottish Water are working to deliver a suite of improvements to the north's **surface water drainage system**: these works will help to unlock major planned developments across the area. The canal hosts an array of festivals and leisure events that put canal communities firmly on the City's cultural map every year.

Opportunities

The SDF encourages increased joint working between the Council, statutory agencies and community groups to:

- Strengthen the resilience of the river and canal corridors and ensure they can adapt to climate change and continue to support biodiversity;

- Promote a placemaking approach for sites adjacent to the canal to encourage appropriate development;
- Deliver enhancements to the **River Kelvin** and **Walkway**, expanding the river's role as a celebrated asset for surrounding neighbourhoods;
- Deliver improvements to the **canal** to increase leisure and water sport use, create leisure-led mixed use hubs and improve connectivity;
- Utilise the potential for the **canal** to manage surface water.

OVERALL OUTCOME

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

PRINCIPLES

In order to work towards the above outcome, the following principles (P) are set out:

PR48 The **River Kelvin** is a key green corridor that links an array of spaces and parks through to the River Clyde. The Council will support projects that improve the Kelvin's:

- Natural and recreational assets (CDP 6)
- C-SINC ecosystems and protected species (CDP 7)
- Green infrastructure for flood management (CDP 8)
- Good quality aquatic environment (CDP 8)
- Active travel links to neighbourhoods and centres (CDP 11).

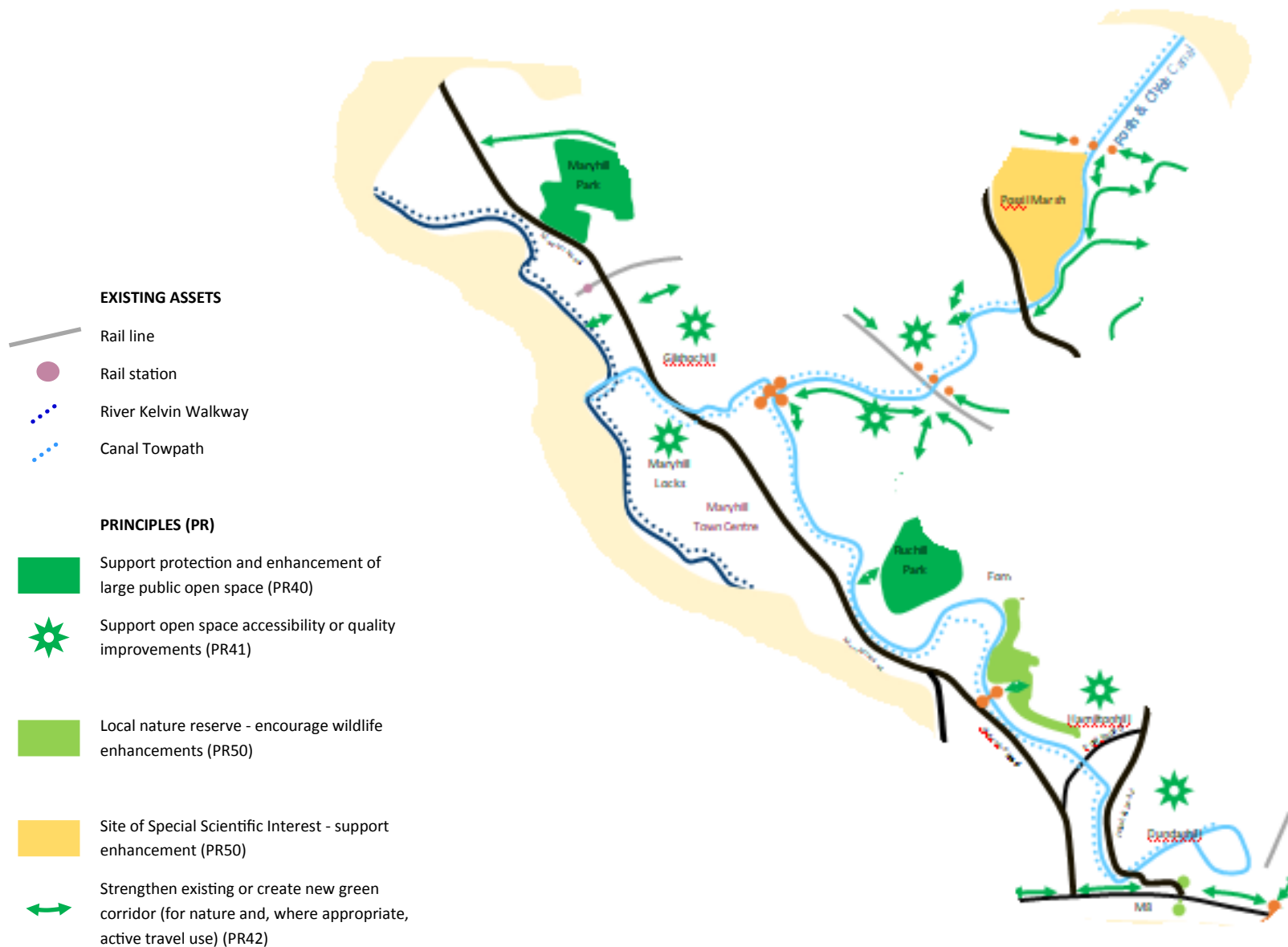
PR49 The SDF supports Scottish Canals' efforts to improve the environment, recreation and active travel links along the **canal**. The Council will encourage **leisure-led developments** at key points along the canal, where proposals are progressed through a placemaking approach and are sympathetic to the canal environment.

PR50 In line with CDP 7, the Council will encourage projects that enhance the amenity of the Canal C-SINC and other safeguarded sites including the Possil Marsh SSSI/C-SINC, Cadder Field L-SINC and Claypits LNR. The SDF also supports measures to promote heritage awareness around these assets and strengthen their links to the wider green network.

PR51 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.

The diagram on page 37 illustrates how the River Kelvin and Glasgow Canal Corridors principles can apply spatially.

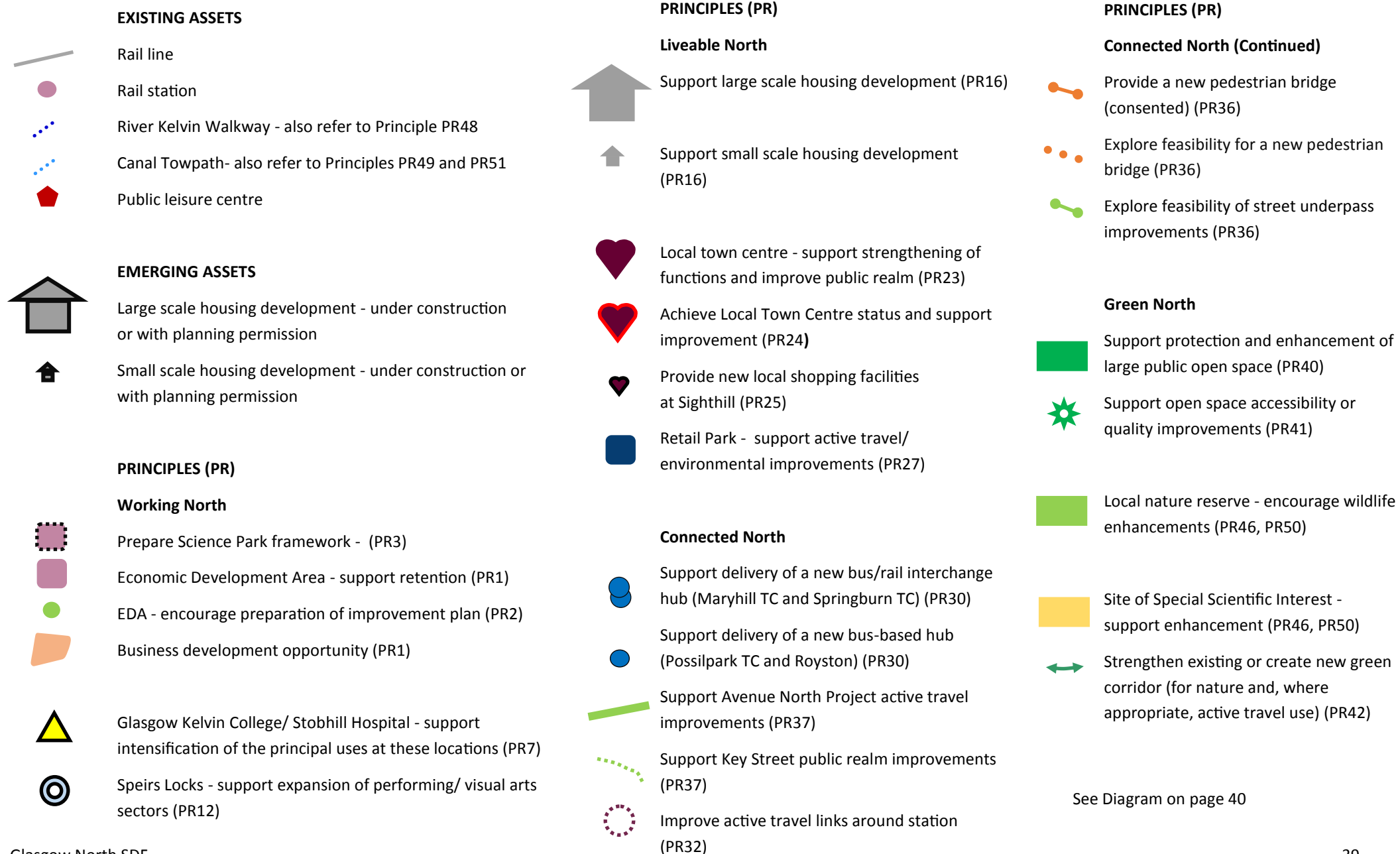
RIVER KELVIN AND GLASGOW CANAL CORRIDORS: PRINCIPLES DIAGRAM



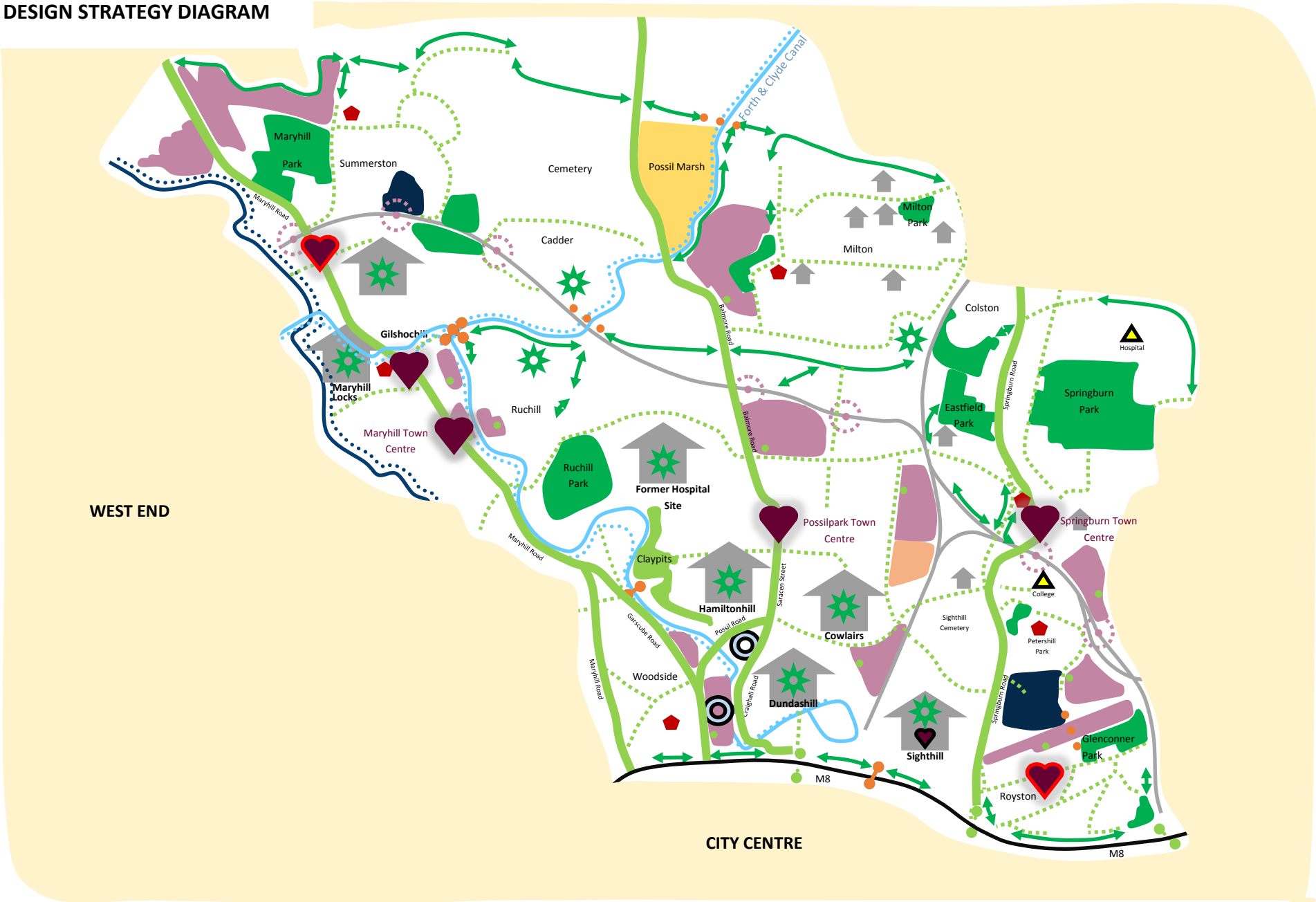
DESIGN STRATEGY DIAGRAM

The **Design Strategy Diagram** illustrates how the thematic principles come together to inform emerging and future development proposals. Please refer to the key panel (page 39) and diagram (page 40).

DESIGN STRATEGY DIAGRAM - KEY PANEL



DESIGN STRATEGY DIAGRAM



DELIVERY

The City Development Plan contains an Action Programme which can be viewed online by clicking [here](#).

The following **SDF Action Programme** sets out the key actions, actors and phasing required to help achieve the vision and outcomes contained in the document.

MOVING FORWARD | ACTION PROGRAMME

Action	TIMESCALE				
	Ongoing	To 2025	To 2030	Lead/Partners	Outcome
WORKING NORTH: ENTERPRISE					
PR2 Encourage the preparation of EDA improvement plans led by local stakeholders.				Local businesses, organisations, property owners, GCC	Industry and business growth in a series of inter-connected EDAs which provide more pleasant environments for workers.
PR3 Encourage preparation of a campus plan/business-led framework 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.
WORKING NORTH: NORTH GATEWAY					
PR11 Support the development of a Pinkston canal hub that contains an attractive mix of canal leisure, rest and refresh facilities.				GCC, Scottish Canals, GCRP	Improved facilities through development of a canal leisure/visitor hub.
PR12 Support developments which strengthen the performing and visual arts sectors at Speirs Locks, as well as projects to improve environmental quality.				GCC, Scottish Canals, Glasgow Canal Co-op, GCRP, property owners	Strengthened arts and cultural sector.

MOVING FORWARD | ACTION PROGRAMME

Action	TIMESCALE				
	Ongoing	To 2025	To 2030	Lead/Partners	Outcome
LIVEABLE NORTH: NEIGHBOURHOODS					
PR19 Develop and utilise a new joint-working initiatives template, to guide introduction of meanwhile uses to the key frontages of large 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 potential 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.
LIVEABLE NORTH: TOWN CENTRES					
PR23 Support the strengthening of Maryhill, Possilpark and Springburn Town Centres via suitable initiatives. This could include preparation of Town Centre Action Plans or Urban Design Frameworks.				GCC, Community Planning, community and business groups	Improved attractiveness via initiatives such as shopfront, public realm and lighting improvements.
PR24 In liaison with the local community, explore the potential to develop Royston Road into an attractive Local Town Centre.				GCC, Community Planning, community and business groups	Establishment of a Royston Town Centre which is growing in its neighbourhood function.
PR24 Explore the potential to develop the existing local shopping facilities to the south of Maryhill Station as an addition to Maryhill Local Town Centre.				GCC, Community Planning, community and business groups	Development of the locality as an addition to Maryhill Local Town Centre.
PR27 Support continuation of retail parks’ shopping and leisure offer, coupled with active travel and environmental improvements.				GCC, proprietors and property owners	Attractive destinations within the City’s network of centres.

MOVING FORWARD | ACTION PROGRAMME

Action	TIMESCALE			Lead/Partners	Outcome
	Ongoing	To 2025	To 2030		
CONNECTED NORTH: PUBLIC TRANSPORT					
PR30 Work with transport providers and communities to establish bus and train interchange hubs at Maryhill and Springburn Town Centres, and new bus-based hubs at other key locations.				GCC, SPT, Network Rail, Sustrans	Improved town centre access to a choice of public transport services.
PR33 Work with partners to enhance public transport connectivity across the north, in line with the emerging Connectivity Plan. Support the exploration of the potential for expansion of fixed public transport infrastructure, as part of the preparation of the Connectivity Plan.				GCC, SPT, Network Rail, Sustrans, bus companies	Improved public transport accessibility for communities both into central Glasgow and across the city/wider North.
CONNECTED NORTH: ACTIVE TRAVEL					
PR36 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 MotorwayDual CarriagewayRail InfrastructureCanal Infrastructure				GCC, Sustrans, Transport Scotland, Network Rail, Scottish Canals, GCRP	Overcoming of accessibility gaps caused by transport infrastructure.
PR37 Work with transport agencies and communities 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.
PR37 Work with transport agencies and communities to create a supporting system of key streets that include localised public realm interventions.				GCC, Sustrans	Improved active travel and public realm environments along key streets.
PR38 Support the development and delivery of the Liveable Neighbourhoods Plan and other active travel projects.				GCC, Sustrans	Expanded and improved active travel network.

MOVING FORWARD | ACTION PROGRAMME

Action	TIMESCALE			Lead/Partners	Outcome
	Ongoing	To 2025	To 2030		
GREEN NORTH: GREEN NETWORK					
PR42 Explore the feasibility of a new active travel route along the former railway line between Parkhouse and Lambhill.				GCC, Sustrans, GCV Green Network Partnership, landowners, community groups	Enhanced utilisation of the green network for active travel.
PR42 Work to strengthen the area’s green corridors as environmental and, where appropriate, active travel assets.				GCC, GCV Green Network Partnership, Sustrans, landowners, community groups	Improved value for nature and people.
PR43 Consider opportunities for surface water management to reduce flood risks and impact.				MGSDP, GCC, Scottish Canals, developers	Improved surface water management infrastructure across Glasgow North.
PR45 Work to establish support pathways to enable groups to co-manage park and open space amenities.				GCC, Community Planning, community groups	Increased local stewardship of spaces and sustainability as a result.
GREEN NORTH: RIVER KELVIN AND GLASGOW CANAL CORRIDORS					
PR49 Support Scottish Canals’ efforts to improve the environmental, outdoor recreation and active travel amenities along the canal.				GCC, Scottish Canals, GCRP, Glasgow Canal Co-op	Greater public utilisation of the canal as a strategic asset.
PR49 Examine feasibility of appropriate leisure-led developments at key points along the canal.				GCC, Scottish Canals, GCRP, Glasgow Canal Co	Increased development and commercial activity within the canal corridor.

APPENDIX A | SUPPORTING STRATEGIES AND INITIATIVES

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

- Clydeplan
- Glasgow City Development Plan
- Topic-Based Supplementary Guidance
- Glasgow City Region City Deal
- Glasgow and Clyde Valley Green Network
- Metropolitan Glasgow Strategic Drainage Partnership (MGSDP)
- Horizon 2020 - Connecting Nature
- Glasgow Open Space Strategy
- Glasgow Canal Regeneration Partnership Action Plan
- Glasgow's Housing Strategy

APPENDIX B | ENGAGEMENT EVENTS 2014-2019

ENGAGEMENT EVENTS

Preparation of the SDF has been informed by a number of engagement events held over the past five years.

These **events** include:

Port Dundas Charrette March 2014 - led by Glasgow Canal Regeneration Partnership/ Peter Brett Associates/ Kevin Murray Associates

Woodside-Firhill-Hamiltonhill Charrette February 2015 - led by Glasgow Canal Regeneration Partnership/ Land Use Consultants

Royston Vision and Strategy Workshops 2014 - led by Rosemount Development Trust/ Royston Strategy Group/ Kevin Murray Associates

Springburn Workshops March 2019 - led by Springburn Community Council/ Kevin Murray Associates

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 | INSET AREA - OPPORTUNITIES

INTRODUCTION

Appendix C illustrates spatial opportunities for specific inset areas. There are eight inset areas covered within pages 49 to 64 overleaf.

INTRODUCTION

The area includes **Woodside, Speirs Locks Cultural Quarter** and **Port Dundas**, 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 North 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.

TOP ISSUES NEEDING 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

OPPORTUNITIES

Working

Port Dundas - Preparatory works have begun 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, and the concept of a Gateway Canal Hub explored that provides additional leisure facilities plus supporting uses such as cafés/rest, and ultimately creates 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 nearest local town centre is Possilpark, which should be supported through improvements to its accessibility from the North Gateway as part of the delivery of the North Avenues Project. The significant new developments proposed for Dundashill also require access to local shopping facilities, which should be combined with small scale community uses to provide a range of local

amenities. Within these new developments ground floors should be activated with commercial uses at key points.

A masterplan for the area around Scottish Opera bounded by Rodney Street, the M8 and Spiers 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 Urban Design 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.

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 assets like Pinkston and canal cycle routes, 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,

INSET AREA - OPPORTUNITIES | CANAL - NORTH GATEWAY

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.

Green

Canal - The canal is a major open space and biodiversity asset 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.

Motorway North/Woodside - The SDF seeks the enhancement of the wider green corridor alongside the M8, and sound dampening measures should be explored. The potential of the open space to the north of the M8 between Oakgrove/Abercorn schools should also be explored.

Current Form



INSET AREA - OPPORTUNITIES | SIGHTHILL - ROYSTON

INTRODUCTION

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, major transport infrastructure - e.g. the M8 motorway - serves to disconnect Royston from the City Centre and neighbouring areas. Sighthill Transformational Regeneration Area (TRA) is set to experience large volume housing development, making it essential that facilities are put in place to ensure the emergence of a sustainable community.

TOP ISSUES NEEDING ADDRESSED

- Poor quality connections and some 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
- Need to develop a well rounded community at Sighthill, with new housing complemented by good open space and active travel links.

OPPORTUNITIES

Working

The one designated EDA in the district is Charles Street, which would benefit from environmental improvements and

a new active travel connection across the railway line to St Rollox. Improved functionality and street-scene around the local facilities on Royston Road would also provide a better offer to employees.

Liveable

Sighthill - In addition to the completed 141 units for reprovisioning by Glasgow Housing Association, the TRA development intends to deliver: 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 recently been completed which includes a nursery, youth centre and community facilities.

It is paramount that Sighthill becomes a well rounded community, with new housing complemented by good open space and active travel links. The development should be well integrated with neighbouring areas, having access to local shopping facilities and appropriate community uses. The SDF supports the activation of ground floors with commercial uses at key points.

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.

Connected

In terms of active travel, the Sighthill TRA will offer potential

improvements, 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. For Royston, the potential of a new active travel connection across the railway line between Charles St and St Rollox retail park should be explored.

Investment and reconfiguration is also 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.

As described in SDF Theme: *Public Transport*, the Council should work with transport providers and the community to establish a new bus-based hub in Royston. The Council should also work with transport providers to enhance bus connections serving St Roch's Secondary.

Green

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

INSET AREA - OPPORTUNITIES | SIGHTHILL - ROYSTON

create a more naturalised active travel environment.

Royston contains a series of open space clusters 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.

Current Form



INSET AREA - OPPORTUNITIES | CANAL-APPLECROSS BASIN-FIRHILL

INTRODUCTION

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.

TOP ISSUES NEEDING 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.

INSET AREA - OPPORTUNITIES | CANAL-APPLECROSS BASIN-FIRHILL

Open space quality and access improvements should be implemented in accordance with the Open Space Strategy.

Current Form



INSET AREA - OPPORTUNITIES | CANAL - HAMILTONHILL - POSSILPARK - COWLAIRS

INTRODUCTION

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.

TOP ISSUES NEEDING 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) will 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.

As described in SDF Theme: *Public Transport*, the Council should work with transport providers and communities to establish a new bus connectivity hub at the town centre. 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 the upcoming Connectivity Plan and Liveable Neighbourhoods Plan.

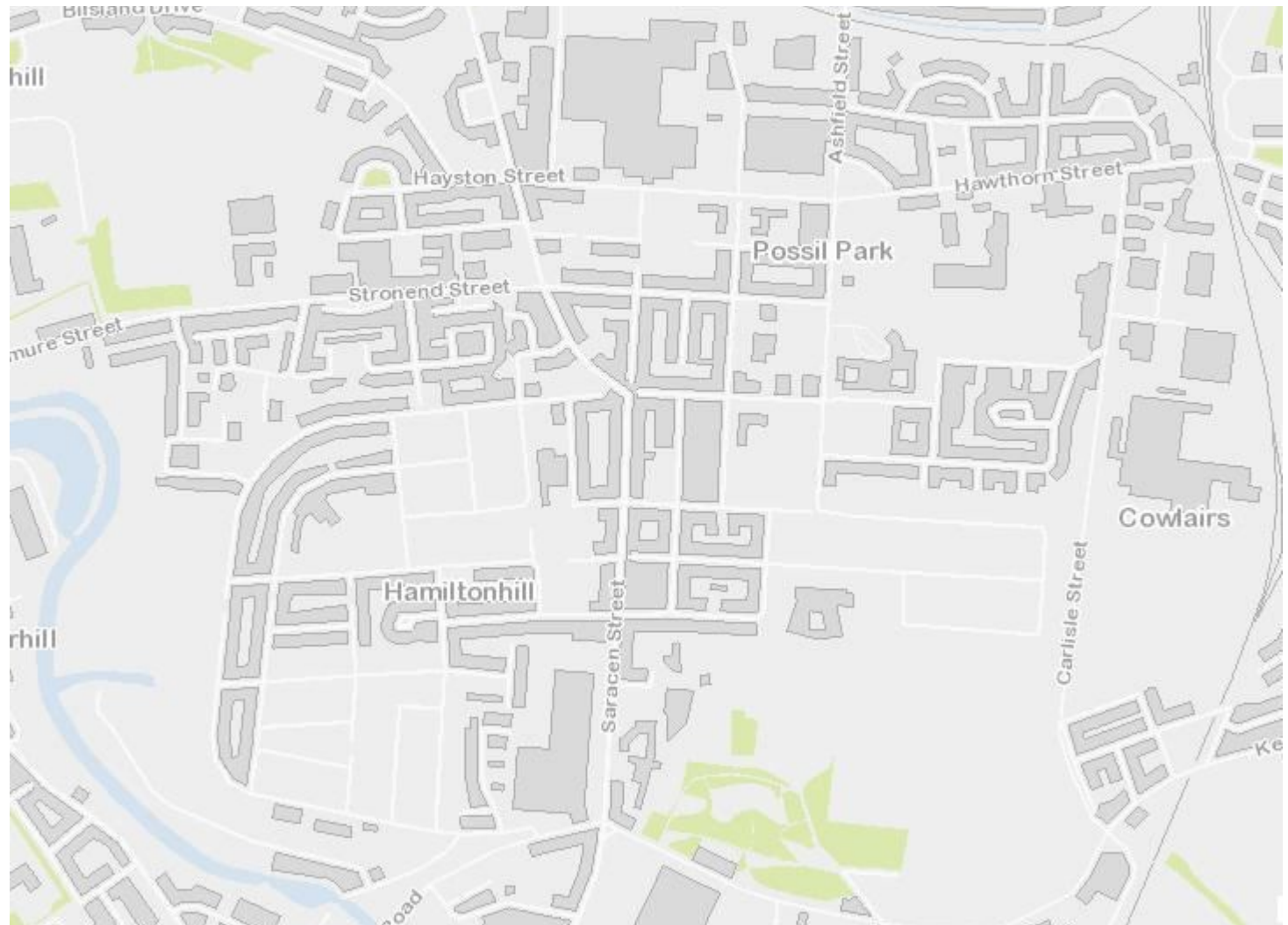
Green

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

INSET AREA - OPPORTUNITIES | CANAL - HAMILTONHILL - POSSILPARK - COWLAIRS

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.

Current Form



INSET AREA - OPPORTUNITIES | SPRINGBURN - ST ROLLOX - COLSTON - STOBHILL HOSPITAL

INTRODUCTION

The district runs from St Rollox 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.

TOP ISSUES NEEDING 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 and St Rollox
- Poor public realm environment in Springburn town centre and poor quality pedestrian approach routes

OPPORTUNITIES

Working

The district contains three Economic Development Areas (EDAs) in the form of Petershill Road/St Rollox, 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 supporting uses in and around Stobhill Hospital Campus which would encourage growth in its existing health function and research activity.

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

Connected

The quality and number of connections across main roads, and from Petershill Road to both the north and towards St

Rollox Retail Park in the south, must be improved. It is important that the district is also well connected with the redeveloped Sighthill, allowing residents to access new open space and local facilities as well as the M8 bridge. As mentioned regarding Royston, the potential of a new active travel connection across the railway line between Charles St and St Rollox retail park should be explored.

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.

As described in SDF Theme: *Public Transport*, the Council should work with transport providers and communities to establish new bus/train interchange amenities at Springburn Town Centre, and a bus-based hub at St Rollox retail park. The Council should also work with transport providers and institutions to enhance bus connections serving Stobhill Hospital, Kelvin College and Springburn Academy.

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.

Current Form



INSET AREA - OPPORTUNITIES |

CANAL - MARYHILL - GILSHOCHILL - CADDER - LAMBHILL - RUCHILL

INTRODUCTION

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.

TOP ISSUES NEEDING 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. Consideration should also be given to expanding the recognised town centre to incorporate the local shopping facilities near Maryhill Station.

There are local shopping facilities at Cadder, Gilshochill and Ruchill 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 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 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. The Maryhill TRA (Gilshochill area) 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. Residential development at the former Ruchill Hospital site (capacity 300 units) should be well-connected to Ruchill Park and neighbouring areas.

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

Environmental and junction improvements should be a priority for Maryhill Road, Lochburn Road, Sandbank St as it approaches Summerston and Balmore Road. For Maryhill Road and Balmore 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.

As described in SDF Theme: *Public Transport*, the Council

INSET AREA - OPPORTUNITIES |

CANAL - MARYHILL - GILSHOCHILL - CADDER - LAMBHILL - RUCHILL

should work with transport providers and communities to establish new bus/train interchange amenities at Maryhill Town Centre. 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 the upcoming Connectivity Plan and Liveable Neighbourhoods Plan.

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. Further north, 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 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.

Current Form



INSET AREA - OPPORTUNITIES | WEST OF SCOTLAND SCIENCE PARK - SUMMERSTON

INTRODUCTION

This district is the first of two located at the northern edge of the SDF. Summerston has grown in recent decades in a way which has been more suburban in character, whilst West of Scotland Science Park sits to the west on either side of Maryhill Road.

TOP ISSUES NEEDING ADDRESSED

- Issues with accessibility due to the suburban nature of parts of Summerston and disconnection caused by the railway line
- Elements of West of Scotland Science Park remain undeveloped
- Lack of a defined community focal point
- Underutilisation of the River Kelvin's leisure value

OPPORTUNITIES

Working

West of Scotland Science Park is recognised as a Strategic Economic Investment Location (SEIL) focussing on life sciences and technology. The SDF supports the intensification of these uses, 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.

Liveable

Summerston is a well established residential neighbourhood, containing a range of house types, recreation spaces and schools. The area is served by a small collection of shops and an adjacent retail park: this location could be reconfigured to form a focal point with improved public realm and a better community offer.

Connected

Accessibility improvements across the railway line as well as towards Maryhill Road should be implemented. 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. 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. As described in SDF Theme: *Public Transport*, the Council should work with transport providers and communities to establish a bus-based hub at Summerston retail park. 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.

Green

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 district 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.

INSET AREA - OPPORTUNITIES | WEST OF SCOTLAND SCIENCE PARK - SUMMERSTON

Current Form



INSET AREA - OPPORTUNITIES | CANAL - MILTON

INTRODUCTION

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.

TOP ISSUES NEEDING 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 both the green belt and the canal

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.

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 should 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

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 the upcoming Connectivity Plan and Liveable Neighbourhoods Plan.

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. 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.

Current Form



APPENDIX D | AVENUES NORTH PROJECT

INTRODUCTION

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 PROJECT

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

The following paragraphs and the images on pages 66 to 71 are intended to provide an illustration of how an Avenues project could potentially build up over a ten year period - the text and images are therefore indicative and do not represent a committed project at this time. Any future specific proposal for an Avenues project will require feasibility work, design development, consultation and funding issues to be fully addressed, prior to the project being delivered in phases on site.

Indicative programme of phased delivery of a project:

Short term - improving the pedestrian environment at high footfall locations e.g. in town centres and at main road junction points; targeted improvements to roadside open spaces.

Medium term - introducing shared pedestrian and cycle surfaces on existing public pavements.

Long term - potential to re-design the overall street in favour of pedestrians and cyclists - taking away a lane or lanes from road traffic users. Using the freed-up space to:

- Expand footway width
- Introduce an attractive landscape strip
- Introduce a new or wider segregated cycle lane.

OUTCOMES - The **Avenues North Project** should undertake to:

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

The rest of this section illustrates the opportunities relative to the main arterial routes:

- **Maryhill Road-Garscube Road** (p. 66-67)
 - Avenue Project - active travel improvements
 - Streetscene Activation - built form and space improvements
- **Possil Road-Saracen Street-Balmore Road** (p. 68-69)
 - Avenue Project - active travel improvements
 - Streetscene Activation - built form and space improvements
- **Castle Street - Springburn Road - Springburn Way - Springburn Road** (p. 70-71)
 - Avenue Project - active travel improvements
 - Streetscene Activation - built form and space improvements

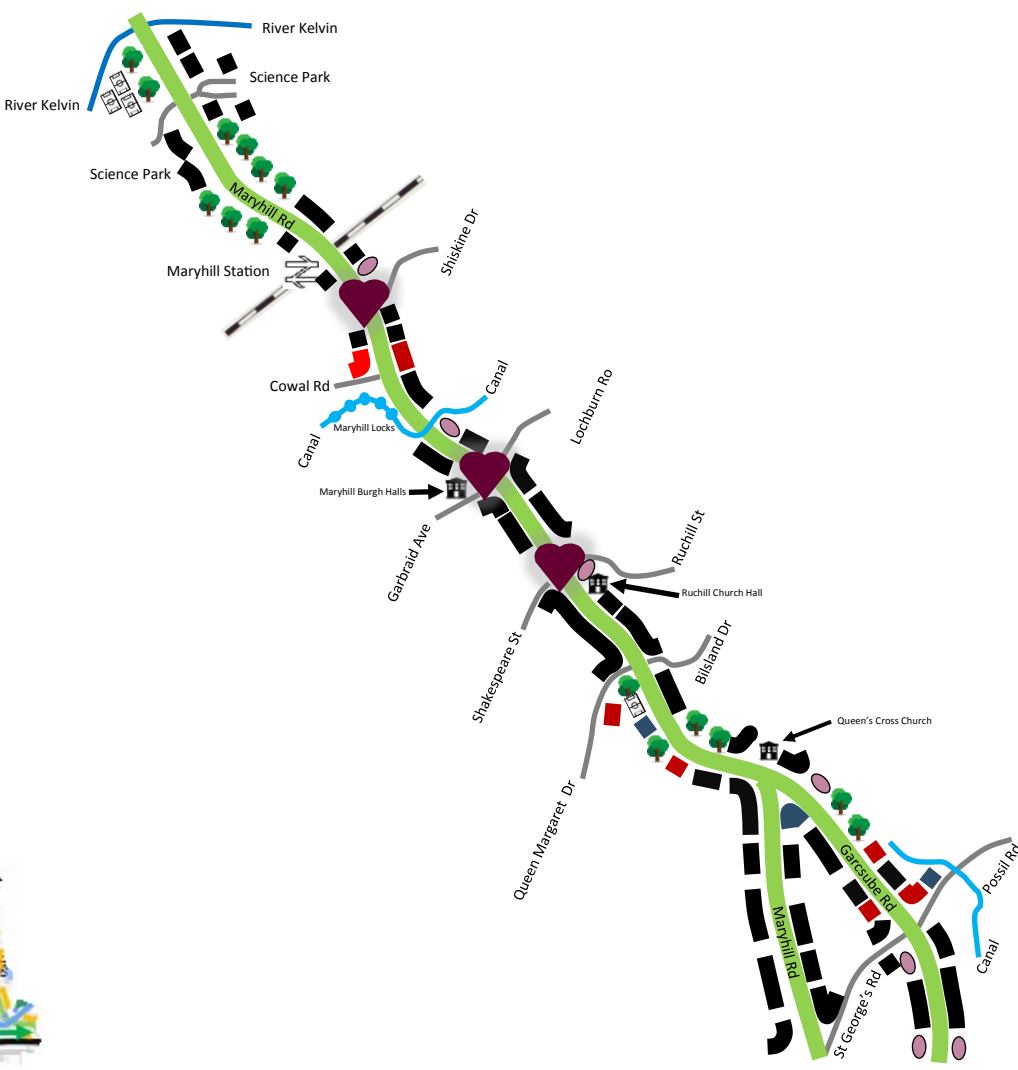
Avenue Project: Maryhill Road - Garscube Road



Opportunities

- Creation of high quality active travel corridor

Streetscene Activation: Maryhill Road - Garscube Road



Existing Assets

- Landmark building
- Existing built form
- Tree belt

Opportunities

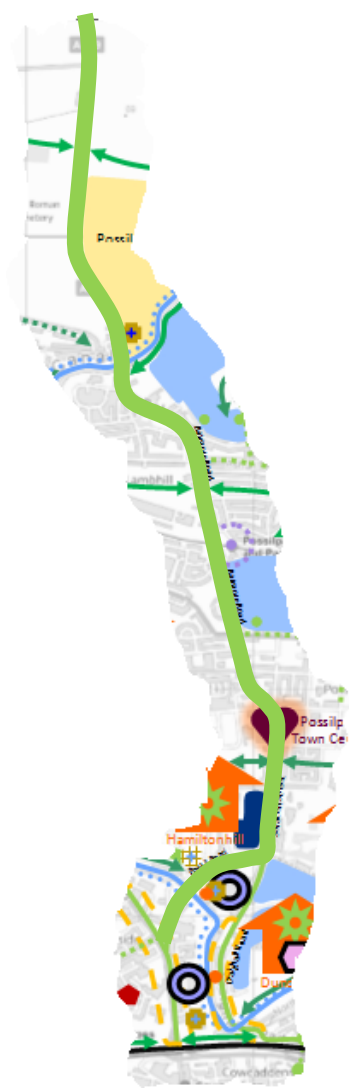
- New built form
- Space improvement

APPENDIX D | AVENUES NORTH PROJECT

A. Maryhill Road: sketch showing examples of the types of active travel improvements that could be delivered as part of the Avenues North Project.



Avenue Project: Possil Road - Saracen Street - Balmore Road



Opportunities

- Creation of high quality active travel corridor

Street Activation: Possil Road - Saracen Street - Balmore Road



Existing Assets

- Landmark building
- Existing built form
- Tree belt

Opportunities

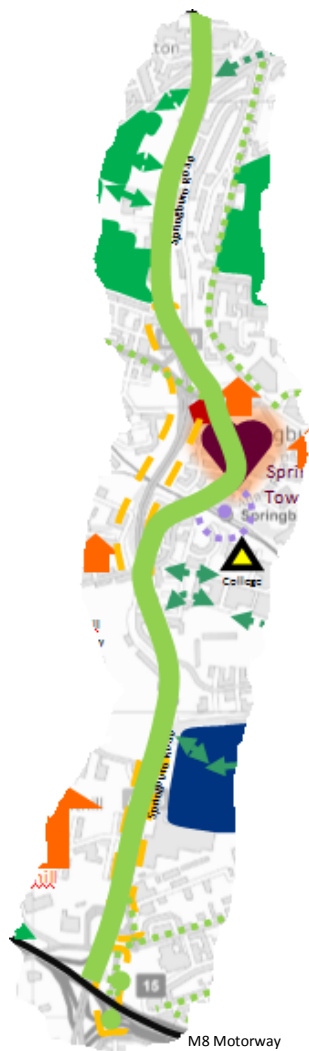
- New built form
- Space improvement

APPENDIX D | AVENUES NORTH PROJECT

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



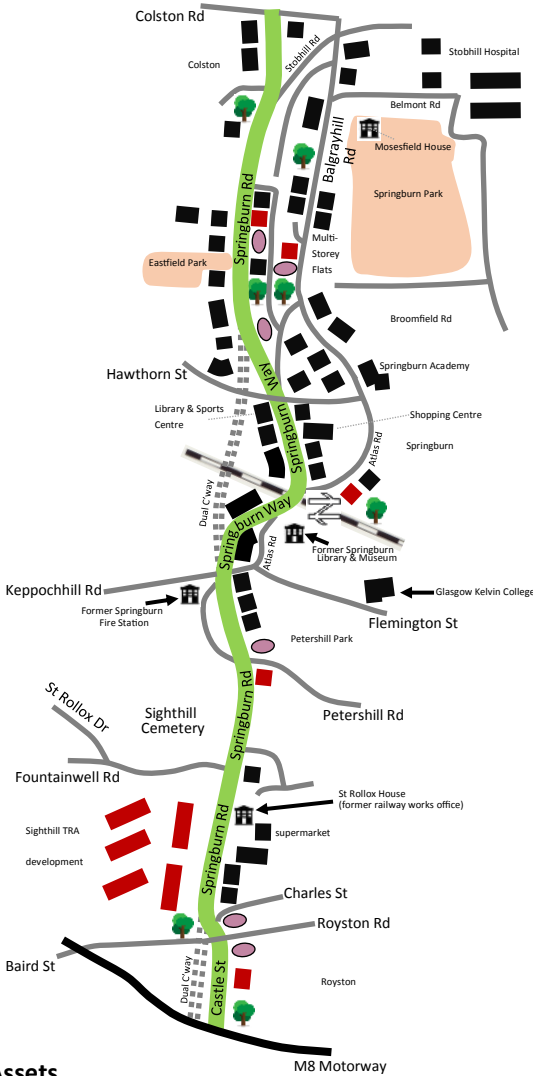
Avenue Project: Castle Street - Springburn Road - Springburn Way - Springburn Road



Opportunities

Creation of high quality active travel corridor

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



Existing Assets

- Landmark building
- Existing built form
- Tree belt

Opportunities

- New built form
- Space improvement

APPENDIX D | AVENUES NORTH PROJECT

C. Springburn Road: sketch showing examples of the types of active travel improvements that could be delivered as part of the Avenues North Project.



APPENDIX E | PROMOTING TOWN CENTRE IMPROVEMENT

A. Maryhill Town Centre: sketch showing examples of the types of public realm improvements that could be delivered within the town centre.



APPENDIX E | PROMOTING TOWN CENTRE IMPROVEMENT

B. Possilpark Town Centre: sketch showing examples of the types of public realm improvements that could be delivered within the town centre.



APPENDIX E | PROMOTING TOWN CENTRE IMPROVEMENT

C. Springburn Town Centre: sketch showing examples of the types of public realm improvements that could be delivered within the town centre.



APPENDIX E | PROMOTING TOWN CENTRE IMPROVEMENT

D. Royston Town Centre (potential): sketch showing examples of the types of public realm improvements that could be delivered within the town centre.

