Glasgow City Council

City Development Plan 2

Proposed Plan

June 2026

How to Use City Development Plan 2 (CDP2)

This document has been designed to be a navigable PDF. By clicking on the three dashed lines at the top left corner of the PDF, you can open a navigation tab that will sit to the left of the document, allowing you to move through the plan's sections, as required.

Part 1 Introduction explains each section of the plan and concepts that appear throughout the plan.

Part 2 Glasgow Today outlines the evidence base that underpins CDP2 and drivers for change that have informed the production of CDP2.

Part 3 Glasgow Tomorrow, Part 4 Place Policies and Part 5 Topic Policies set out Policies 1 – 20:

- Planning decisions must be made in accordance with the development plan (CDP2 and National Planning Framework 4), unless material considerations indicate otherwise.
- CDP2 must be read as a whole. More than one policy is likely to apply to any development proposal.
- All the content in each policy is policy and can be used to determine a planning application. Whilst policies 1 to 6 includes context to explain what the plan aims to achieve, these sections can be used to determine applications - development should contribute to delivering this context.
- Unless stated otherwise, all criteria used in each policy will apply to relevant proposals and should be considered holistically.
- It is for the decision maker to determine what weight to attach to policies on a case-by-case basis. Where a policy states that development will be supported, it is supported in principle, and it is for the decision maker to take into account all other relevant policies.

The length of CDP 2 reflects the creation of a place-based, allocations plan for Scotland's biggest city and council by population size. However, your development site, home or business will be in one part of the city and only one place policy will be applicable. Following adoption of CDP 2, a digital map-based plan will be published. This will allow navigation of CDP 2 in a different way. However, it is important we first produce a PDF plan which is accessible to all and can be placed in libraries.

I live in Glasgow

Where is your home in the city?

The relevant Place Policy will tell you what development is anticipated and where.

The Place Policies tell you where Local Place Plans have been taken into account in preparing CDP2.

I want to make a change to my home

Start with Policy 11. Design and Placemaking and accompanying Planning Guidance.

Developers in Glasgow

Where is your site in the city?

Policy 1 Spatial Strategy tells you what development needs to deliver.

The Place Policies tell you what requirements apply to your sites.

Topic Policies provide additional detail to take into account alongside NPF4 policies.

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Part 1. Introduction

City Development Plan 2, Glasgow's Local Development Plan, sets out the strategy for the regeneration and development of the city alongside the protection of Glasgow's natural and historic environment. It sets out a clear 10-year planning framework for the City, including a spatial strategy, proposals for the future use of land and infrastructure and policy for determining planning applications. This strategy and policy looks to the future to facilitate the Glasgow of tomorrow.

Decisions that are taken today create the legacy for the future and it is essential that decision makers, those proposing development and citizens of Glasgow can look back in 50 years and be proud of those decisions. Glasgow's City Development Plan therefore belongs to each and every one of us. We have a vision that the Glasgow of tomorrow will be welcoming to all, reflecting our aims to be a Feminist City and a Child Friendly City. Achieving those aims will deliver good places for all. Good planning and placemaking can help to tackle child poverty, a key national and City priority. This Development Plan has sustainable local living at its core, neighbourhoods across Glasgow sit within a green network including over 90 parks.

Glasgow as a city has huge potential - if Glasgow succeeds, Scotland succeeds. City Development Plan 2 builds on significant regeneration that has taken place across Glasgow, as a post-industrial city. In recent years and decades we have seen a great transformation in our city centre, our neighbourhoods and universities, as well as our visitor and cultural offering.

Glasgow is a UNESCO City of Learning, home to two globally recognised universities - the University of Glasgow and the University of Strathclyde - both ranked in the world's top tier for research, engineering, life sciences and innovation; as well as Glasgow Caledonian University, The Glasgow School of Art and the Royal Conservatoire of Scotland, reflecting its status as a UNESCO City of Music. Glasgow is the largest and youngest city in Scotland, with 56.9% of our workforce educated to degree level, and a graduate retention rate of 51%.

Glasgow is also Scotland's largest economic region, with close to half a million jobs and strengths across advanced manufacturing, health innovation, fintech, creative industries and clean energy. It is home to the Queen Elizabeth University Hospital campus and the Glasgow Riverside Innovation District, as well as Glasgow City Centre, the UK's biggest shopping destination outside London. Glasgow is also globally recognised for its ability to host major music, sporting and conference events.

Planning for the future of the City needs to build on this potential for sustainable growth of the economy and provide for the needs of the residents of the city as well as those who work here and visit the city.

City Development Plan 2:

- Provides an overarching strategy for a coordinated approach to developing Glasgow.
- Provides a clear direction and framework for change across the city - explaining where development should and should not happen - to provide certainty and support efficient decision making.
- Shapes our great city as a place people want to live, work, visit, and invest in.
- Sets out policy to ensure high quality, bold and innovative design.
- Is focused on deliverability – it responds to Glasgow's challenges and recognises the need for a long-term development timeframe.

Glasgow's Development Plan

CDP2 sits within a structured hierarchy of plans and strategies that operate at national, regional, and local levels.

- NPF4 provides the national vision and policy direction.
- The Regional Spatial Strategy will guide cross boundary spatial priorities for the wider metropolitan area.
- Local Place Plans ensure community voices influence how local places evolve.

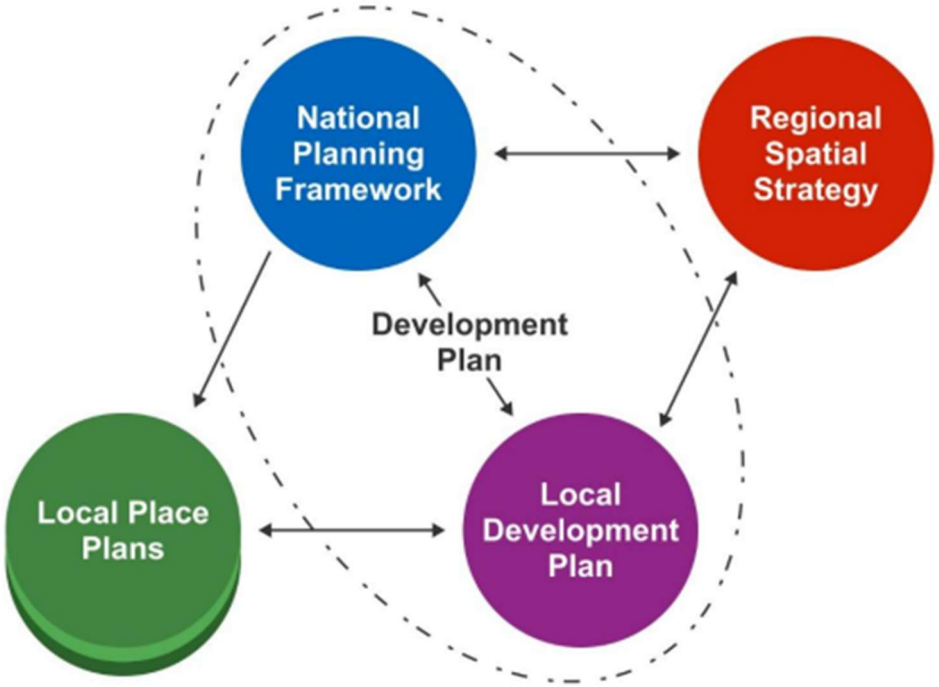


FIGURE 1

CDP2 sits at the centre of these relationships - translating national ambitions, regional priorities and community aspirations into a coordinated, city specific spatial strategy that will guide Glasgow's development over the next decade.

The statutory development plan for Glasgow City Council comprises National Planning Framework 4 (NPF4) and this CDP2 (on adoption). Future planning applications will be determined according to the policies in CDP2 and NPF4, as required by Section 25 of the Town and Country Planning (Scotland) Act 1997, unless there are material considerations that indicate otherwise.

CDP2 should be read in conjunction with NPF4. CDP2 interprets NPF4's national policy for Glasgow through Policy 1 Spatial Strategy and Place Policies 2 – 6 against which planning applications will be determined. CDP2 also contains additional locally specific policy (Topic Policies 14 – 20) which provide further detail to support the determination of planning applications in Glasgow.

The following NPF4 policies are not considered to be applicable in Glasgow – Policy 10 Coastal Development, 17 Rural Homes, 29 Rural Development, 32 Aquaculture.

The Planning (Scotland) Act 2019 places a duty on local authorities to jointly prepare a Regional Spatial Strategy, which will provide a strategic spatial framework to guide strategic development across the Glasgow City Region. In 2025, the Glasgow City Region Place team assumed responsibility for leading the preparation of the Regional Spatial Strategy in partnership with the eight Glasgow City Region Planning Authorities (East Dunbartonshire, East Renfrewshire, Glasgow City, Inverclyde, North Lanarkshire, Renfrewshire, South Lanarkshire, West Dunbartonshire) and supported by Glasgow City Region Governance.

The Regional Spatial Strategy is expected to be adopted by 2029. Although it will not form part of the statutory development plan, it will play an important role in informing future versions of the National Planning Framework and Local Development Plans. These plans will be required to have regard to the adopted spatial strategy for the region.

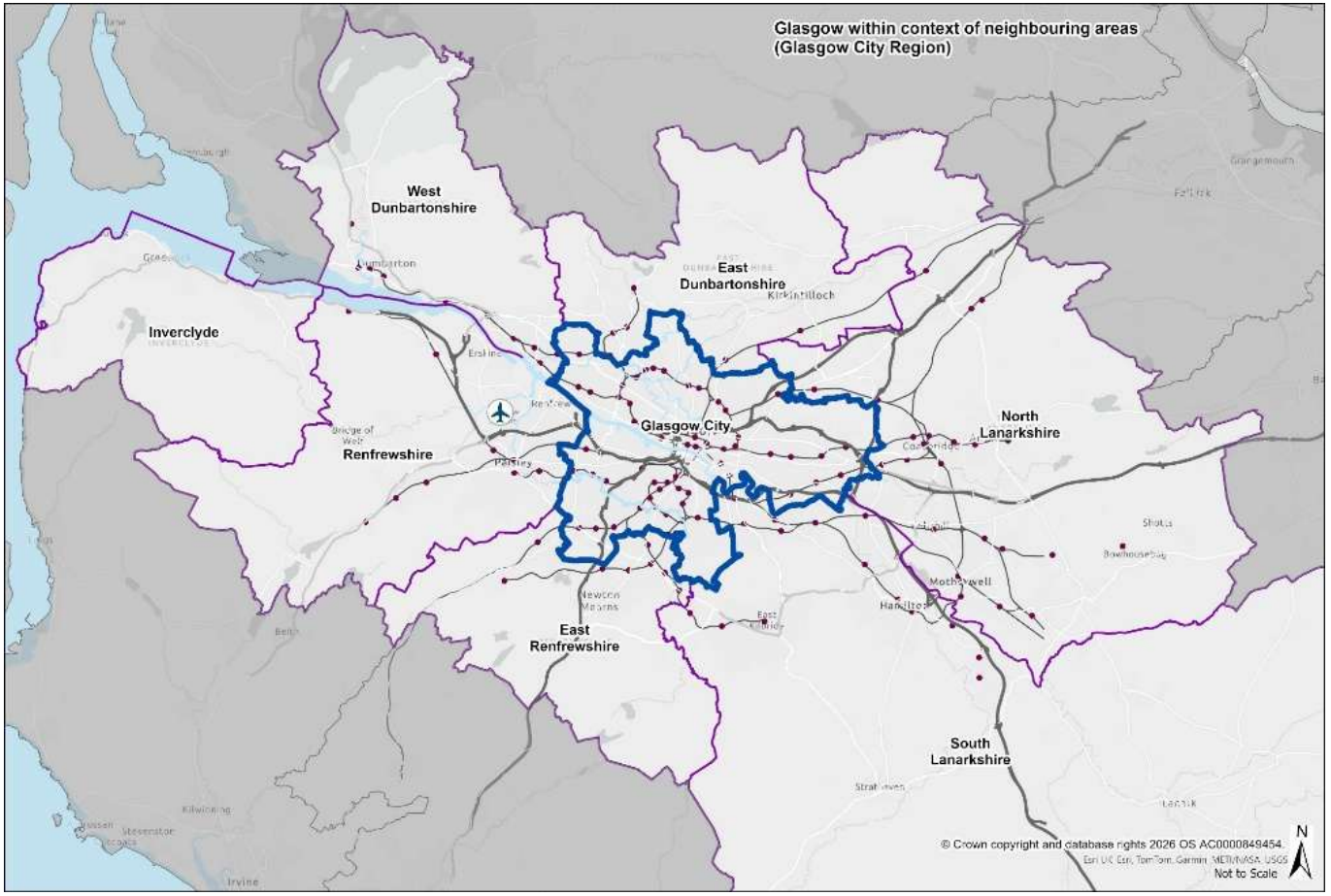


FIGURE 2

The Regional Spatial Strategy will also provide a regional context for nationally and regionally significant developments that extend across a wider spatial geography, and will help guide the coordination of infrastructure, investment and development priorities across the city region.

Local Place Plans are community-led plans setting out proposals for the development and use of land. Introduced as part of the Planning (Scotland) Act 2019, these plans will set out a community's aspirations for its future development. Local Place Plans have been produced by a number of communities in Glasgow and will continue to be produced. Those Local Place Plans registered by the Council during the production of this Proposed Plan were considered in detail and, where possible, reflected in CDP2 policies and proposals. Whilst Local Place Plans are not part of the statutory development plan, they are a material consideration in the planning application process.

How has CDP2 been produced?

CDP2 has been produced in accordance with:

- the Town and Country Planning (Scotland) Act 1997 as amended by the Planning (Scotland) Act 2019.
- The development plan regulations including the Town and Country Planning (Development Planning) (Scotland) Regulations 2023.
- The Scottish Government's Local Development Planning Guidance.

Evidence Report

CDP2 is underpinned by the Evidence Report which was determined, by the Scottish Government DPEA, to be sufficient in April 2025. The Evidence Report represents a significant body of evidence which has informed CDP2. The Evidence Report takes into account:

- Data and evidence on a range of land use topics collated from local, regional and national documents and data sources.
- Glasgow City Council's plans and strategies, setting out land and policies to deliver on their requirements. This includes the Council's Local Outcome Improvement Plan, which development plans must take into account.
- Engagement with communities and stakeholders.

The Evidence Report contains 19 chapters which reflect the key issues that require detailed study in Glasgow, whilst also covering the topics set out in NPF4. A series of background reports were produced to accompany the Evidence Report, that compiled large amounts of evidence, reflecting Glasgow's size and complexity.

Engagement

Engagement is a key component of the requirements set out in the Planning (Scotland) Act 2019. A variety of engagement with communities and stakeholders has informed CDP2:

- The Evidence Report is informed by significant engagement set out in the Evidence Report, Report of Engagement. The focus of the engagement was meeting with communities which do not have an existing planning strategy as well as gathering evidence from stakeholders including key agencies and the development industry.
- Local Place Plans – 10 Local Place Plans have been produced by community groups and subject to consultation activities.
- The Council's Strategic Development Frameworks (River Clyde Development Corridor, City Centre, North Glasgow, Govan-Partick, Inner East and Greater Easterhouse) and Local Development Frameworks (South Central, Drumchapel, Greater Pollok) were subject to engagement during their production.
- A range of council led masterplans and existing planning permissions have informed CDP2 and these have been subject to consultation.
- The Council's strategies and plans have informed CDP2, these plans and strategies have themselves been consulted on with communities and stakeholders.

In addition, a series of engagement activities were carried out during the drafting of the Proposed Plan. These are documented in the Proposed Plan Preparation – Report of Engagement.

[Diagram showing inputs into CDP2

The following assessments have been carried out which have informed the drafting of CDP2:

- Strategic Environmental Assessment
- Habitats Regulations Appraisal
- Equalities Impact Assessment

Structure of CDP2

[Diagram showing structure and linkage to spatial strategy

Glasgow Today

Glasgow Today provides an illustration of the key statistics and evidence that have informed the policies in CDP2. It also sets out the drivers for change that have informed the preparation of CDP2 and that CDP2 seeks to contribute towards in order to serve the city and its residents and businesses, capitalise on the opportunities the city has and address its challenges.

Glasgow Tomorrow and Policy 1 Spatial Strategy

A city-wide spatial strategy has been developed to provide a framework for the development of land and infrastructure over a 20-year time frame that focuses on delivering the Plan's spatial objectives to create a more sustainable, liveable and productive city. Policy 1 sets out the spatial outcomes and objectives that all development proposals must contribute towards.

Policies 2 – 6 Place Policies

Five area-based policies have been developed to divide the city into smaller areas to highlight the spatial strategy at a more localised scale, facilitate the user's navigation of the Plan and coordinate the future planning of the following areas:

- River Clyde;
- City Centre;
- North East Glasgow;
- North West Glasgow; and
- South Glasgow.

It is recognised that the North East, North West and South are not homogenous places in themselves.

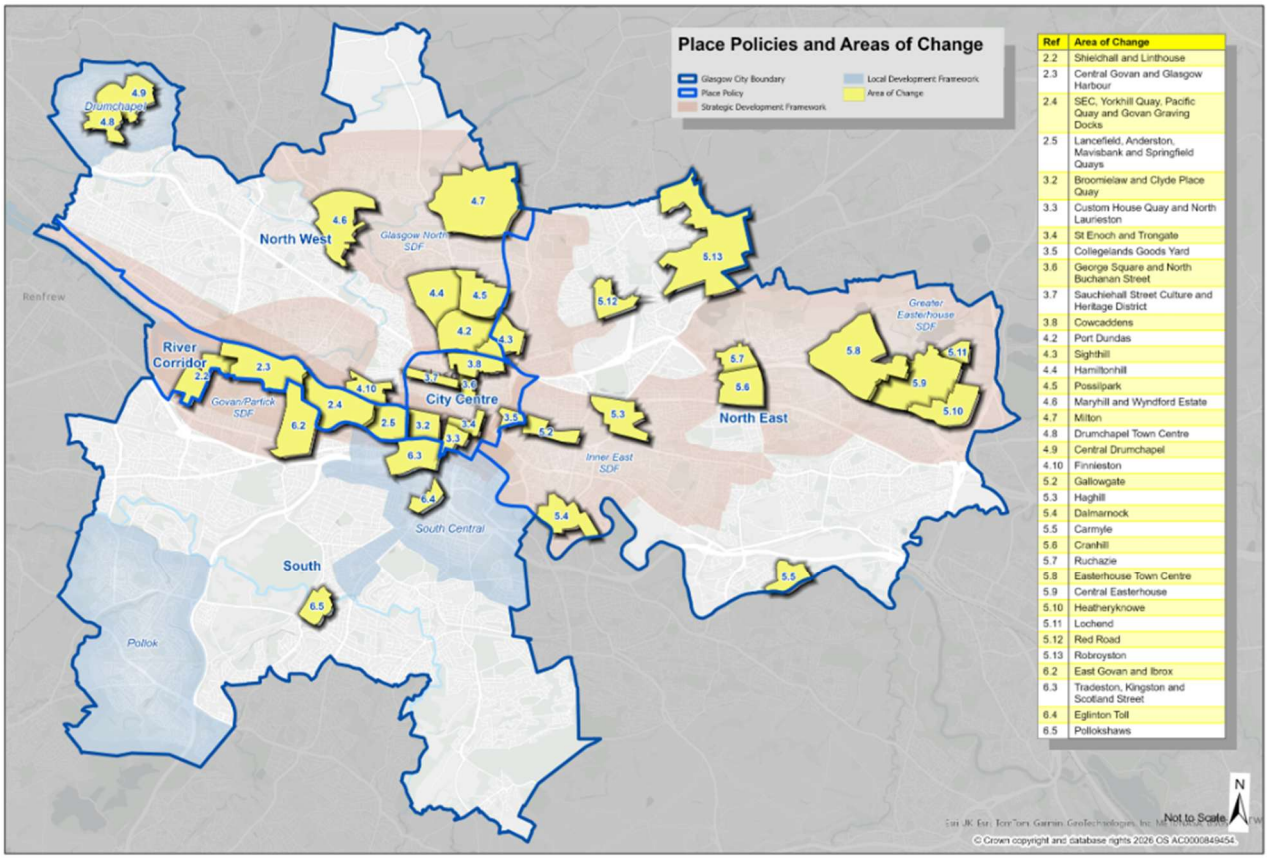


FIGURE 3: PLACE POLICIES, SDFS AND LDFS AND AREAS OF CHANGE

Each Place Policy is split into three sections.

Spatial Strategy

The Spatial Strategy provides the vision and context for the Place Policy and sets out how the city wide Spatial Strategy (Policy 1) applies in each Place Policy - the long-term plan for development for the whole of that part of the city. The Spatial Strategy also provides policy requirements which apply to all development in that part of the city.

Strategic Development Frameworks (SDF) and Local Development Frameworks (LDF)

CDP2 has 6 SDFs and 3 LDFs which provide a strategic approach for the development and regeneration of large areas of the city over the long term. Whilst these areas were identified with the CDP adopted in 2017 they continue to be relevant and underpin CDP2. The context for the Place Policies has been influenced by relevant SDFs and LDFs. The SDFs and LDFs will accompany CDP2 as Planning Guidance.

Areas of Change

Areas of Change are areas of the city identified as having the opportunity and need for strategic land use change, with a focus on the delivery of new homes, jobs and infrastructure, that would benefit from a coordinated and tailored policy in order to prioritise development and regeneration.

Not all land use change in Areas of Change will be comprehensive; each Area of Change has its own requirements and different levels of development. It is also recognised that not all development will come forward at the same time in Areas of Change. Nevertheless, the Areas of Change set out important objectives for the delivery of change in a coordinated manner and represent those areas of the city where major land use change is likely to take place that would have a noticeable effect on the way in which the area looks and functions. The Areas of Change have been selected to reflect existing regeneration initiatives and major projects, major development applications or clusters of sites that would benefit from a coordinated approach. Areas of Change are smaller geographical areas that, by and large, have been identified as sub-areas within the SDFs and LDFs and are intended to provide site-based policy in the pursuit of the delivery of strategic land use change.

More information can be found in Policy 1: Spatial Strategy and the CDP2 Background Report.

Development and Regeneration Opportunities

This section of the Place Policy sets out policy and site requirements for town centres, housing sites, brownfield development opportunity sites and Economic Development Areas.

Throughout the Place Policies the following are referred to:

Policy and Site Requirements – Development proposals are required to take into account the policy requirements relevant to the Place Policy and Area of Change the site may be within. Site requirements identify what is needed to deliver high quality development outcomes on sites across the city. These policy and site requirements are not exhaustive and the pre-application and application process will determine the final requirements for sites. Policies 1, 7 – 20 and NPF4 policies also apply.

Masterplans – Masterplans are required for sites across the city. Masterplans, including Campus Plans for health and education institutions, are for production by either:

- Glasgow City Council or public sector partners with Glasgow City Council involvement and subject to consultation and Council Committee approval. These masterplans will be Planning Guidance to accompany CDP2; or
- The private or public sector via a planning application.

Indicative capacities – An indicative capacity is provided for each housing site to guide development on the site, allow nearby communities to understand the scale of change and to allow calculation relating to meeting the Local Housing Land Requirement. However, the final capacity will differ and will be determined through the planning application process taking into account the policies in CDP2 including Policy 11. Design and Placemaking. Where the indicative capacity is lower than the density requirement set out in Policy 11, the indicative capacity should be seen as a minimum and a higher density sought.

Policies 7 – 20 Topic Policies

13 topic-based policies have been developed to provide Glasgow specific policy to supplement the 28 policies in NPF4 that are applicable in Glasgow. These policies are city wide and apply to all development as specified in the policy. Not all NPF4 policies require additional Glasgow specific topic policies. Each policy states which NPF4 policy it should be read in conjunction with.

Glossary

The glossary provides a list of terms used in CDP2 and their definitions. The CDP2 glossary aligns with the NPF4 glossary.

Schedule of Land

The Schedule of Land provides a list of land owned by the Planning Authority which is affected by CDP2.

Proposals Map

The map sets out the specific locations that are identified for policy protection in policies within CDP2 and development sites for land uses identified within CDP2. The map is available digitally and as a large-scale paper map for copies of CDP2 placed in libraries.

Planning Guidance

Planning Guidance will be produced to accompany CDP2. Some of this Planning Guidance already exists to accompany the adopted CDP 2017 and will be carried forward and revised as necessary. Planning Guidance will either be topic based or place based, for example Strategic/Local Development Frameworks and masterplans. The Delivery Programme sets out the work programme for Planning Guidance.

Whilst Planning Guidance is not part of the statutory development plan, it supports the development plan and can be used as a material consideration in determining a planning application.

Planning Guidance will:

- provide detail which explains how to implement and interpret policy, whether through specific aspects (e.g. design), processes, or other requirements.
- Set out how the Planning Authority will normally apply policies in CDP2.
- Help applicants understand how they can meet the policy requirements.
- Be subject to consultation and Council Committee approval.

Delivery Programme

The Delivery Programme sets out how CDP2 will be delivered and implemented. It sets out the Council's commitment to delivery of CDP2.

Background Reports

CDP2 is accompanied by the following Background Reports:

- CDP2 Background Report
- Site Appraisal Methodology
- Transport Appraisal
- Strategic Flood Risk Assessment
- Strategic Environmental Assessment
- Habitats Regulations Appraisal
- Equalities Impact Assessment
- Proposed Plan Preparation – Report of Engagement

Part 2. Glasgow Today

Glasgow is a dynamic and evolving city. Since the 1980s, the city has undergone an economic revival led by the regeneration, restructuring and reinvention of some of its neighbourhoods. In order for City Development Plan 2 to be effective in guiding future land use change, it is important that this context is understood as being a continuing driver of change in the city. The data presented in this section provides an illustration of the environmental, social, and economic statistics which have informed the policies in CDP2. The Evidence Report provides further background to these key statistics.

Sustainable:

- 14% of Glaswegians commute by public transport (bus or train)
- 46% of households in Glasgow do not have access to a car, compared with 29% nationally
- Cycling trips into and out of the city centre increased by 165% between 2009 and 2021 (an average 14% annual rise).
- Over 1,800 items listed buildings and structures
- Glasgow currently has 25 conservation areas
- 47% of all derelict and urban vacant land located in Scotland's most deprived areas is in Glasgow City
- 55.5% of Glasgow City's population lives within 500 metres of a derelict site

Liveable:

- Glasgow City's population was 650,300 in 2024. This is an increase of 1.8% from 638,760 in 2023
- Glasgow City has the lowest life expectancy of all 32 Scottish council areas
- Housing density - 27 dwellings per hectare
- 91 Parks
- 57% of residents live within a 5-minute walk of green or blue space.
- 1,623 Council allotment plots and a waiting list of over 3000 people (March 2026)
- Owner occupied: 48% of households
- Social rented: 33% of households
- Private rented: 17% of households
- 32.9% of children in Glasgow were living in relative poverty in 2022/23.
- 26% of Glaswegians report having a long-term health condition or disability that limits their day-to-day activities

Productive:

- 70.5% of Glasgow's population was aged 16–64, which is the standard definition of working-age population
- Glasgow has 92.76 hectares of available employment land
- Glasgow City has approximately 19,745 business enterprises
- Glasgow has 2,369 large companies, defined as enterprises with 250+ employees
- 44% of Glasgow's residents — over 281,000 people — live in the most deprived 20% of areas in Scotland
- 56.9% of our workforce educated to degree level

Data sources: Glasgow City Council, CDP2 Evidence Report, Office for National Statistics, National Records of Scotland, Understanding Glasgow.

Glasgow's Drivers for Change

Glasgow has a number of drivers for change that have informed the preparation of CDP2 and that CDP2 seeks to help address in order to serve the city and its residents and businesses, capitalise on the opportunities the city has and address its challenges.

Glasgow's Role in Scotland	**Child and Family Poverty**	**Placemaking**
Meeting Glasgow's Housing Requirements	**Equalities**	**Economy**
Public Health	**Climate Change**	**Historic and Natural Environment**

Glasgow's Role in Scotland

Glasgow is at the heart of a metropolitan area that is home to one third of Scotland's population and over a third of Scotland's economic output.

Glasgow is a major transport hub that connects Glasgow to the City Region, Scotland and the UK, for work, education, shopping, dining and other leisure activities.

The City Centre acts as the international front door for our outward looking, diverse and friendly city to visitors from around the world. This role is crucial to the continued investment in Glasgow, supporting the development of business, tourism, arts, culture and creativity to our city. Glasgow therefore has a variety of roles as recognised by the Place Commission: an international city, a metropolitan city at the heart of the City Region, and a local city for its residents and those who work and visit regularly. Development in the City needs to recognise the need for all of these aspects to be balanced and supported.

Child and Family Poverty

Past industrial restructuring has had significant impacts in some places and communities. Disadvantage, child poverty and poor health outcomes are concentrated in parts of Glasgow where life expectancy is significantly lower than in more advantaged areas in Scotland.

Glasgow Community Planning Partnership has agreed its single priority of reducing family poverty and inequality in the City's communities. This focuses on delivering action that is person centred, place based and that drives public service reform, and this is reflected in the Community Plan (Local Outcomes Improvement Plan).

The presence of Vacant and Derelict Land (VDL) in an area has been found to have a significant, multi-faceted impact on a local community and contributes to wider levels of inequality across the city. A wealth of research has highlighted the extent to which VDL negatively influences a community's economy, environment, health and social cohesion. The industrial legacy of Glasgow has resulted in a contemporary context of brownfield land that requires redevelopment. The redevelopment of VDL for positive uses can therefore improve the environment for communities and improve community cohesion, health and wellbeing.

The planning system has an important role to play in reducing poverty, and this has steered the preparation of CDP2. By guiding the development of land, decision-makers within the planning system influence where and how new housing, schools, shops, roads and other infrastructure gets built and how existing spaces are changed. These planning decisions can reduce inequalities and child poverty by improving access to affordable housing, green space, education, transport, employment opportunities, childcare and local services. This local living can reduce the cost of living and increase family income and can also lead to healthier communities by encouraging

physical activity through access to open space and active travel. Planning can help provide access to affordable, healthier food through the provision of land for food shops and opportunities for food growing.

Design and Placemaking

The design of the built environment, from an individual building to a neighbourhood or district masterplan, fundamentally influences how we perceive and experience the city. Aspiring to good design outcomes in the built environment is a key characteristic of the planning process and one of the foundational roles of the Development Plan.

Glasgow is a distinctive city with a unique built form and townscape that is representative of the city's ever-evolving history. As Glasgow continues to evolve into the middle of the 21st century, it is important to consider the previous urban reconfigurations undertaken in response to various challenges in the 19th and 20th century that continue to inform the city's regeneration efforts today. This also informs the development context, positioning urban regeneration, which includes both placemaking and placemending, as a key planning objective for the city. The opportunities that are presented throughout this plan reflect, to a large extent, the work still required to repair and mend the built environment in areas and neighbourhoods of the city that were most affected by past changes. On this basis alone, aspiring to high quality design outcomes in the built environment is imperative to Glasgow's future success as a city whether the proposal is a single-infill building or a large-scale new urban neighbourhood.

CDP2 requires all stakeholders in the built environment to intensify their efforts to help create the well designed and sustainable urban neighbourhoods of Glasgow's future. The Council expects developers and applicants to always aspire to high quality design that is enduring - meeting the needs and aspirations of the city now and into the future.

The Place Commission, reporting in 2022, sharpened the city's focus on "people make places", recognising that high quality urban environments are essential to meeting the 21st century's interconnected issues of the climate emergency, improving public health and tackling inequality.

Placemaking considers the location and design of infrastructure, housing, employment and leisure facilities for the benefit of people. A key placemaking consideration for Glasgow is the design of the public realm. Public realm has the potential to transform places into social spaces, enhancing their economic, social and environmental value through positive interventions. In Glasgow this involves retrofit of the existing public realm as well as the design of new public spaces.

Public realm interventions should build on the principles of openness, diversity and equality and aim to prioritise human-centric experiences to create urban places that are vibrant, inclusive, well connected, safe and easy to navigate at any time of the day/night. The City should be child-friendly, a feminist city and one to which people of all ages, genders and needs can feel they belong. New development and public spaces should foster a sense of community identity and improve people lives and well-being through greening, play, public art and celebration, safety and accessibility. In addition, Glasgow also aspires to be a city which positively adopts the principle of living with rain.

Planning Guidance will support delivery of inclusive places and include a Feminist City Toolkit.

Meeting Glasgow's Housing Requirements

Living in a well planned, good quality, affordable, safe and warm home plays a critical role in supporting our health and wellbeing. Glasgow has been a growing city over the past decade and the city's population is projected to continue to grow over the plan period. In addition, the size of the households people typically live in has also changed in recent times and become smaller, and there is an expectation that in the future there will be more people who live alone than in the past,

there will be a larger number of older people and there will be fewer children. The City's housing profile is mainly rented homes, both private and social. It has the largest social rented sector in Scotland, with registered social landlords providing approximately 35% of the homes in Glasgow.

Making Glasgow an even more attractive place for people to live, learn, work and invest will require support for adaptations to the existing housing stock, requiring more affordable, accessible, safe and sustainable homes to be built. The location of new homes can support Glasgow's economic recovery and renewal by being well-connected to jobs, education, services and opportunities. Higher density housing development is key to the development of local living, to support the provision of public transport, active travel and access to facilities, and delivery of community infrastructure as well as housing. Retrofitting housing into former commercial properties, as our city and town centres evolve, is also an important driver for both the provision of housing and the evolution and vitality of our network of centres.

Land use planning is part of a range of actions needed to deliver more homes across the city. CDP2 supports the Local Housing Strategy and:

- identifies land for both market and affordable housing;
- has assessed the locations of new homes to enable development in the best locations;
- provides a pipeline of land over the short to long term;
- provides policies to encourage a range of house types, to address specialist need including for older people, disabled people, and Gypsy/Travellers and Travelling Showpeople and increase density; and
- supports innovative design which promotes good health and wellbeing outcomes and reduces environmental impacts.

Economy

Glasgow's economy is significant to that of the wider City Region and Scotland's. The scale and range of the business base within Glasgow is substantial but residents' employment opportunities are supplemented by a wider supply chain and travel to work area across the Glasgow City Region. Most of the projected population increases over the plan period are expected to be in the working age group. This growing labour supply will be attractive to new businesses and present as an opportunity for local businesses to grow their workforce and flourish.

Land use planning can set out a land use strategy which facilitates the growth of the city's population and economic output. The Glasgow Economic Strategy highlights the need to develop a green economy, focussing on inclusive growth. The key sectors for the City are identified as digital and tech, finance and business services, advanced manufacturing and innovation, space and satellite, life sciences, creative economy and screen, and tourism. These complement the strengths of the higher and further education sector in the City. The Council is committed to work productively with our tertiary education institutions on partnerships such as Glasgow Riverside Innovation District (GRID) and the Glasgow City Innovation District (GCID) that comprise the University of Glasgow and University of Strathclyde's main campus areas and their sphere of influence more widely. There are longstanding commitments to work with national government agencies such as Scottish Enterprise and the National Health Service on the development of their land and campuses.

CDP2 recognises that some scales and locations of economic development within the city have the potentially to accrue a much wider positive impact, aligning with those projects that are nationally recognised in NPF4, while there are also important economic partnerships that stretch across the city region.

The partnerships will promote the city, attract investment across all compatible business and industry sectors with an aim of providing

regionally significant employment opportunities. The partnerships are also expected to generate new opportunities for small to medium entrepreneurial start-ups and spin-outs, for specialist buildings such as laboratories for research and development, as well as enabling the development of new, improved and more industrial buildings and new Grade A office space.

CDP2 allocates and protects land for economic use to allow for inward investment and for businesses in the City to grow. This contributes to provision of employment across the city region and reduces economic inactivity and child poverty.

Equalities

UNESCO defines inequality as the unequal distribution of resources, opportunities, and privileges among individuals or groups within society. Glasgow has a diverse population including the most ethnically diverse population in Scotland, a quarter of Glasgow's population live with a long-term health problem or disability and a growing population. Glasgow also has the highest levels of deprivation with 44% in Scotland with population living in the 20% most deprived areas in Scotland.

The Equality Act 2010 protects people from discrimination, and covers the following protected characteristics:

- age
- disability
- gender reassignment
- marriage and civil partnership
- pregnancy and maternity
- race
- religion or belief
- sex
- sexual orientation

Land use planning plays a key role in shaping better places for communities by reducing inequalities across the city and helping remove barriers that lead to discrimination. CDP2 promotes the development of good quality, accessible and welcoming places across the city so that all can have access to better environments, for living, working and play.

The Christie Commission published in 2011 highlighted a key priority for public services to prioritise preventative programmes, reduce inequalities in Scotland and promote equality. The Place Standard Tool considers how different people, including the protected characteristics included in the Equality Act, use places and spaces differently. This approach is embedded in the City Development Plan.

The Fairer Scotland Duty also ensures that public bodies consider how to reduce inequalities of outcome as a result of socio-economic disadvantage. The Fairer Duty Scotland is incorporated into the Equalities Impact Assessment that has been conducted for CDP2. CDP2 has been assessed to determine the impact of each policy on all the protected characteristics outlined in the Equality Act. The Equality Impact Assessment also examined each policy in regards to its impact on Human Rights and socio-economic disadvantage.

Public Health

The health and wellbeing of Glasgow's population is at the centre of national and local spatial strategy that aims to create liveable places, where we can all live better, healthier lives.

The places that we live, work, and spend our leisure time in have an overwhelming influence upon the health and lifestyle choices we are able to make. How we travel, how safe we feel, our sense of wellbeing, our opportunity to work, and our potential for formal or informal exercise are all dictated by our environment.

The extent of health inequalities in Glasgow is well established and has long been connected to challenges in the physical environment associated with regeneration and urban change. Glasgow City

Council continues to prioritise tackling these inequalities through planning and placemaking and its people-centred approach and recognition of the linkages between the complexities of health inequalities and place.

CDP2 therefore has a vital role in reinforcing this place-based approach throughout its Spatial Strategy and Place/Topic policies. The City Development Plan supports and links to the city's Physical Activity and Sport Strategy (2026).

The planning system has an important role to play in reducing poverty, and this has steered the preparation of CDP2. Land use planning can affect public health by:

- Encouraging the development of local living;
- Protecting and enhancing open space and the natural environment, which can help to mitigate health inequalities and improve physical and mental health, by providing opportunities for play, socialising, relaxation, physical activity and engaging with nature;
- Promote the development of good quality, accessible and welcoming places to contribute towards reducing social isolation and loneliness;
- Integrate active travel routes with neighbourhoods and new development to provide opportunities for exercise;
- Providing access to affordable, healthier food – food shops, food growing;
- Providing access to healthcare services;
- Improving air and water quality through increase in tree planting, sustainable drainage (SuDS) and reduction in motorised vehicle journeys;
- Requiring high standards of housing; and
- Supporting the reuse of vacant and derelict land.

Climate Change

Glasgow recognises the importance of the Climate Emergency and the scale of the task ahead to reduce carbon emissions to build a resilient, climate adapted city that offers a future-proofed sustainable place for all.

Climate change predictions for Glasgow suggest milder, wetter winters, hotter, drier summers and an increased likelihood of frequent and intense extreme weather events that could happen at any time of the year. Planning needs to take account of this and inevitably, the impacts are likely to be felt unevenly across different parts of the city. CDP2 seeks to reduce those inequalities and decrease vulnerability as far as possible through consideration of this within planning at a strategic and a local level.

NPF4 is underpinned by the need to address climate change and the policies contained within NPF4 provide a clear framework for action. The preparation of CDP2 has focused on the following to mitigate and adapt to climate change:

- Prioritising the re-use of existing buildings, contributing to the conservation of resources;
- Securing the minimisation of carbon emissions arising from new development (e.g. transport, energy, building materials, operation);
- Supporting the implementation of LHEES and retrofit across the city and require connection to existing heat networks where available;
- Guiding new development to minimise the risk posed from climate change;
- Requiring development proposals include climate adaptive design features and nature based solutions particularly where climate vulnerability is known and to enable Glasgow to live with rain;
- Safeguarding and enhancing open spaces and blue-green infrastructure;

- Encouraging the expansion of renewable, low-carbon and zero-emissions technologies;
- Promoting and facilitating development that is consistent with the waste hierarchy;
- Identifying and promoting nature networks to promote ecological connectivity and the resilience of habitats and species; and
- Using the SEA process to assess the impact of the plan on climate change to inform the preparation of policies.

Planning Guidance for climate related NPF4 topic areas which continue to evolve (e.g. energy, heating and cooling and zero waste) will be produced as the knowledge of their specific requirements for Glasgow emerges.

Historic and Natural Environment

Glasgow has an extensive historic and natural environment which provides a backdrop for quality of life and development across the city. The historic and natural environment is critical to Glasgow's success, supporting sustainability, liveable neighbourhoods and attracting economic growth.

The built heritage of the City is a rich architectural and cultural asset which has been shaped over hundreds of years. It includes a World Heritage Site, Listed buildings, Conservation Areas and Designed landscapes. The historic environment is part of the lives of the residents of the City and gives us a sense of place, well-being and cultural identity. It provides an attraction for tourism and leisure within the City, contributing to economic growth. Policies within CDP2 protect this historic environment and promote the reuse and restoration of historic buildings.

Addressing the Nature Crisis is a key focus of NPF4 and of the Scottish Biodiversity Strategy. Whilst Glasgow supports a wide range of species and habitats, most have experienced a significant decline over recent decades, reflecting wider national and international trends. The Scottish Biodiversity Strategy recognises the loss of species and degradation of the natural environment as a threat to humanity and, despite its relatively small size and built-up nature, Glasgow has a role in helping halt and reverse biodiversity loss in Scotland. Bringing nature closer to the people of Glasgow and providing better opportunities to experience it, can also help improve mental health.

Land use planning has a significant role to play in delivering this ambition, by protecting, enhancing and extending important habitats, helping restore degraded habitats and utilising nature-based solutions to help strengthen biodiversity and allow the City to adapt to climate change. CDP2:

- identifies Nature Networks and other important nature conservation sites for protection and enhancement;
- requires the delivery of positive outcomes for biodiversity through new planning proposals; and
- reflects the ambitions of the Forestry and Woodland Strategy and Local Biodiversity Action Plan in supporting the natural environment of the City, seeking to enhance the trees and woodlands which provide ecological, recreational, shelter and landscape functions

CDP2 also protects important open spaces, reflecting the understanding of their existing and potential roles in delivering a more liveable, attractive, climate resilient, nature-rich and healthier City. This understanding has been informed by work on the Open Space, Food Growing and Sports Pitch Strategies, the Play Sufficiency Assessment and reviews of Local Nature Conservation and Local Landscape Designations.

Part 3. Glasgow Tomorrow

Policy 1. Spatial Strategy

The spatial strategy for Glasgow is a long-term framework for development and regeneration across the city. It guides how land and space should be used, developed and protected to deliver successful places over a 20-year period. It reflects the infrastructure available, planned or needed to support development.

All development proposals must contribute towards Policy 1: Spatial Strategy and must support the relevant spatial objectives and spatial strategy requirements detailed in 1.5 (Sustainable Glasgow), 1.6 (Liveable Glasgow) and 1.7 (Productive Glasgow) to deliver on the three spatial outcomes for Glasgow set out in 1.3.

1.1 Vision for Glasgow

The vision for Glasgow is to become a more sustainable place, where we reduce emissions, and restore and connect biodiversity; a liveable place where all citizens can experience the city equally and can live healthier lives, and a productive place, with an innovative, thriving and inclusive wellbeing economy. City Development Plan 2 builds on the strengths of the City - its culture, economy and vitality - across the River Clyde, City Centre and neighbourhoods, to continue to develop a compact urban form supporting high quality housing, employment and environment.

1.2 National Context

The national spatial strategy set out in NPF4 provides the context for Glasgow's spatial strategy.

The national spatial strategy is underpinned by six overarching spatial principles including just transition, conserving and recycling assets, local living, compact urban growth, rebalanced development and rural revitalisation (the last one not being so relevant in Glasgow). The national spatial strategy applies these spatial principles to support the planning and delivery of sustainable places, liveable places and productive places.

Eighteen national developments support the national strategy, including single large-scale projects and networks of several smaller scale proposals that are collectively nationally significant. Five of these national developments (ND) are proposed Scotland-wide including:

- Pumped Hydro Storage (ND2);
- Strategic Renewable Electricity Generation and Transmission Infrastructure (ND3);
- Circular Economy Materials Management Facilities (ND4);
- National Walking, Cycling and Wheeling Network (ND8); and
- Digital Fibre Network (ND12).

and five national developments must be accommodated in Glasgow:

- Urban Sustainable, Blue and Green Surface Water Management Solutions (ND5);
- Urban Mass/Rapid Transit Networks (ND6);
- Central Scotland Green Network (ND7);
- Clyde Mission (ND13); and
- High Speed Rail (ND18).

The spatial strategy includes reference to these national developments.

NPF4 also identifies regional spatial priorities for Central Region which provide a context for the preparation of the Regional Spatial Strategy for Glasgow City Region and Glasgow City Development Plan 2.

1.3 Glasgow's Spatial Outcomes and Objectives

Three spatial outcomes have been defined for Glasgow using NPF4's spatial principles and spatial priorities for Central Region as a basis. To achieve Glasgow's three spatial outcomes, 25 spatial objectives have been identified. They set out what the Plan aims to achieve and they will help to influence future monitoring of CDP2.

Spatial Outcome 1:

Sustainable Glasgow

A sustainable city that provides net zero energy solutions together with enhanced nature and biodiversity, improved low carbon transport and a sustainable historic environment.

Spatial Outcome 2:

Liveable Glasgow

A liveable city that promotes compact urban growth by reusing brownfield land to create low carbon, resilient and distinctive town centres and neighbourhoods that support local living for the city's growing and diverse population.

Spatial Outcome 3:

Productive Glasgow

A productive city that targets economic investment, builds community wealth to overcome disadvantage, and supports a circular and greener wellbeing economy.

Spatial Objectives 1-8:

1. Climate Mitigation and Adaptation
2. Nature and Biodiversity Recovery and Restoration
3. Green Belt
4. Energy Efficiency and District Heating
5. Renewable Energy Generation, Storage and Distribution
6. Recycling and Waste Management
7. Sustainable Transport
8. Historic Environment

Spatial Objectives 9-17:

9. Design, Quality and Place
10. Brownfield, Vacant and Derelict Land and Empty Buildings
11. Infrastructure First
12. Housing
13. Residential Building Density
14. Local Living
15. Areas of Change
16. Water Management
17. Blue and Green Infrastructure

Spatial Objectives 18-25:

18. Glasgow City Centre
19. Town Centres
20. Business, Industry and Innovation
21. Clyde Mission
22. Digital Infrastructure
23. Circular Economy
24. Community Wealth Building and Green Wellbeing Economy
25. Tourism, Culture and Creativity

FIGURE 4: GLASGOW'S SPATIAL OUTCOMES AND SPATIAL OBJECTIVES

1.4 Towards a Sustainable, Liveable and Productive Glasgow

The Key Diagram (Figure x) provides a spatial overview of the most significant development proposals and opportunities identified by the spatial strategy to achieve all of the spatial outcomes and objectives across the city.

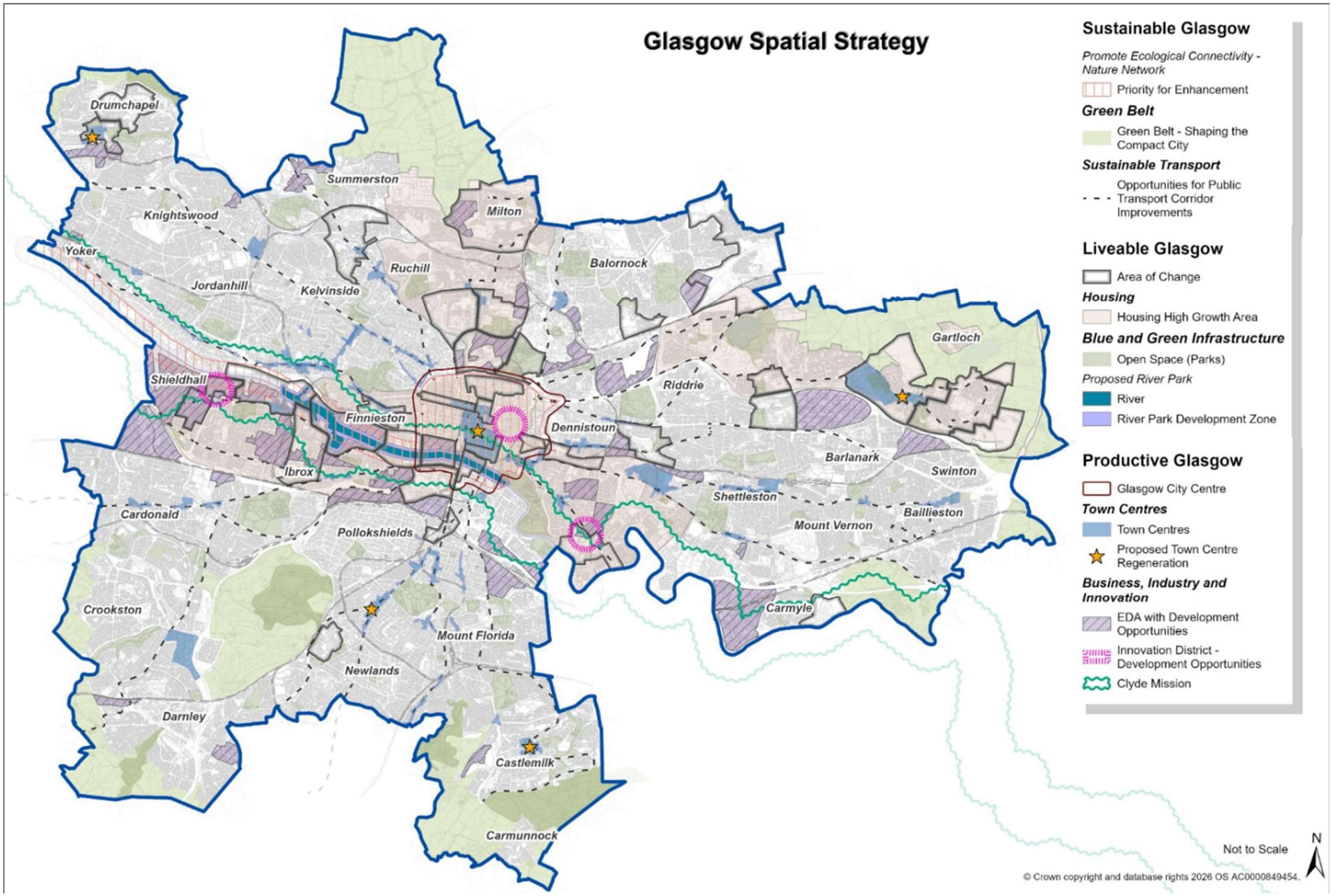
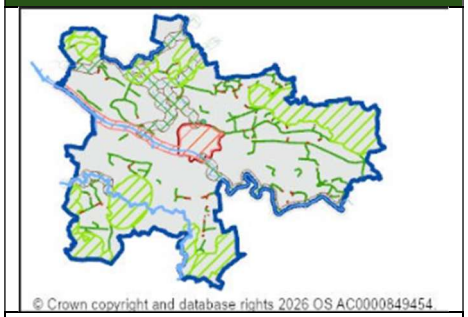
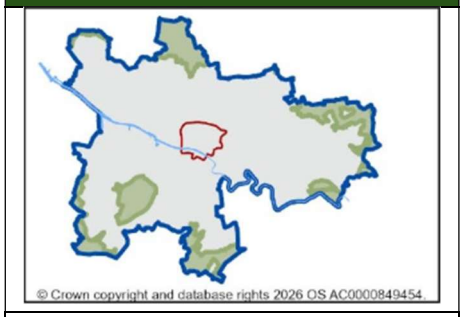
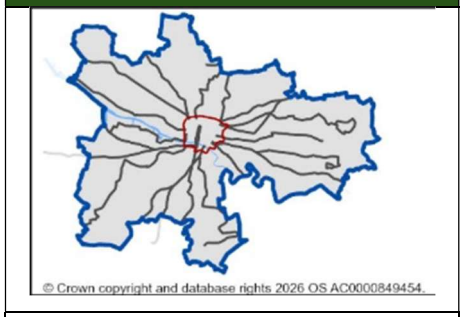
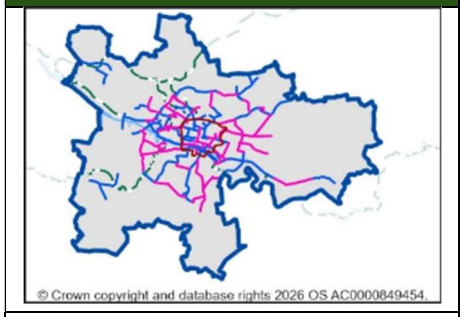


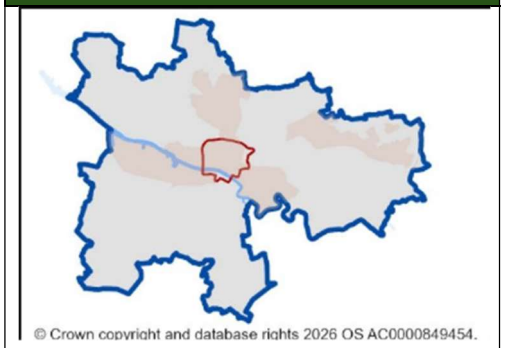
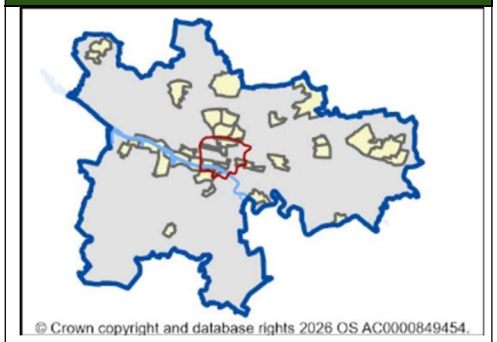
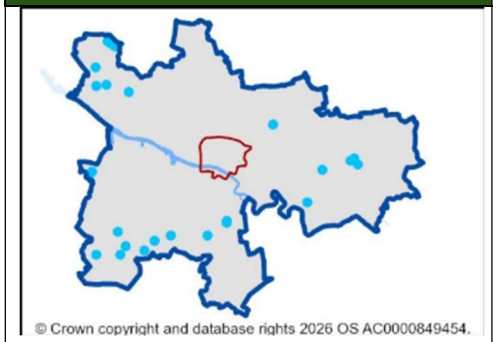
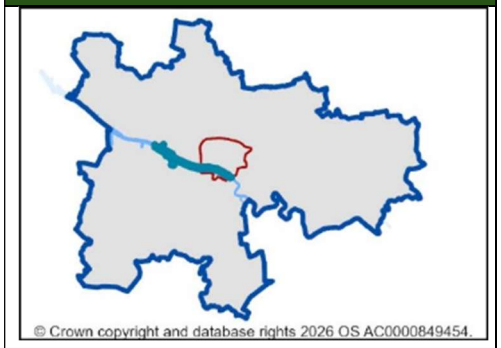
FIGURE 5: GLASGOW SPATIAL STRATEGY – KEY DIAGRAM

The Spatial Strategy key diagram highlights the following significant proposals and opportunities to help to deliver each spatial outcome:

Sustainable Glasgow

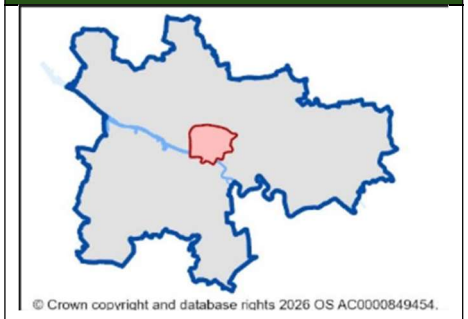
NATURE & BIODIVERSITY ENHANCEMENT	GREEN BELT DESIGNATION	PUBLIC TRANSPORT CORRIDOR IMPROVEMENTS	EXPANSION OF ACTIVE TRAVEL ROUTES
			
Priority areas for enhancement of nature and biodiversity in the City Centre and along the River Clyde corridor, and opportunities to extend single habitat networks across the city.	Green Belt designation to manage development on the edge of the city and shape the compact city.	Proposed public transport corridor improvements along key arterial routes spanning outwards from the City Centre through town centres, neighbourhoods and employment areas.	Proposed active travel routes as an orbital route connecting the inner urban areas of Glasgow and linking to existing and proposed arterial active travel routes, the City Centre and the National Cycle Network.

Liveable Glasgow

HOUSING GROWTH	AREAS OF CHANGE	SURFACE WATER MANAGEMENT	RIVER PARK
			
Proposed high housing growth along the River Clyde Corridor (including the City Centre), and the north and northeast areas of Glasgow.	36 Areas of Change designated with a focus on regeneration and the delivery of new homes, jobs and infrastructure.	Surface water management infrastructure improvements in various areas of the city.	Proposed River Park along the banks of the River Clyde.

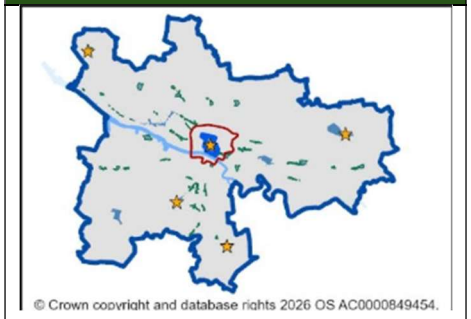
Productive Glasgow

A DIVERSE CITY CENTRE



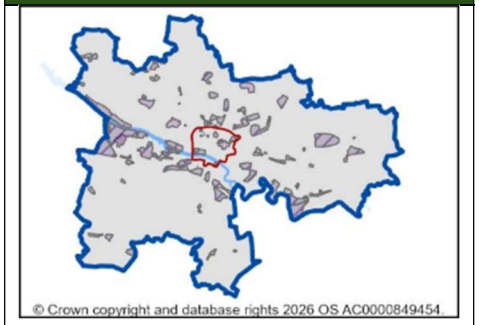
Protection and promotion of business, retail, tourism and cultural uses as well as mixed use regeneration in the City Centre to maintain and enhance its diverse functions and status as a regional centre.

TOWN CENTRE REGENERATION



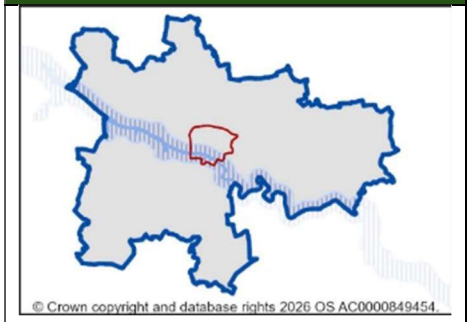
Town centre regeneration proposals in Drumchapel, Easterhouse, Shawlands and Castlemilk.

ECONOMIC DEVELOPMENT



Economic Development Areas with development opportunities in many areas across the city with a concentration along the River Clyde corridor and in the north and northeast areas of Glasgow.

CLYDE MISSION



Clyde Mission National Development area taking in land spanning both banks of the River Clyde corridor to stimulate investment in sites to build a wellbeing economy and improve the quality of the environment for communities.

1.5 Spatial Strategy to Deliver a Sustainable Glasgow

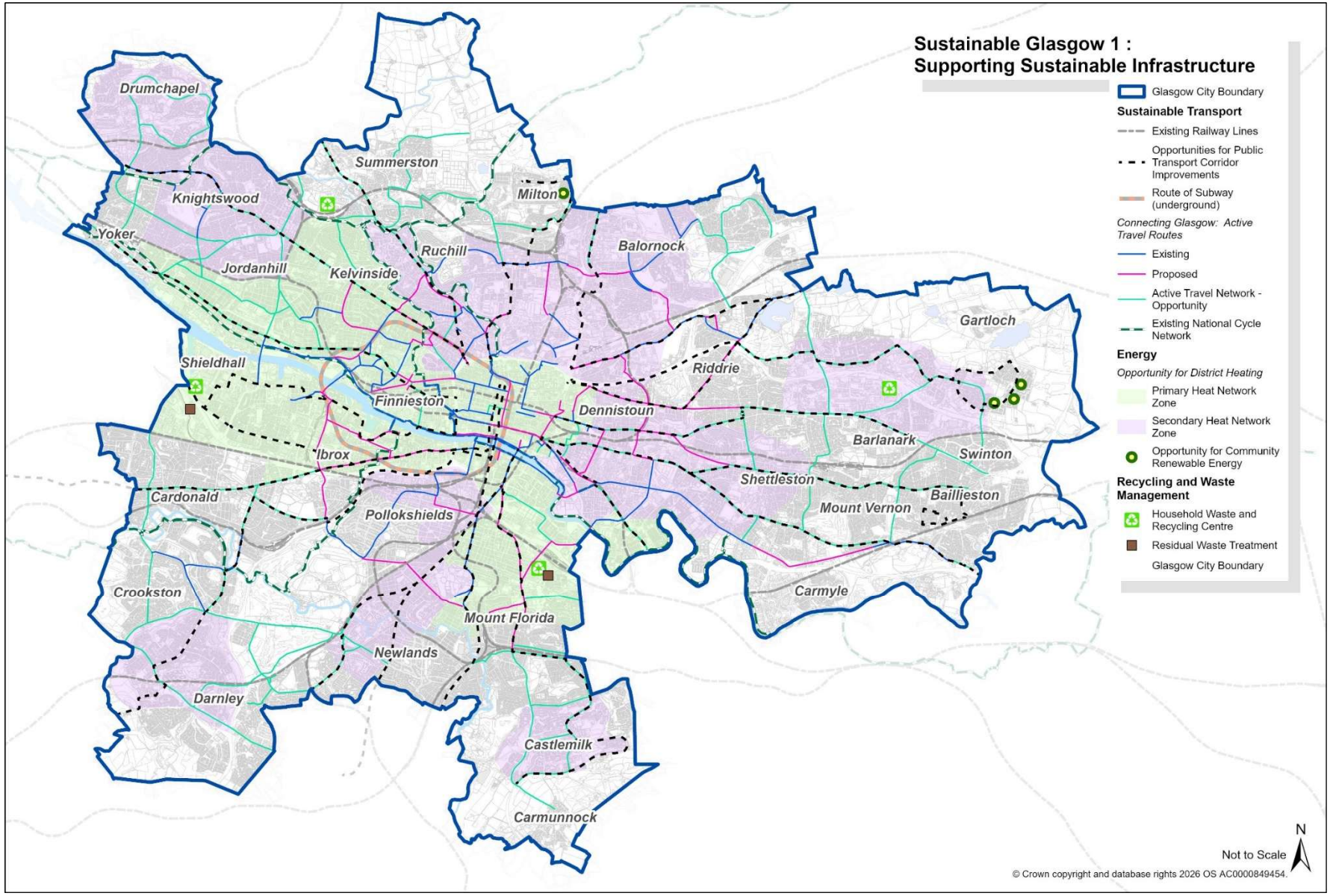


FIGURE 6

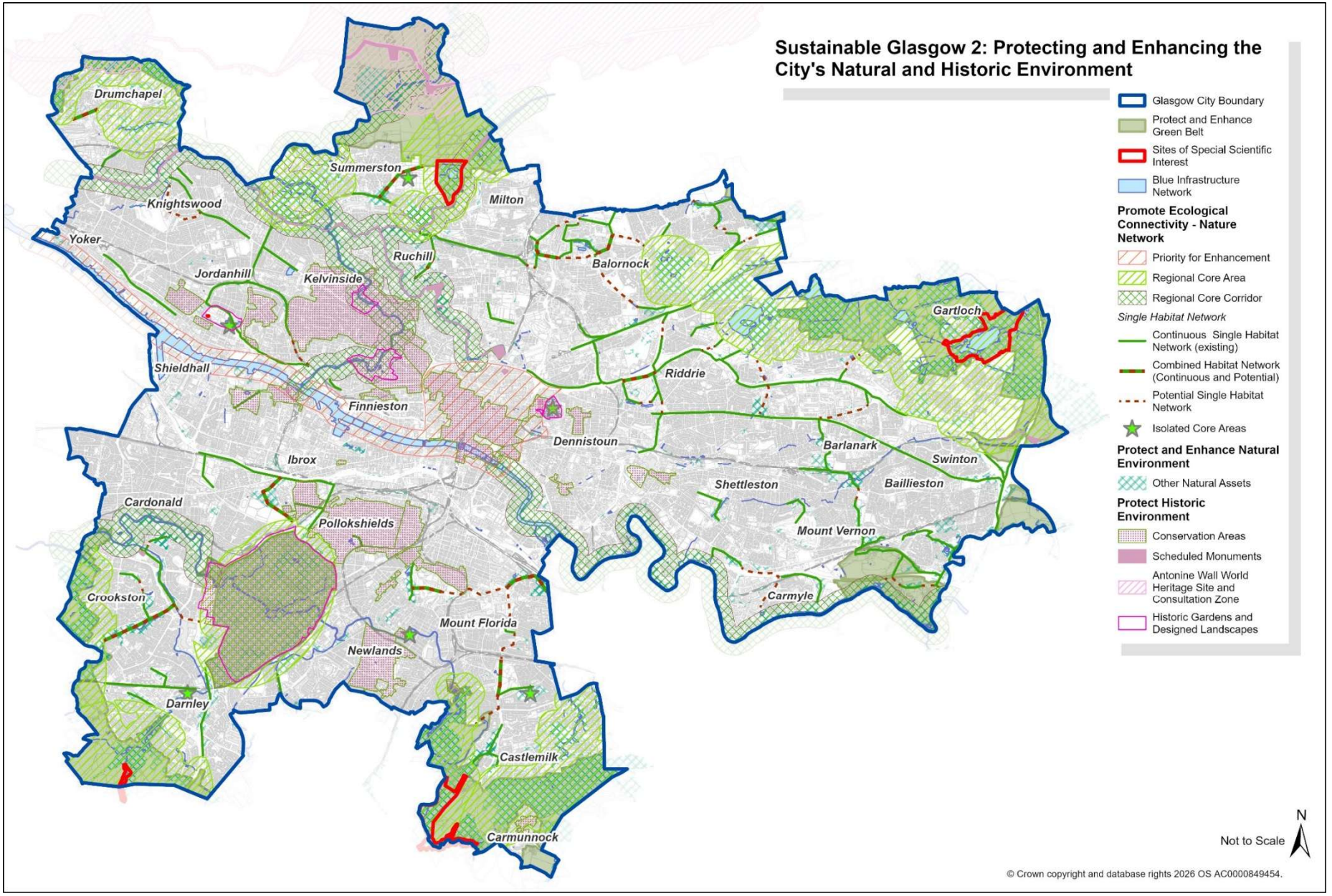

Sustainable Glasgow 2: Protecting and Enhancing the City's Natural and Historic Environment
Drumchapel
Summerston
Milton
Knightswood
Yoker
Ruchill
Balornock
Jordanhill
Kelvinside
Gartloch
Shieldhall
Riddrie
Finnieston
Dennistoun
Barlanark
Ibrox
Swinton
Shettleston
Baillieston
Cardonald
Pollokshields
Mount Vernon
Crookston
Carmyle
Mount Florida
Newlands
Darnley
Castlemilk
Carmunnock
Glasgow City Boundary
Protect and Enhance Green Belt
Sites of Special Scientific Interest
Blue Infrastructure Network
Promote Ecological Connectivity - Nature Network
Priority for Enhancement
Regional Core Area
Regional Core Corridor
Single Habitat Network
Continuous Single Habitat Network (existing)
Combined Habitat Network (Continuous and Potential)
Potential Single Habitat Network
Isolated Core Areas
Protect and Enhance Natural Environment
Other Natural Assets
Protect Historic Environment
Conservation Areas
Scheduled Monuments
Antonine Wall World Heritage Site and Consultation Zone
Historic Gardens and Designed Landscapes
Not to Scale
N
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FIGURE 7

Table 2: Spatial Strategy to deliver a Sustainable Glasgow

Sustainable Glasgow **A sustainable city that provides net zero energy solutions together with enhanced nature and biodiversity, improved low carbon transport and a sustainable historic environment.**		
Spatial Objectives	**Spatial Strategy**	**Relevant Maps and Policies**
1. Climate Mitigation and Adaptation – Promote and facilitate development that reduces greenhouse gas emissions and provides mitigation and adaptation to address climate-related risks (including increased rainfall and flood risk, increased heat risk, drought, urban heat island effect, air quality degradation and impacts on food production).	The spatial strategy has been designed to reduce, minimise or avoid greenhouse gas emissions. It supports adaptation to the current and future impacts of climate change by taking into account climate risks, guiding development away from vulnerable areas, and enabling places to adapt to those risks. This overarching city-wide spatial objective will be achieved through the delivery of other more specific spatial objectives including the following: a) Protecting existing tree canopy cover and supporting new tree planting (see Spatial Objective 2). b) Improving energy efficiency and extending district heat networks (see Spatial Objective 4). c) Supporting proposals for renewable energy generation, storage and distribution (see Spatial Objective 5). d) Ensuring recycling and waste management infrastructure is sufficient to meet zero waste targets (see Spatial Objective 6). e) Improving access to and frequency of sustainable transport modes (see Spatial Objective 7). f) Encouraging local food growing (see Spatial Objective 14). g) Delivering improved surface water management infrastructure (see Spatial Objective 16).	Maps 2-4 NPF4 Policy 1 and 2 CDP2 Place Policies 2, 3, 4, 5, 6 CDP2 Topic Policies 7, 10, 11, 14, 15, 16, 17
2. Nature and Biodiversity Recovery and Restoration – Protect and	The spatial strategy addresses the nature crisis by promoting nature recovery and restoration in the area.	Map 3

enhance land and networks for nature and biodiversity recovery and restoration.	The spatial strategy map identifies and protects locally, regionally, nationally and internationally important natural assets. They include Nature Networks (Regional Core Areas, Regional Core Corridors, Continuous and Combined Single Habitat Networks, Isolated Core Areas)and Other Natural Assets (including Sites of Special Scientific Importance, Local Nature Conservation Sites, Locally Landscape Areas, Local Nature Reserves, and trees and woodlands of high nature conservation value). The spatial strategy map also highlights priority areas where nature networks should be extended and where nature and biodiversity should be enhanced. They include areas designated as Priorities for Enhancement, Potential Single Habitat Networks and Combined Habitat Networks. In addition to these priority areas, the spatial strategy supports proposals to enhance nature and biodiversity on sites across the city, particularly where they contribute to the delivery of National Development 7: Central Scotland Green Network, and the vision and priorities of the Council's Forestry and Woodland Strategy.	NPF4 Policies 1, 3 and 4 CDP2 Place Policies 2, 3, 4, 5, 6 CDP2 Topic Policy 7
3. Green Belt – Protect and enhance the function and integrity of the Green Belt.	The Green Belt is designated to manage development pressure around the City's edges, to help direct development to the most sustainable locations and promote the regeneration of the urban area. Boundary changes have been made to exclude housing sites from the green belt to deliver on the long-committed Community Growth Areas at Robroyston, Easterhouse and Carmyle as well as land at Milton to complete planned regeneration of the wider neighbourhood.	Map 3 NPF4 Policy 8 CDP2 Place Policies 4, 5, 6 CDP2 Topic Policy 7
4. Energy Efficiency and District Heating – Support the development and extension of district heat networks and encourage new build	Indicative Heat Network Zones (HNZs)* have been defined by the Council's Local Heat and Energy Efficiency Strategy (LHEES) to highlight the potential for district heating in many areas of the city: • Primary HNZs have a demonstrable renewable or low carbon heat supply;	Map 2 NPF4 Policy 19

developments to connect into them.	• Secondary HNZs have a less clarified supply option but sufficient demand density. The spatial strategy map shows the extent of the Indicative HNZs to encourage new developments located within a HNZ to connect into a district heat network; and to highlight opportunity areas for developments with a renewable or low carbon heat supply to serve a HNZ (particularly Secondary HNZs). * *These boundaries may change as the LHEES develops and moves to formally designate HNZs through regulation.*	CDP2 Place Policies 2, 3, 4, 5, 6 CDP2 Topic Policy 15
5. Renewable Energy Generation, Storage and Distribution – Support proposals for solar and wind energy generation, the development of green hydrogen and smart energy grid infrastructure.	The spatial strategy map highlights sites currently being promoted as opportunities for communities to develop their own locally based renewable energy assets via the Council's Community Renewable Energy Framework (CREF). The spatial strategy supports the delivery of Strategic Renewable Electricity Generation and Transmission Infrastructure projects on suitable sites across the city where they support the delivery of National Development 3.	Map 2 NPF4 Policy 11 CDP2 Place Policies 4, 5
6. Recycling and Waste Management – Ensure recycling and waste management infrastructure is sufficient to meet zero waste targets.	All known Council-run municipal waste management requirements will continue to be met on the Council's existing SEPA licenced sites which are distributed evenly to serve all areas of the city. The spatial strategy supports the development of Circular Economy Material Management Facilities on suitable sites across the city where they support the delivery of National Development 4 – see Spatial Objective 23: Circular Economy.	Map 2 NPF4 Policy 12 CDP2 Place Policies 3, 4, 5, 6 CDP2 Topic Policies 11, 18
7. Sustainable Transport – Support the ongoing development of an	The spatial strategy promotes infrastructure improvements to public transport corridors and the active travel network to strengthen accessibility to jobs and services and align transport investment with growth areas.	Map 2 NPF4 Policy 13

integrated sustainable transport network within and between neighbourhoods, local facilities and services, Glasgow City Centre and town centres, and major employment destinations.	This will support a modal shift away from private cars and reduce congestion and emissions from transport at scale in order to create liveable places and provide public health benefits. At regional level, SPT and partners are developing an integrated public transport network for the city region, including Clyde Metro rapid transit, bus reform and investment in heavy rail. These improvements will support the delivery of National Development 6: Urban Mass/Rapid Transit Network and National Development 8: National Walking, Cycling and Wheeling Network. The spatial strategy offers support for the long-term development of rail infrastructure to deliver National Development 18: High Speed Rail. Transport Scotland continues to work closely with the UK Government to take forward a programme of infrastructure upgrades targeted at longer-distance cross-border rail routes which are likely to include the West Coast Main Line and Glasgow South Western Line, both of which currently terminate at Glasgow Central Station. In tandem with the above infrastructure improvements, the spatial strategy seeks to improve public transport accessibility and service provision by increasing residential density across the city to grow the population within easy access of public transport services – see Spatial Objective 13: Residential Building Density.	CDP2 Place Policies 2, 3, 4, 5, 6 CDP2 Topic Policies 10, 14
8. Historic Environment – Protect and enhance the historic environment.	The spatial strategy map highlights historic assets which must be protected and enhanced, including the Antonine Wall World Heritage Site, Listed Buildings*, Conservation Areas, Schedule Monuments, Historic Gardens and Designed Landscapes. ** Listed Buildings (including Buildings at Risk) are identified on the Spatial Strategy Place Maps.*	Map 3 NPF4 Policy 7 CDP2 Place Policies 2, 3, 4, 5, 6 CDP2 Topic Policy 8

1.6 Spatial Strategy to Deliver a Liveable Glasgow

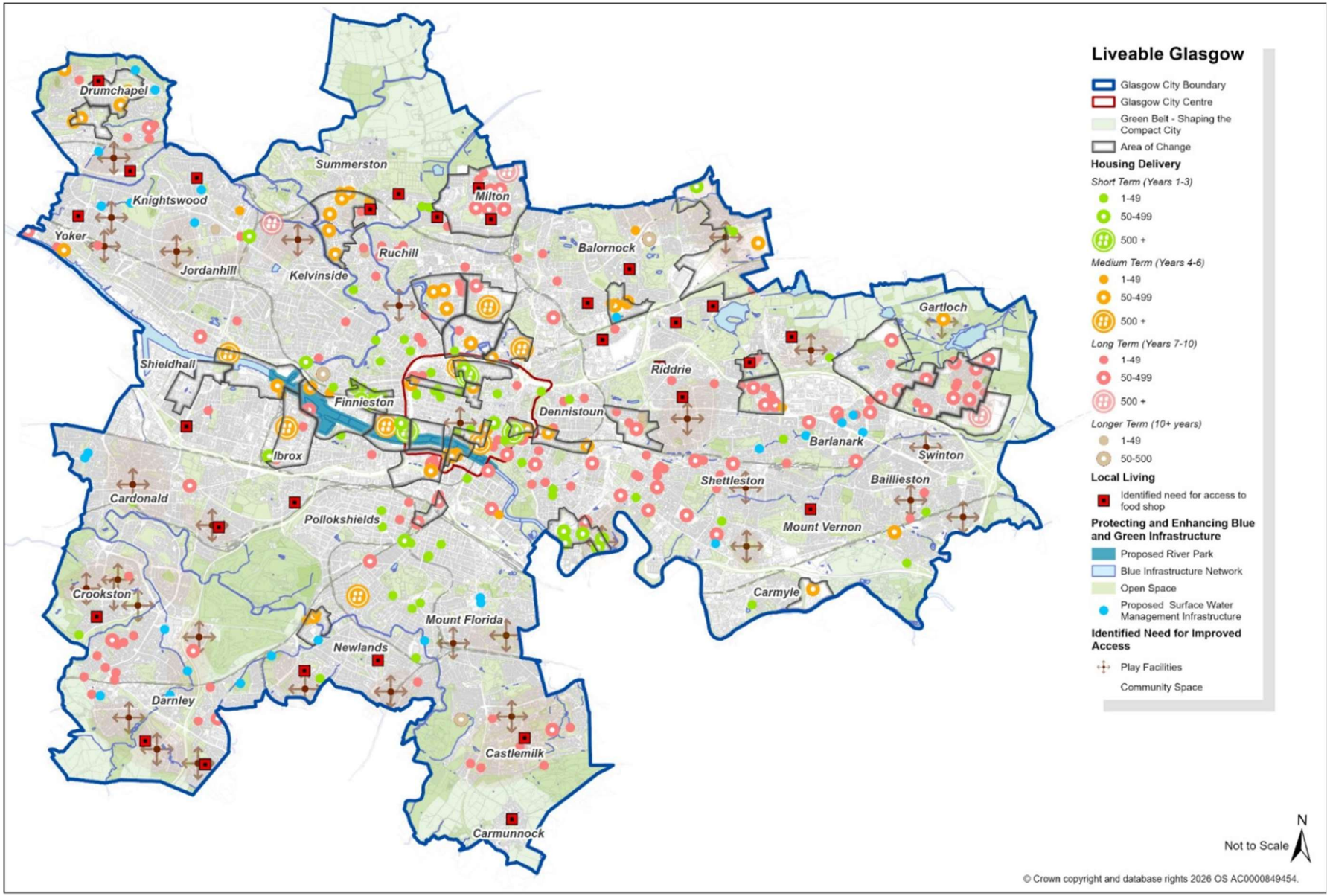


FIGURE 8

Table 3: Spatial Strategy to deliver a Liveable Glasgow

Liveable Glasgow **A liveable city that promotes compact urban growth by reusing brownfield land to create low carbon, resilient and distinctive town centres and neighbourhoods that support local living for the city's growing and diverse population.**		
Spatial Objectives	**Spatial Strategy**	**Relevant Maps and Policies**
9. Design, Quality and Place – Support the delivery of successful places that help to reduce inequalities by ensuring new developments are consistent with the six qualities of successful places: healthy, safe, pleasant, connected, distinctive, sustainable and adaptable.	The Plan is place-based and is underpinned by the six qualities of successful places. The city-wide spatial strategy map sets out the infrastructure, open space and transport connections required to support existing places and new development proposals. Design and placemaking requirements for development proposals are set out in Policy 11 and detailed at Place Policy level and for sites within designated Areas of Change.	Map 4 NPF4 Policy 14 CDP2 Place Policies 2, 3, 4, 5 and 6 CDP2 Topic Policy 11
10. Brownfield, Vacant and Derelict Land and Empty Buildings – Prioritise brownfield sites and the remediation and reuse of vacant and derelict land and underused buildings in preference to greenfield sites, and manage development on the edge of the city.	The spatial strategy focuses on brownfield sites and prioritises the reuse of vacant and derelict land by allocating sites and underused buildings (including Buildings at Risk) for specific uses or as brownfield development opportunities. These sites are shown on the Spatial Strategy Place Maps. The spatial strategy steers away from Green Belt release, with the exception of housing sites to deliver on the long-committed Community Growth Areas at Robroyston, Easterhouse and Carmyle and land at Milton to complete planned regeneration of the wider neighbourhood.	NPF4 Policy 9 CDP2 Place Policies 2, 3, 4, 5, 6 CDP2 Topic Policy 9

11. **Infrastructure First** – Support the alignment of new development to promote the optimal use of existing infrastructure. Where required, support the provision of new/improved infrastructure to enhance local living.	The site appraisal methodology has prioritised allocating sites in the Plan that maximise the use of existing infrastructure. Mitigation is identified to enhance existing infrastructure or enhance the accessibility of sites to existing infrastructure - this mitigation is included as a design or delivery requirement for the site in CDP2. The spatial strategy map highlights areas requiring new/improved infrastructure including transport, education, healthcare facilities, surface water management infrastructure, community open spaces and play facilities. Developer contributions may be required for identified infrastructure priorities and/or mitigation measures.	Maps 1, 4 NPF4 Policy 18 CDP2 Place Policies 2, 3, 4, 5, 6 CDP2 Topic Policy 14
12. **Housing** – Allocate land to support the delivery of new energy efficient homes to meet residents' housing needs (including affordable and other specialist types of housing).	The Local Housing Land Requirement (LHLR) for CDP2 is 22,569. The spatial strategy identifies land that will deliver over 31,000 homes to provide a Deliverable Housing Land Pipeline. This pipeline therefore provides flexibility in delivering the LHLR and housing that will be delivered in the short, medium and long term. Capacities, phasing and levels of housing growth are highlighted in the key diagram. The Place Policy spatial strategies provide further information about distribution of sites across the city. The Place Policies include all the housing sites, and the Delivery Programme sets out a detailed Deliverable Housing Land Pipeline. The sites meet a range of housing needs, some of which will be delivered through existing partnerships and regeneration initiatives. Sites have been assessed to ensure they are in locations that can create quality places for people to live, and which are consistent with the principles of local living and an infrastructure first approach.	Maps 1, 4 NPF4 Policy 16 CDP2 Place Policies 2, 3, 4, 5, 6 CDP2 Topic Policy 12, 13, 14

13. **Residential Building Density** – Promote higher residential building densities in sustainable locations to support population growth and improved public transport accessibility.	The spatial strategy requires the minimum net residential building density to be 60 dwellings per hectare city-wide with a focus on higher-density housing and mixed uses in the Public Transport Priority Zone to encourage sustainable development and meet Glasgow's strategic housing requirements whilst also growing the population within easy access of public transport services to cut car-dependency. Lower densities will only be acceptable where they can be justified.	Map 4 NPF4 Policy 14 CDP2 Place Policies 2, 3, 4, 5, 6 CDP2 Topic Policies 10, 11, 12
14. **Local Living** – Support the ability for people to meet their daily needs locally by improving connectivity within and between neighbourhoods and by aligning new residential development within the recommended walking distance of local services and public transport.	The spatial strategy supports local living to create connected and compact neighbourhoods where people can meet the majority of their daily needs within a reasonable distance of their home, preferably by walking, cycling or using public transport. All neighbourhoods and new housing sites have been assessed in terms of their accessibility to local infrastructure and services. The spatial strategy map identifies areas that are deficient in food shops and CDP2 Policy 19: Network of Centres details how this deficiency should be addressed. Similarly, the spatial strategy map identifies areas with an identified need for community open space and/or play facilities. CDP2 Policy 16: Open Space and Blue Green Infrastructure provides details of requirements to address these deficiencies. The spatial strategy map also identifies opportunities to improve active travel routes and public transport corridors across the city to improve connectivity between neighbourhoods. CDP2 Policy 10: Sustainable Transport details requirements for improvements in association with new development.	Map 4 NPF4 Policy 15 CDP2 Place Policies 2, 3, 4, 5, 6 CDP2 Topic Policies 10, 11, 14, 16, 19

15. Areas Of Change – Promote the delivery of new homes, jobs and infrastructure in areas of the city with the opportunity and need for strategic land use change, through a coordinated and tailored policy approach in order to prioritise development and regeneration.	The spatial strategy sets a development ambition for the city by identifying a series of Areas of Change which support the delivery of the Council's approved Strategic Development Frameworks (SDFs) and Local Development Frameworks (LDFs). Areas of Change have been selected where: • there are sites available for productive use (opportunity). • the Evidence Report identified the need for development and regeneration - e.g. through the SDF / LDFs, existing Transformation Regeneration Areas (TRAs) / Community Growth Areas (CGAs), place reports, community engagement findings. • clusters of sites or larger sites require a coordinated and tailored policy to maximise benefits including via a requirement for a masterplan. Overall, the Areas of Change should deliver on multiple spatial objectives. Area of Change policy sets out the context, vision, development principles and site allocations for development with design and delivery requirements.	Map 4 CDP2 Place Policies 2, 3, 4, 5, 6
16. Water Management – Meet the requirements of the Flood Risk Management (Scotland) Act 2009, support the vision for a flood resilient Scotland as set out in the National Flood Resilience Strategy, protect and improve ecological water quality and deliver resilience to a changing climate.	The spatial strategy seeks to reduce flood risk to homes, businesses and transport links as well as improve greenspace and protect waterways from pollution. Sites have been assessed against strategic flood risk. The spatial strategy map identifies locations where improved surface water management infrastructure is required. These improvements are proposed by Metropolitan Glasgow Strategic Drainage Partnership and will support the delivery of National Development 5: Urban Sustainable, Blue and Green Surface Water Management Solutions.	Maps 1, 4 NPF4 Policy 22 CDP2 Place Policies 2, 3, 4, 5, 6 CDP2 Topic Policy 17

	Glasgow's physical geography means that it is generally unsuitable for pumped hydro developments that could support the delivery of National Development 2: Pumped Hydro Storage.	
17. Blue and Green Infrastructure – Protect and provide for the development and expansion of the multi-functional blue and green infrastructure network.	The spatial strategy considers the multiple functions and benefits of blue and green infrastructure. The spatial strategy map identifies existing open space to be protected and enhanced. The Place Maps also highlight opportunities to adapt some of these spaces to meet new demands including food growing and tree planting. The spatial strategy map identifies locations where there is an identified need for community spaces and play facilities to improve health and wellbeing. This may include the need for new spaces and facilities (where land is available) or access improvements to existing spaces and facilities. Developer contributions may be required for this purpose. The spatial strategy supports new or improved blue and green infrastructure projects, such as the proposed River Park, that support the delivery of National Development 7: Central Scotland Green Network. See also Spatial Objective 2.	Maps 1, 4 NPF4 Policy 20 CDP2 Place Policies 2, 3, 4, 5, 6 CDP2 Topic Policy 14, 16

1.7 Spatial Strategy to Deliver a Productive Glasgow

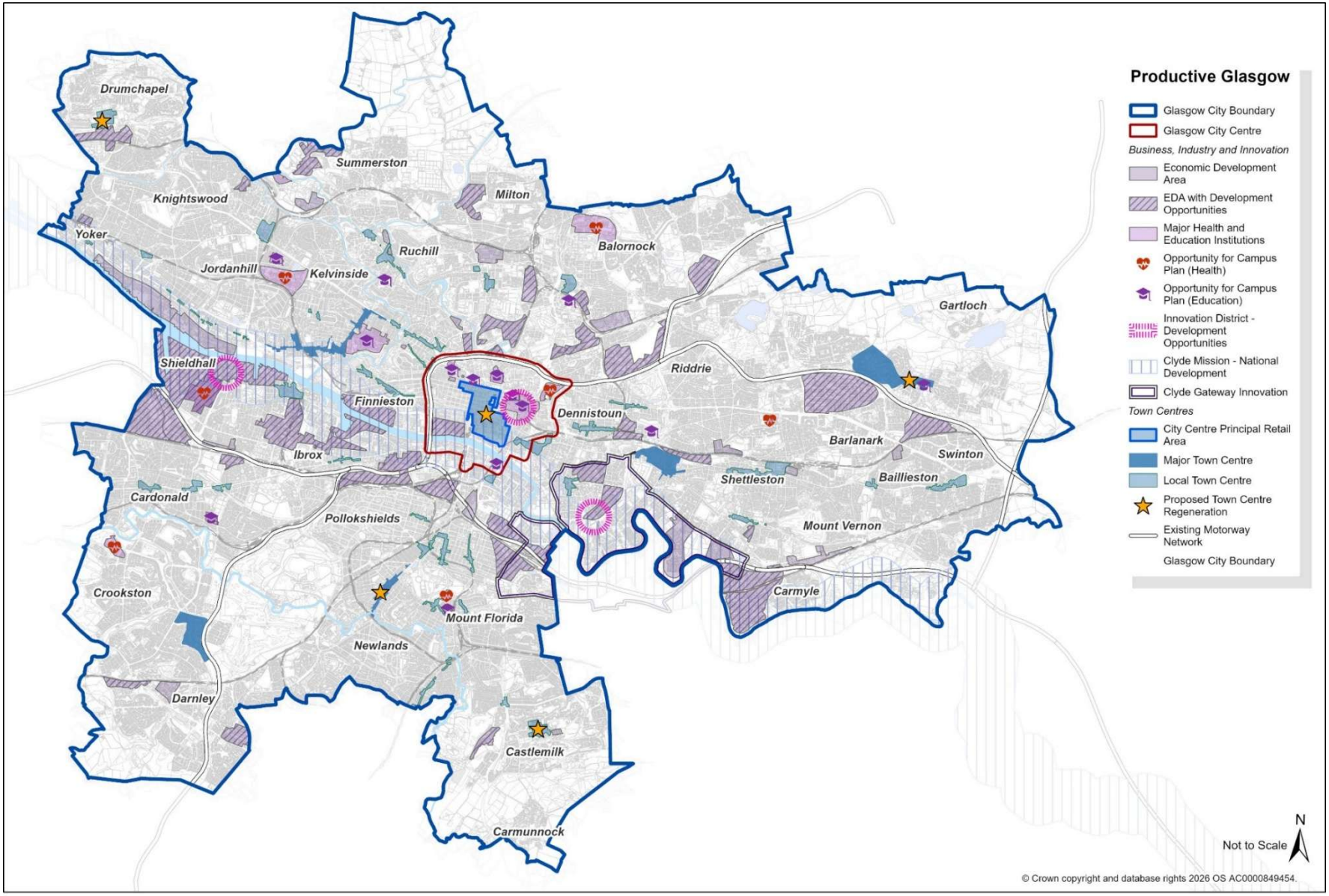


FIGURE 9

Table 4: Spatial Strategy to deliver a Productive Glasgow

Productive Glasgow **A productive city that targets economic investment, builds community wealth to overcome disadvantage, and supports a circular and greener wellbeing economy.**		
Spatial Objectives	**Spatial Strategy**	**Relevant Maps and Policies**
18. Glasgow City Centre – Protect and reinforce Glasgow City Centre's diverse functions and role as the sustainable regional centre of the West of Scotland.	The spatial strategy recognises the importance of the City Centre by protecting and promoting its Economic Development Areas (EDAs), Principal Retail Area and sites for mixed-use regeneration in order to maintain and enhance its diverse functions and status as a regional centre. Housing sites have been allocated in the City Centre to support the Council's commitment to double the City Centre residential population by 2035. Regeneration plans are also proposed for the City Centre to improve the environment and visitors' experience to create a more liveable and sustainable centre.	Maps 1, 5 NPF4 Policy 27 CDP2 Place Policy 3
19. Town Centres – Promote town centres as the preferred locations for retail and commercial leisure uses, offices, community and cultural facilities and, where appropriate, other public buildings such as libraries, and education and healthcare facilities. Town centre living will also be encouraged.	The spatial strategy identifies the hierarchy of town centres – including City Centre, Major and Local Town Centres – that serve different functions and roles across the city, as set out in the CDP2 Place Policies. They collectively meet the spatial objective; however some public buildings sit outwith the town centres, reflecting the urban and historic nature of Glasgow. Minor boundary changes have been made to some town centres to incorporate recent retail developments. The spatial strategy supports enhancements to town centres and reuse of vacant properties. Two major town centres (Shawlands and Easterhouse) and two local town centres (Drumchapel and Castlemilk) are identified on the spatial strategy map for town centre regeneration proposals which will provide multiple benefits including improving the physical environment, connectivity and safety, reducing vacancy rates and supporting town centre living.	Maps 1, 5 NPF4 Policy 27 CDP2 Place Policies 2, 3, 4, 5, 6 CDP2 Topic Policy 19

20. Business, Industry and Innovation – Focus business, industry and innovation in Economic Development Areas, Innovation Districts, town centres and other appropriate sustainable locations.	The spatial strategy map identifies Economic Development Areas (EDAs) to protect existing business and employment sites and highlight those with opportunities for development and investment. A planned approach can help to target future development in areas of significant economic disadvantage so that new and better jobs are more fairly distributed to help address national, regional and more localised inequality. EDA sites are available for businesses across economic sectors and in support of the Circular Economy. The focus of the Council's inward investment efforts are on Health-tech; Fintech; Green economy; Digital and Creative economy; Advanced manufacturing; and the Space industry. There is a concentration of EDAs within the Clyde Mission boundary which includes the City Centre and the Glasgow City and Glasgow Riverside Innovation Districts (GCID and GRID). Other EDAs are located in many areas across the city, particularly the North West and North East of Glasgow, to provide local access to employment. The spatial strategy map also identifies major health and education institutions across the city, which are hubs of employment and innovation, to highlight the opportunity for campus plans to be developed to coordinate future development aspirations.	Maps 1, 5 NPF4 Policy 26 CDP2 Place Policies 2, 3, 4, 5, 6 CDP2 Topic Policy 18
21. Clyde Mission – Support the regeneration of the River Clyde Development Corridor and Clyde Gateway, as part of the Clyde Mission national development area.	Clyde Mission is identified as National Development 13 and the Scottish Government's aim is to stimulate investment in sites to build a wellbeing economy and improve the quality of the environment for communities. The Clyde Mission boundary within the Glasgow City Council area is focused on a corridor of land spanning the north and south banks of the River Clyde, as highlighted on the spatial strategy map. Within this area, the spatial strategy identifies numerous development opportunities within Economic Development Areas, Innovation Districts, Glasgow City Centre and town centres. Many of these sites have also been packaged within	Map 5 CDP2 Place Policies 2, 3, 4, 5, 6

	designated Areas of Change to promote a coordinated approach to development to maximise benefits.	
22. Digital Infrastructure – Support the development of digital infrastructure to improve connectivity and digital inclusion.	The spatial strategy supports the development of digital infrastructure on suitable sites to support the delivery of National Development 12: Digital Fibre Network.	NPF4 Policy 24 CDP2 Policy 11
23. Circular Economy – Support development proposals that contribute towards the transition to a circular economy.	It is recognised that as the Circular Economy develops, it is expected that there will be a growth in the range of circular economy type businesses operating across Glasgow at every scale and covering a wide range of re-use, re-manufacture, recycle and re-imagining of all sorts of materials and products. Spatially there could be requirements for storage, warehousing, large or small industrial units and large or small retail premises across Glasgow. The spatial strategy identifies Economic Development Areas (EDAs) with development opportunities which could potentially accommodate circular economy facilities as and when they are developed. The spatial strategy also supports the development of such facilities on other suitable sites where they support the delivery of National Development 4: Circular Economy Materials Management Facilities.	Map 5 NPF4 Policy 12, 26 CDP2 Place Policies 2, 3, 4, 5, 6
24. Community Wealth Building and Green Wellbeing Economy – Support development proposals that build community wealth to retain more spend and investment within the local and regional economy.	The spatial strategy identifies Economic Development Areas and Town Centres as opportunity areas for community wealth building to provide local employment prospects across the city. Vacant and derelict land has also been allocated for range of uses. Reuse of land and buildings is a pillar of community wealth building.	Map 5 NPF4 Policy 25,26 CDP2 Place Policies 2, 3, 4, 5, 6

25. Tourism, Culture and Creativity – Support development proposals for sustainable tourism, culture, heritage and the arts in appropriate locations.	The Plan seeks to protect existing tourism, culture and creativity venues as it recognises the benefits to the city's economy and to the protection of the historic environment. The spatial strategy promotes opportunities for new/extended facilities on suitable sites including in some Areas of Change in the City Centre and along the River Clyde, as well as other suitable sites within the City Centre, Town Centres, Economic Development Areas, vacant buildings (particularly Buildings at Risk) and sites near to public transport corridors. Tourist accommodation is generally supported in appropriate locations. However, there are policy restrictions on short term lets as it is recognised that they can have an adverse impact on residential amenity.	Map 5 NPF4 Policy 30, 31 CDP2 Place Policies 2, 3, 4, 5, 6 CDP2 Topic Policy 20

Part 4. Place Policies

Policy 2. River Clyde

2.1 River Clyde Spatial Strategy

River Clyde Vision

Our vision is for the River Corridor to become a vibrant, inclusive, liveable and well-connected place. It will be a world-class destination at the heart of the city, with an accessible waterfront and attractive spaces where people will want to spend time. It will be climate-resilient, nature rich and support a mix of uses. New houses and flats will be linked to existing neighbourhoods. The historic character will be protected and enhanced, while innovative design will help create a distinct identity. The River Corridor will form part of a wider network of urban waterways, will support continuous walking and cycling routes, and will be celebrated as the city's largest, continuous open space.

Spatial Context

The River Clyde stretches for approximately 110 miles, originating at Lowther Hill in South Lanarkshire and eventually flows into the Firth of Clyde. Glasgow is the largest conurbation within the river catchment area, and the city's history is indelibly linked to the river. Whilst the entirety of the river and its tributaries within the city boundary need to be considered in relation to wider issues such as flood risk, water catchment, biodiversity and water quality, the primary focus of the River Clyde Place Policy is the upper harbour area of metropolitan Glasgow, from the tidal weir to the city boundary at Yoker. This area of the River Clyde is considered to form a 'River Corridor', recognising the relationship between the river and the adjacent land, and the continuing role of the river in shaping the identity of the city. The river at this location is particularly urban in character and has a long history of being actively managed for industry.

To date, great progress has been made in reshaping the role of the River Clyde in the post-industrial era. Nevertheless, redeveloping the River Clyde is ongoing and not without challenges. There are still many opportunities to enhance the regeneration that has already taken place. This is recognised by the Clyde Mission national development. There is ongoing need to focus on creating new destinations along the waterfront, connecting the river to adjacent neighbourhoods and increasing connectivity along both banks of the Clyde. Delivering the remaining sites on the waterfront and enhancements to infrastructure require ongoing collective effort to develop a complete and integrated river corridor. The Council will work closely and collaboratively with developers that share the Council's vision for regenerating the Clyde.

The mixture of current conditions and opportunities forms the basis for positioning the River Clyde at the heart of City Development Plan 2. A number of interrelated issues presently limit the regeneration of the river corridor and the planning response to these issues is expanded upon in the Policy Requirements section. They include:

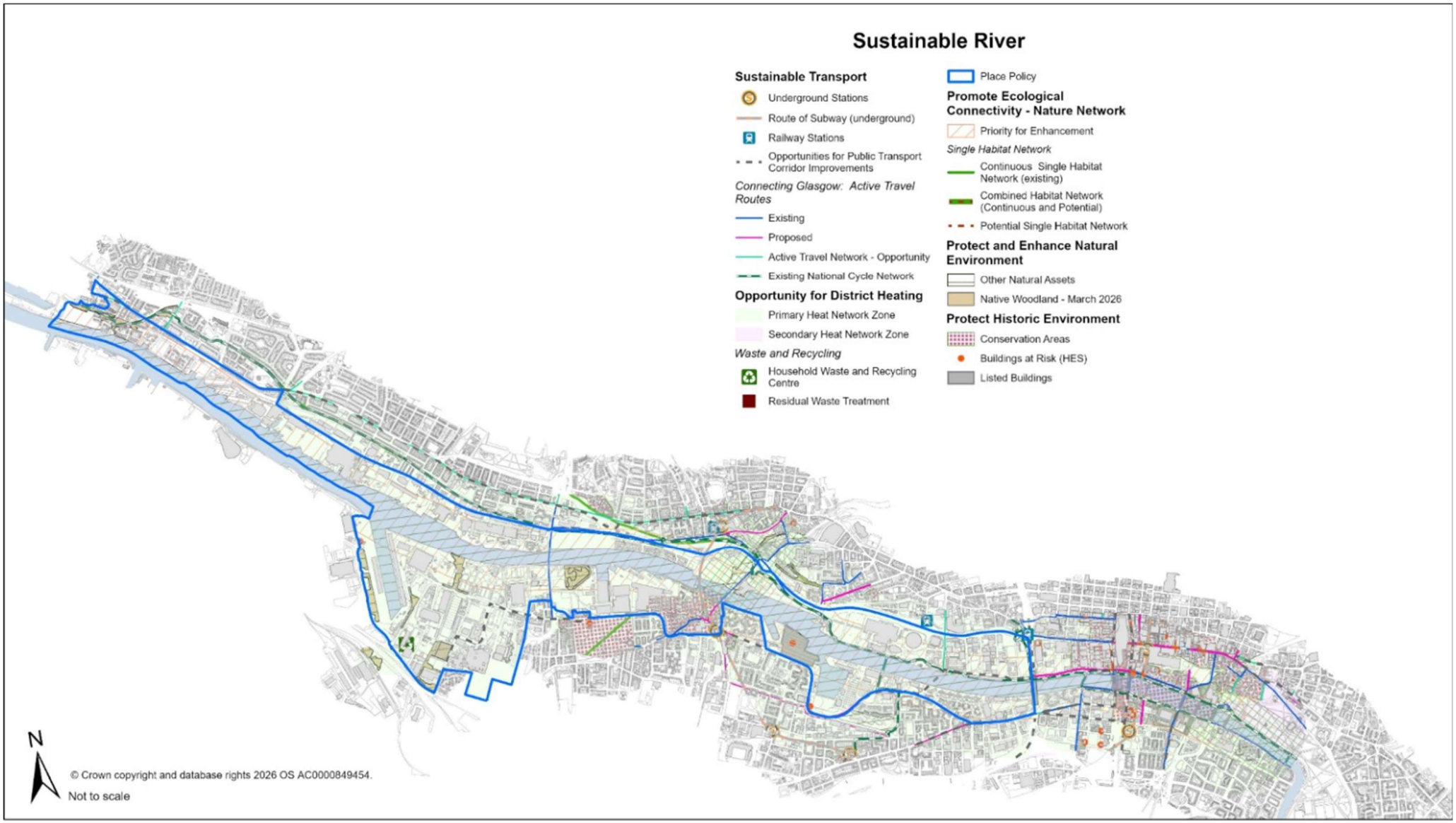
- Increasing flood risk as a result of the changing climate which needs to be balanced against the imperative to regenerate the Clyde waterfront. The flood risk area which extends across the corridor challenges the redevelopment of vacant and derelict land.
- The regeneration efforts to-date have supported a number of key land uses, such as industry, business, culture, leisure and residential uses. Yet some developments are highly specialised and do not provide a mix of uses that would sustain a vibrant riverside location.
- Deindustrialisation created large and prominent vacant and derelict sites.
- Inadequate maintenance and repair of the quay walls has led to failures in specific locations, limiting access to the waterfront, particularly on the south bank.
- The failure to realise the potential of the river corridor could increase pressure to develop less sustainable and unsuitable

locations at the edge of the city, undermining delivery of Policy 1 Spatial Strategy.

- The River's environmental quality has improved but there are still opportunities to enhance biodiversity and resilience to climate change along the corridor.
- The unique character areas of the river, including historic townscapes and industrial heritage require investment to ensure their long-term sustainability.
- Lack of continuous pedestrian and cycle routes and a perceived lack of safety due to poor urban form deters investment and use of the river and waterfront.
- The tidal range, design of the river edges and lack of marine infrastructure discourages recreational use of the river.
- The road network, whilst providing good on-road connectivity creates severance that impacts surrounding neighbourhoods.
- The lack of public ownership frustrates the timely delivery of regeneration.

Delivering the Spatial Objectives on the River Clyde

The River Clyde Spatial Strategy maps and accompanying description identify the existing, proposed and potential sites, locations and connections which will deliver the spatial outcomes and objectives (Policy 1) over a 20-year period to create a sustainable, liveable and productive River Clyde area.


Sustainable River
Sustainable Transport
Underground Stations
Route of Subway (underground)
Railway Stations
Opportunities for Public Transport Corridor Improvements
Connecting Glasgow: Active Travel Routes
Existing
Proposed
Active Travel Network - Opportunity
Existing National Cycle Network
Opportunity for District Heating
Primary Heat Network Zone
Secondary Heat Network Zone
Waste and Recycling
Household Waste and Recycling Centre
Residual Waste Treatment
Place Policy
Promote Ecological Connectivity - Nature Network
Priority for Enhancement
Single Habitat Network
Continuous Single Habitat Network (existing)
Combined Habitat Network (Continuous and Potential)
Potential Single Habitat Network
Protect and Enhance Natural Environment
Other Natural Assets
Native Woodland - March 2026
Protect Historic Environment
Conservation Areas
Buildings at Risk (HES)
Listed Buildings
N
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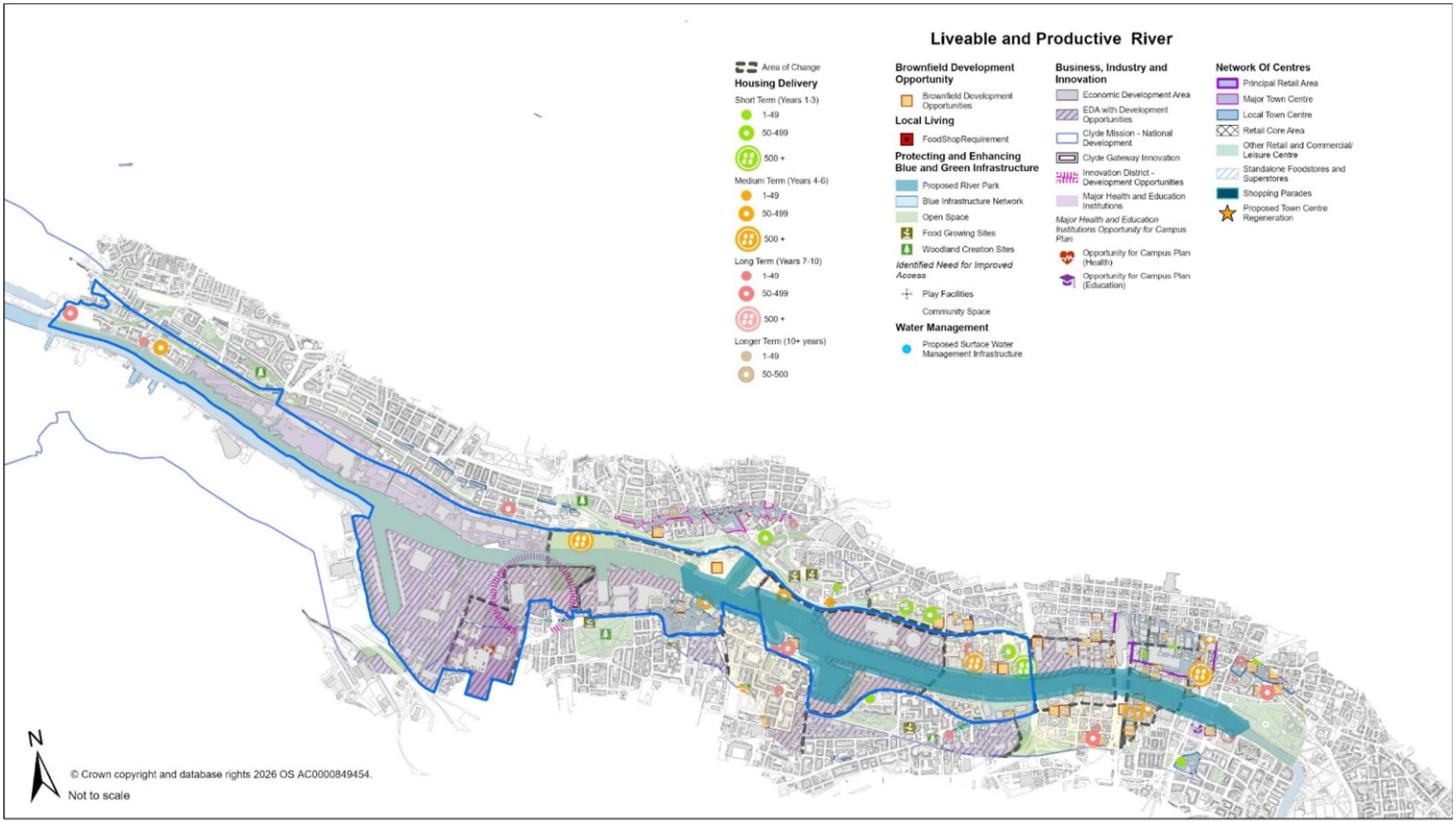
Not to scale

FIGURE 11


Liveable and Productive River
Area of Change
Housing Delivery
Short Term (Years 1-3)
1-49
50-499
500 +
Medium Term (Years 4-6)
1-49
50-499
500 +
Long Term (Years 7-10)
1-49
50-499
500 +
Longer Term (10+ years)
1-49
50-500
Brownfield Development Opportunity
Brownfield Development Opportunities
Local Living
FoodShopRequirement
Protecting and Enhancing Blue and Green Infrastructure
Proposed River Park
Blue Infrastructure Network
Open Space
Food Growing Sites
Woodland Creation Sites
Identified Need for Improved Access
Play Facilities
Community Space
Water Management
Proposed Surface Water Management Infrastructure
Business, Industry and Innovation
Economic Development Area
EDA with Development Opportunities
Clyde Mission - National Development
Clyde Gateway Innovation
Innovation District - Development Opportunities
Major Health and Education Institutions
Major Health and Education Institutions Opportunity for Campus Plan
Opportunity for Campus Plan (Health)
Opportunity for Campus Plan (Education)
Network Of Centres
Principal Retail Area
Major Town Centre
Local Town Centre
Retail Core Area
Other Retail and Commercial/ Leisure Centre
Standalone Foodstores and Superstores
Shopping Parades
Proposed Town Centre Regeneration
N
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Not to scale

FIGURE 12

Sustainable River Clyde

Spatial Objective 2: Nature and Biodiversity Recovery and Restoration

Policy 1 Spatial Strategy identifies the River Clyde as a Local Nature Conservation Site. Whilst the environmental quality of the river itself has improved, the Clyde Corridor still has significant opportunities to enhance biodiversity and resilience to climate change. The spatial strategy identifies Nature Networks that promote ecological connectivity, with the River Clyde west of the tidal weir being identified as a 'Priority for Enhancement' for ecological connectivity. The River Clyde east of the tidal weir and the short stretch of the River Kelvin within this area are identified as Regional Core Corridors, which provide high levels of connectivity for two or more habitat types and require to be protected and enhanced. There are also a number of single habitat corridors in the area that should be enhanced wherever possible.

Spatial Objective 4: Energy Efficiency and District Heating

The spatial strategy identifies indicative zones where district heating will be explored. The River Clyde is identified as being within the Primary Heat Network Zone.

Spatial Objective 7: Sustainable Transport

Historically the River Clyde was a key transportation corridor, moving goods and people in and out of Glasgow. The spatial strategy (and River SDF) recognises that there are opportunities to activate the water by improving infrastructure particularly for small pleasure craft, water sports and greater public interaction and activation with the water space. In the longer term, the introduction of water-based transport could enable east-west connectivity between river neighbourhoods and further afield to sites of employment and other transport links.

On land, the spatial strategy identifies a number of opportunities for public transport corridor improvements through the riverside communities on both banks of the Clyde. Existing active travel routes are protected. The proposed active travel routes from the Connecting Glasgow programme have been identified and are primarily focused on connecting adjacent riverside communities into city neighbourhoods north and south of the Clyde and enhancing the national cycle network.

Policy 1 Spatial Strategy also identifies the River Park which seeks to improve connectivity along the waterfront which would markedly improve both walking and cycling provision along the currently fragmented access to the River Clyde (see figure 10 and figure 14).

Spatial Objective 8: Historic Environment

The spatial strategy identifies Govan Conservation Area and part of the Central Conservation Area as the two main heritage designations within the River Place Policy area. There are a number of Listed Buildings and structures within and outwith the conservation areas that give a unique and distinctive character. This is particularly the case for those related to the city's maritime history. Protecting and enhancing these assets is an important objective of the spatial strategy.

Liveable River Clyde

Spatial Objective 10: Brownfield Development, Vacant and Derelict Land and Empty Buildings

The River Clyde has 6 sites that have been allocated as Brownfield Development Opportunities. These buildings and sites have been assessed as having development potential through the plan making process. Geographically the Brownfield Development Opportunities are spread across most of the Areas of Change in the River Place Policy area. Relatively large sites are located in the Areas of Change

at Glasgow Harbour and Govan West and SEC and Pacific Quay whereas smaller but more numerous Brownfield Development Opportunities are located in the Areas of Change at the Quays and Broomielaw and Clyde Place Quay, and Custom House Quay and North Laurieston.

Spatial Objective 11: Infrastructure First

The spatial strategy identifies Govan Health Centre as a Health Infrastructure Priority requiring improvement in recognition of existing and projected healthcare demand requirements.

Spatial Objective 12: Housing

The spatial strategy identifies the potential for approximately 4,000 new homes in the River Areas of Change, based on the indicative capacity of sites that have been assessed through the plan making process. The spatial strategy identifies the River Corridor as well as Govan, Ibrox, Kinning Park, Kingston and Tradeston as high growth area in the longer term (10+ years).

Spatial Objective 15: Areas of Change

The spatial strategy identifies 6 Areas of Change in the River Clyde Place Policy area. Areas of Change in the River Clyde are contiguous, denoting that the River Clyde corridor regeneration context should be considered across all Areas of Change as a single development corridor.

Additionally, the Areas of Change that border the River Place Policy area are also important to the wider River regeneration context and should be considered in respect of their interrelationships and should not be read in isolation. They include:

Policy 3: Glasgow City Centre:

- Broomielaw and Clyde Place Quay
- Custom House Quay and North Laurieston

Policy 4 North West Glasgow:

- Finnieston

Policy 6: South Glasgow:

- Ibrox and Govan TRA
- Tradeston, Kingston and Scotland Street

River Clyde Area of Change	Development Profile
Shieldhall and Linthouse	Business and innovation
Glasgow Harbour and Govan West	Mixed-use regeneration
SEC and Pacific Quay	Mixed-use regeneration
Lancefield, Anderston, Mavisbank and Springfield Quays	Mixed-use regeneration
Broomielaw and Clyde Place Quay	Business-led mixed-use regeneration
Custom House Quay and North Laurieston	Mixed-use regeneration

Spatial Objective 17: Blue and Green Infrastructure

The River Clyde features many riverside open spaces including Glasgow Green, the Broomielaw, Clyde St/Carlton Place as well as new civic and open spaces at Clyde Place Quay, Anderston Quay and Pacific Quay. The spatial strategy identifies the River Park as a priority which could provide new blue and green infrastructure along the waterfront (see Policy Requirement c) River Park for detail).

Productive River Clyde

Spatial Objectives 18: Glasgow City Centre and 19: Town Centres

The southern edge of the City Centre and Govan Local Town Centre are located in the River Clyde Place Policy area. There are also a number of town centres adjacent to or near the River Clyde including Partick/Byres Road Major Town Centre and Cranstonhill/Yorkhill (Finnieston), Gorbals, and Scotstoun/Whiteinch Local Town Centres. Springfield Quay Other Retail and Commercial/Lesiure Centre is also located within this area.

The spatial strategy proposes town centre regeneration in the City Centre. Proposals for new streets, open and civic spaces within all of the above major and local town centres should be designed to maximise access to the waterfront.

Spatial Objectives 20: Business, Industry and Innovation and 21: Clyde Mission

The spatial strategy identifies Clyde Mission, a national development, which covers approximately 500m on either side of the banks of the River Clyde from source to sea. Within Glasgow, this covers large parts of the urbanised Clydeside as well as the river upstream of the tidal weir. This designation covers all of the Economic Development Areas identified in the River Place Policy area.

The spatial strategy identifies three Economic Development Areas (EDAs) with opportunities for development – Sheildhall, SEC/Pacific Quay and Broomielaw.

The spatial strategy also identifies development opportunities for the Glasgow Riverside Innovation District and nearby Clyde Gateway Innovation District. An opportunity to develop a campus plan is identified at Queen Elizabeth University Hospital.

River Clyde Place Policy Requirements

The following policy requirements apply for all development proposals located within Policy 2: River Clyde Place Policy area and where there is a relationship with the river and its waterfront in Policy 3: Glasgow City Centre and Policy 6: South Glasgow.

a) Strategic Development Frameworks (SDF) and Local Development Frameworks (LDF)

The Council has produced three Strategic Development Frameworks (SDFs) and one Local Development Framework (LDF) which include land and water within the River Clyde Place Policy area. The SDFs cover the River Clyde Development Corridor, City Centre and Govan-Partick, and the LDF covers the South Central area. For development proposals located within the SDF and LDF areas, consideration should be given to the relevant SDF or LDF in addition to CDP2 policies (see figure 13).

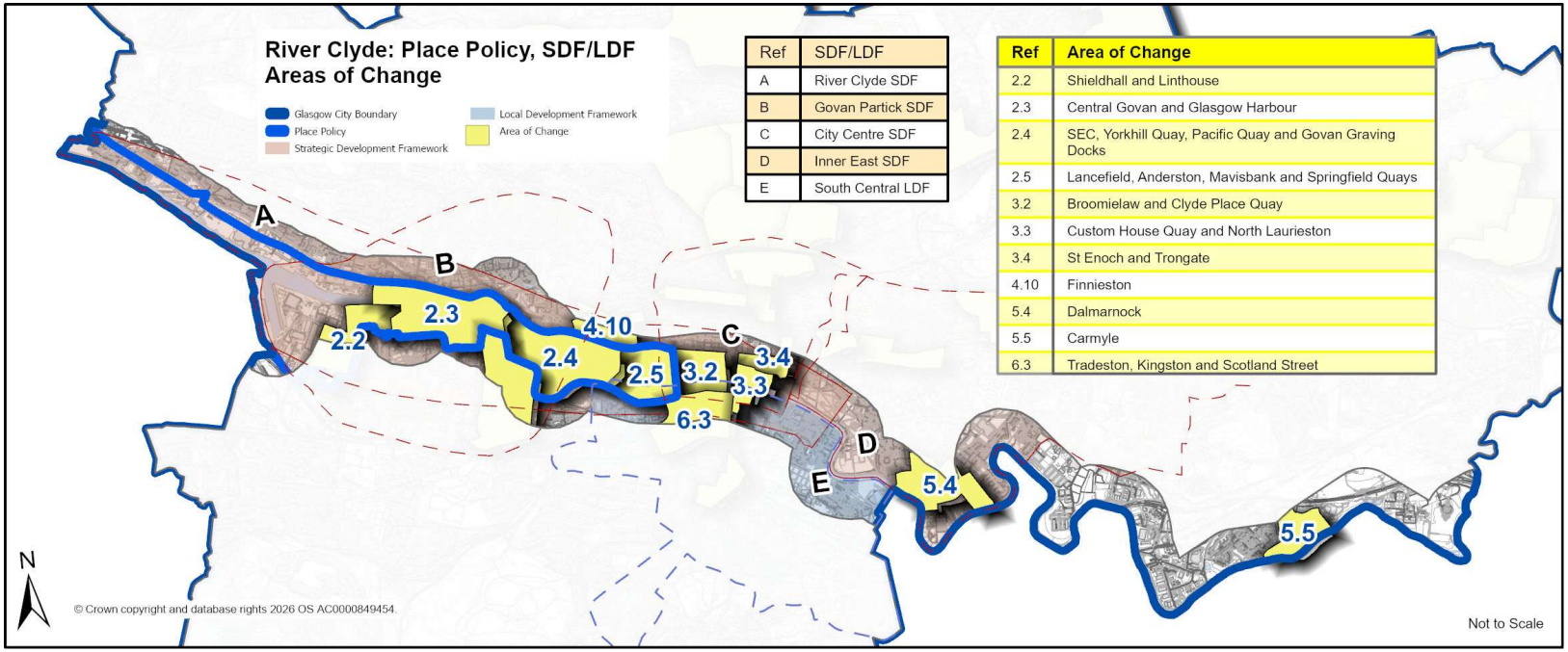
- River Clyde Development Corridor SDF
  The River Clyde Development Corridor SDF sets out the regeneration potential of the river from the tidal weir to the western most city boundary at Yoker. The SDF has the overarching aim of integrating the river into the city's-built environment and creating a successful and attractive waterfront.

- City Centre SDF and Govan-Partick SDF
  The Council has also produced SDFs for the City Centre and Govan-Partick that overlap with the River Corridor SDF. These two SDFs should be read in conjunction with the River Clyde Development Corridor SDF, where relevant.

- South Central LDF
  The South Central Local Development Framework also interacts with the waterfront and should be read in conjunction with the River Clyde Development Corridor SDF where relevant.

b) Local Place Plans

Local Place Plans have been produced by communities in the city centre of Glasgow. Local Place Plans are a material consideration in



Ref	SDF/LDF
A	River Clyde SDF
B	Govan Partick SDF
C	City Centre SDF
D	Inner East SDF
E	South Central LDF

Ref	Area of Change
2.2	Shieldhall and Linthouse
2.3	Central Govan and Glasgow Harbour
2.4	SEC, Yorkhill Quay, Pacific Quay and Govan Graving Docks
2.5	Lancefield, Anderston, Mavisbank and Springfield Quays
3.2	Broomielaw and Clyde Place Quay
3.3	Custom House Quay and North Laurieston
3.4	St Enoch and Trongate
4.10	Finnieston
5.4	Dalmarnock
5.5	Carmyle
6.3	Tradeston, Kingston and Scotland Street

FIGURE 13

the planning application process. The Local Place Plans should therefore be considered as part of any development proposals within the Local Place Plans' boundary.

The following Local Place Plans were registered and therefore considered in producing Policy 2. River Clyde:

- Anderston Matters – The Pyramid at Anderston

c) River Park

The River Park will transform the Clyde into a vibrant, connected and climate resilient waterfront by creating a series of interconnected publicly accessible open spaces. The River Park will enhance the city's relationship to the water, focusing on people first by linking neighbourhoods, opening access to the river and activating the water and waterfront for recreation and biodiversity.

FIGURE 14: THE RIVER PARK FOCUS AREA

The River Clyde is Glasgow's largest continuous open space yet public access along the waterfront is limited to key stretches, creating less than direct routes for people to use the waterfront for recreation and leisure activities. Fragmented access to the waterfront deters investment and public use of the river and its waterfront (see figure 10). Defining the River Park is required in order to set clear policy expectations for improving the waterfront and provide a mechanism for organising public and private investment.

The River Park will:

- enhance the city's tourism, culture and leisure offer by creating a recognisable waterfront destination capable of hosting events, supporting water-based recreation and transport, and strengthening nearby businesses and attractions, including the Custom House Quay project and the public realm around the new Govan and Partick bridge.
- be underpinned by nature-based solutions, blue-green infrastructure and net-zero design principles. It will support climate resilience, nature restoration, improved air quality and the delivery of a healthier, biodiverse and more adaptable urban environment.

- act as a guiding principle for the continued regeneration of the river corridor that addresses a number of interconnected issues, including but not limited to:
  - Flood risk mitigation and adaptation;
  - The development of vacant and derelict land;
  - The maintenance of quay walls;
  - Connecting existing walking and cycling routes; and
  - Increasing biodiversity and promoting habitat connectivity along the waterfront.

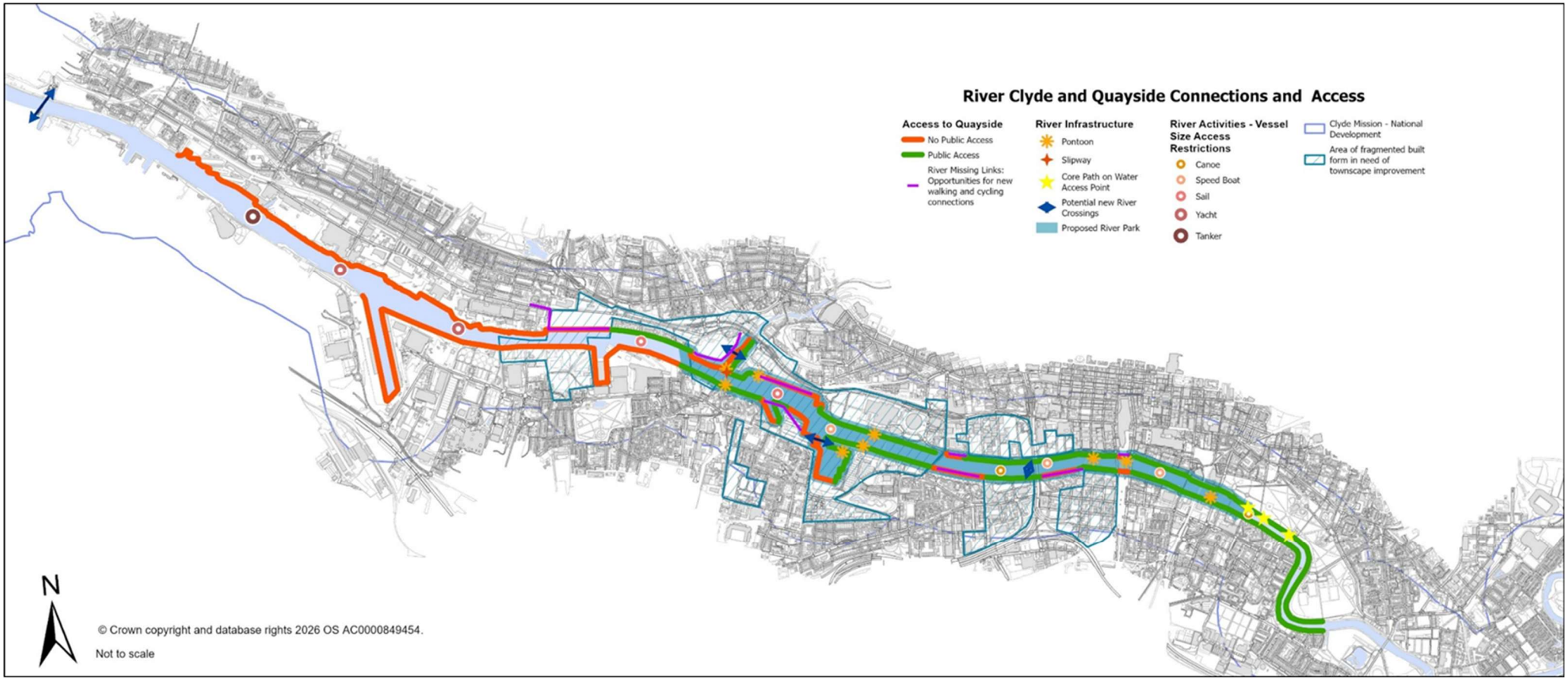


FIGURE 10

The focus area of the River Park begins at Meadowside Quay and the mouth of the River Kelvin on the north bank and at Govan Old Church on the south bank, extending east to the tidal weir at Glasgow Green. There are wider opportunities to link to the existing network of open spaces and the National Cycle Network to connect the River Park to the wider open space network, as set out in the Proposals Map and in the Open Space Strategy.

Proposals for the redevelopment of sites located on along the waterfront within the River Park focus area (see figure 14) will be required to contribute to the delivery of the River Park through on-site provision of high-quality landscape design/open space. Proposals for development located away from the river's edge but within the River Park contributions area (see figure X) may be required to make a financial contribution to support the creation of new enhancements (e.g. walkways, cycleways, riverside planting, open space, blue-green infrastructure) or provide improvements to existing open spaces, blue-green infrastructure or public realm on the river's waterfront - see Policy 14. The delivery and phasing of the River Park will take many years to reach completion and will be contingent on the development of land, improvement to infrastructure and a mixture of public funding and developer contributions to achieve the River Park.

Development within the River Park focus area (as defined on figure 14) will:

1. Provide, at minimum, a 12-metre set back from the river, to include a minimum of 3m designated pedestrian walkway combined with a minimum 3m designated cycleway. The addition of respite strips that respond and adapt to the constraints of site, could provide open space for other functions such as play, SuDS, public art, historic interpretation, biodiversity etc. Every opportunity should be made to increase access to the Clyde waterfront and connect to existing public access routes.
2. The river should be respected as the main focal point and destination, and proposals should be innovative, responsive and contextual. Visual and physical connections to the river should be enhanced through river edge treatment that maximises views to, across and along the waterfront.
3. Over-engineered solutions, such as steps and/or barriers should be minimised, with any steps integrated into the design.
4. The design of open spaces should support future adaptation to other types of open space and blue green infrastructure over time (e.g. food growing) to reflect the needs of users.
5. Design choices should prioritise climate resilience and support biodiversity. Where possible, existing habitats should be retained and enhanced.
6. The integration of blue green infrastructure in building design, through for example green roofs, walls and balconies, is supported.
7. Proposals should consider the river as a space for recreation with the potential for increased water-based activities. New and enhanced quay walls will help facilitate a better relationship with water.
8. The identity of the River Corridor should be communicated through choices of planting, landscaping, public art, lighting and materials.
9. To address the need to maintain quality over the long term, new development should, to the satisfaction of the Council, make provision for the future management and maintenance of the above.
10. Take into account any relevant strategies and/or guidance brought forward by the Council on the River Park.
11. Individual proposals should reflect the long-term aspiration of creating a series of interconnected public spaces along the waterfront.

d) Flood Risk Management

To create a climate-adaptive River Corridor, where flood risk is managed, and also achieve our vision of a liveable waterfront, there is a critical need to retain and enhance the built-up, urban nature of the River Corridor. Policy 17 provides policy which balances the coastal flood risk with the need to return significant areas of vacant and derelict land along the Clyde corridor into productive use and deliver on NPF4 national development 13 Clyde Mission.

The expectation is that developers will formulate masterplans that avoid locating vulnerable land uses in a flood risk area. See Policy 17 and Designing with Water: Design Guidance for Glasgow's River Corridor for detail.

e) Movement and Parking Strategy

The provision of parking within a site should take account of placemaking objectives as well as land vulnerability. Consideration should be given to the management of parking spaces within a site during flood events. Access to public transport and the creation of links to the wider transport network will support a sustainable and connected River Corridor and promote equal access to employment opportunities, health, education, and other services. Policy 10 sets out the Council's policy for safeguarding, enhancing and developing the transport network. It seeks to ensure that Glasgow is a connected city, characterised by sustainable and active travel. Policy 11 sets out detailed guidance and supports a placemaking approach to ensure walking and cycling provision is incorporated in new development.

Development will:

1. Integrate parking provision into the development and support the placemaking ambitions for the River Corridor including the creation of a civic waterfront and the delivery of a River Park.
2. Where undercroft parking is proposed, the risks during flood events should be fully assessed and appropriate mitigation strategies defined for when flooding occurs.
3. Undercroft parking should not result in blank frontages or in voids that are not overlooked.
4. The site layout should maximise links to the wider movement networks including the proposals contained in the Glasgow Transport Strategy, Liveable Neighbourhood locations, Fastlink and the draft Metro proposal.
5. Where sites are well connected to public transport hubs and active travel routes, proposals for car-free development would be considered.

f) Urban Form, Placemaking and Active Frontages

The relationship between water and land, and the distinct historic townscape along the River Corridor, provides a strong framework for regeneration. An approach that successfully integrates the historic riverside features with new development and spaces will create a unique waterside setting and repair the broken urban form of the waterfront. The sensitive integration of new development into its surroundings is a priority, as is creating a highly grained urban form that supports a mix of uses.

Development will:

1. Demonstrate a commitment to the creation of an attractive, vibrant waterfront at every stage in the design process, employing a feminist approach to town planning. The waterfront should be the 'front door to the development' and consideration should be given

to the qualities of the river at each location, including reflection, water levels and flow.
2. Be distinctive – integrating contemporary, innovative architecture with the historic riverside assets and setting to reflect the unique identity of the River Corridor.
3. Ensure building articulation, height, scale and massing is appropriate to the location and factor for daylight and sunlight. Tall buildings may be acceptable at some locations and a comprehensive assessment of the site and surrounding area will be undertaken to ensure development relates positively to its surroundings, from a range of locations including the water space. Refer to the Tall Buildings Design Guide for detail.
4. Eschew large urban blocks, opting for a finer urban grain, to increase permeability through sites and to the river and taking account of the river's unique microclimate.
5. Seek to limit the negative effect of blank walls and vacant under crofts on the streetscape. Where elevated buildings are proposed, SEPA guidance on elevated buildings in areas of flood risk should be followed.
6. Have street level facades that are activated with appropriate uses (such as retail, café, gallery etc) on ground floors to provide passive surveillance and create safe and welcoming spaces. These less vulnerable, water compatible uses also benefit d) flood risk management.
7. Have main entrances and architectural detailing located at street level and ensure that designs respond to day and nighttime activity, in line with the emergent lighting strategy.
8. Create design solutions that ensure ground floor uses are flexible adaptable and resilient in the event of water ingress.
9. Find creative solutions to river edge treatment that help improve interaction with the water, including creating adaptive spaces that provide multiple benefits, such as, active spaces for community, health and wellbeing, the environment and economy
10. Deliver nature-based solutions and blue-green infrastructure, including in building design, through for example green roofs, walls and balconies, to promote climate resilience and help address the nature crisis.

g) Land Use Vulnerability and a Mix of Land Uses

To support development along the River Corridor, a site-based approach to land use vulnerability is required, as set out in the Tidal Clyde Development Masterplan Principles. The location of development within a site should contribute to the creation of a walkable, vibrant River Corridor and support the local living concept where a mix of uses, including retail and leisure, are easily accessible on foot. The River Clyde Strategic Development Framework (SDF) encourages mixed-use development, and proposals should seek to achieve a diversity of uses across the site to attract people and enhance vibrancy. The following policy applies:

The following policy applies:

1. Consideration should be given to the mix of uses within a site to support placemaking principles and increase activity along the waterfront.
2. A mix of uses should also be considered within individual buildings.
3. Accessibility to appropriate amenities (open space, community infrastructure, retail, education, health and social care, recreation and leisure) should be considered to help achieve local living.
4. A range of housing types and tenures should be offered within the site.

h) Accessibility and Connectivity

Developments along the River Corridor should support the local living concept through the provision of infrastructure that connects with local

centres. Good access, well-designed public spaces and streets that are rebalanced towards walking, wheeling and cycling can encourage active travel, and, in turn, can bring about social, health and environmental benefits. The River Clyde Strategic Development Framework (SDF) seeks to enhance connectivity by creating continuous, people-centred routes along, to and across the river. The SDF sets out the following approach to achieve a well-connected river:

1. Walking and cycling routes should continue along both banks of the river, reinforcing the river corridor as a central east-west spine.
2. Activities should be clustered and link people to jobs, town centres, services, and public transport.
3. Access to new bridges from existing walking and cycling infrastructure should be maximised. The Council will continue to promote and support additional river crossings at:

    a) Meadowside Quay connecting to the Riverside museum over the River Kelvin;
    b) Prince's Dock connecting to the Graving Docks; and
    c) Anderston to Springfield Quay.

Development proposals will:

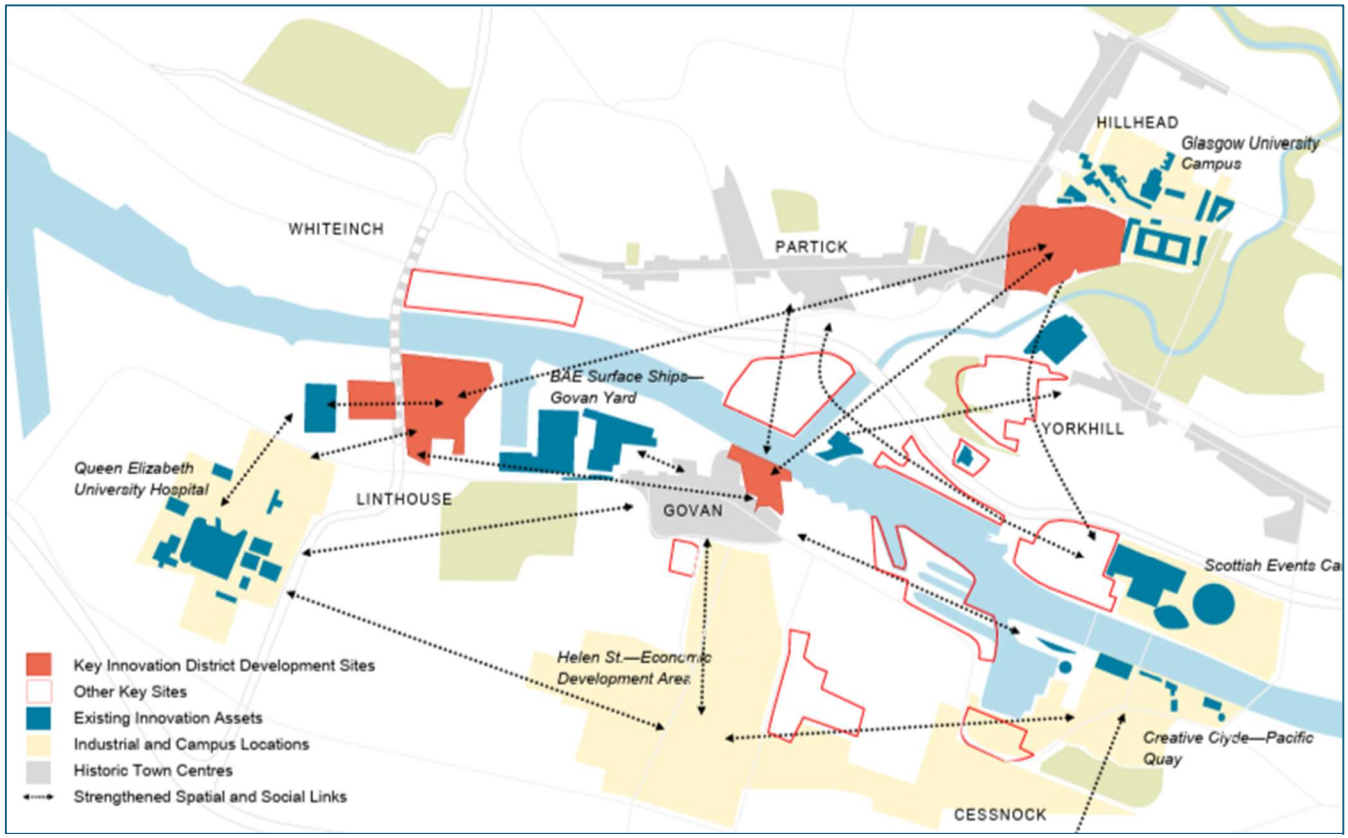
1. Accommodate active travel routes to improve connectivity within sites and to the wider network. Sites may need to accommodate separate routes for active travel/commuting and routes for leisure (walking, wheeling and cycling).
2. Have well-designed routes for walking, wheeling and cycling, robust and accessible, and should link to existing streets and spaces.
3. Have well-lit routes that have innovative and cost-effective/ smart lighting where relevant.
4. Provide open spaces and public realm along the River Corridor that are designed to be safe, inclusive and overlooked, in line with the principles of feminist urbanism.
5. Have innovative treatment of boundaries to enhance connectivity and the relationship with the river.
6. Maximise opportunities to arrive at the river by reducing physical barriers and promoting permeability across sites.
7. Include wayfinding and public art in proposals to enhance legibility, contribute to place identity and, through local community engagement, foster a sense of belonging.

8. Consider the physical and visual connections to, along and across the river.

i) Promoting clusters of economic production and culture around Govan and Partick and the River Corridor

Innovation Cluster of Learning, Research and Industry:

The area of the River Clyde around Govan and Partick benefits from an outstanding collection of learning, research and industrial institutions that are clustered around the confluence of the River Kelvin and the River Clyde. The University of Glasgow and the Queen Elizabeth Hospital, together with associated research clusters, offer an opportunity for further development that is unique in the city and region. This is represented by the Glasgow River Innovation District (GRID) (key sites are covered in sections 2.2 and 2.3). The Govan-Partick area combines top-level institutions for research, education and production within a high-quality historic and urban environment with land available for continued expansion over the plan period. The Council will work in partnership with the University of Glasgow and Scottish Enterprise to continue developing GRID.

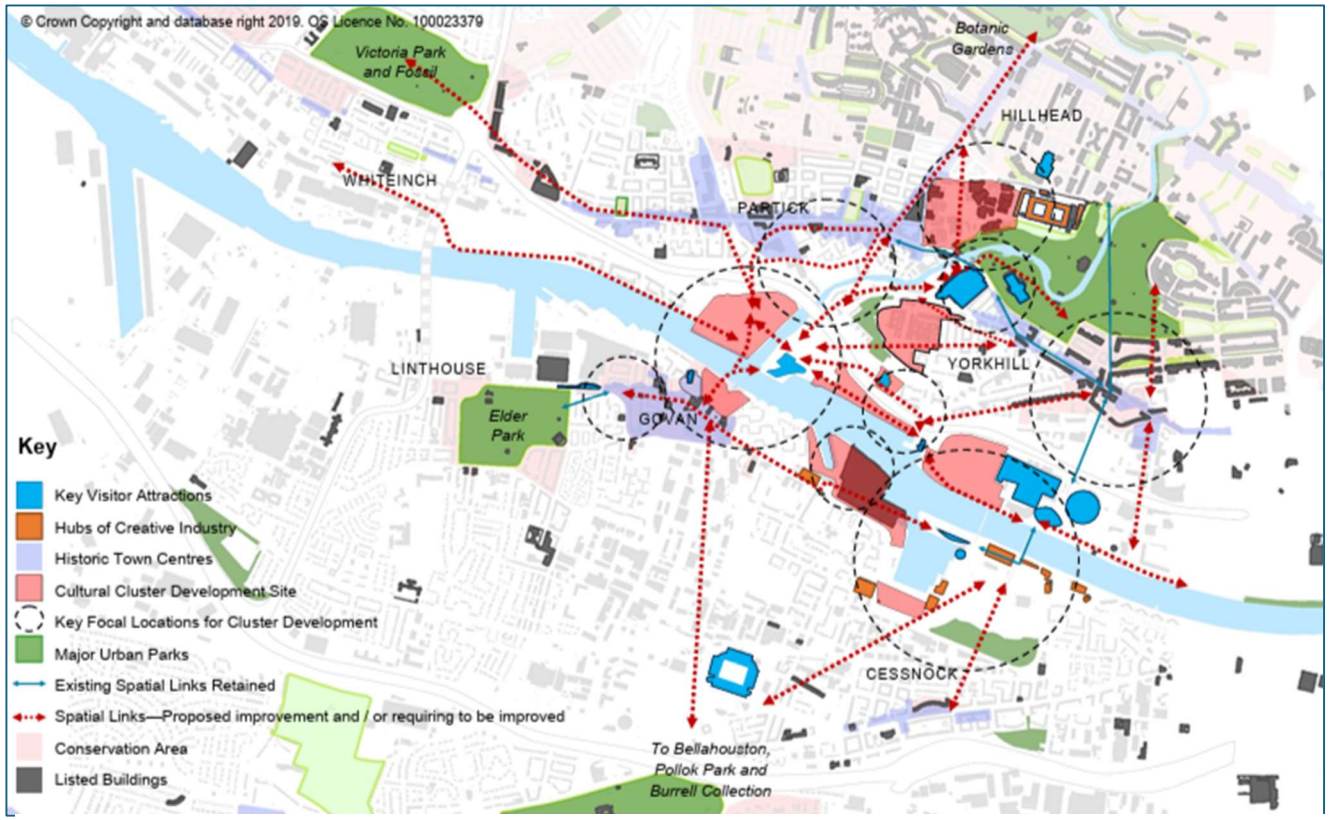


Development proposal related to GRID will:

1. Take into account the Govan-Partick SDF and be read in conjunction with Shieldhall and Linthouse Area of Change.
2. Demonstrate how the proposal will support the continued development of the innovation district.
3. Be designed in a way that ensures the development is not isolated and is integrated into the existing urban environment.
4. Consider locations where cumulative benefits can be exploited and realised, including town centre regeneration at Govan, Partick, Cessnock and Yorkhill town centres.
5. Prioritise the reuse and repurposing of vacant land and buildings that can stimulate further investment in the area.

Building a World Class Cultural Cluster:

The area around the Govan-Partick SDF area has a strong historic identity including rich maritime heritage and great diversity in the distinct neighbourhoods surrounding the Clyde. There is currently a collection of visitor attractions, cultural organisations and creative industries in this area. These include museums, parks, entertainment venues, third-sector organisations, sites of cultural production and town centres. The Council seeks to reinforce and promote this area as a cultural cluster that will build upon and enhance the area. A key aim of the Govan-Partick SDF is to increase trips into the area and to facilitate new institutional and social relationships that is crucial to growing creative clusters. The completion of the Govan-Partick bridge has provided a step-change in connectivity between the north and south banks of the river and has physically connected Govan to Partick for the first time in the city's history. The bridge and the surrounding public realm have created a new civic space at a key waterfront location. The Council seeks to build on the momentum of the bridge opening and will continue to work with attractions and stakeholders to ensure alignment of the spatial strategy, ensuring a placemaking approach is used and that community interests and institutions work together to maximise the benefits of the cultural cluster. The Council will review the impact of the Clydeside expressway and other barriers to the development of the cultural cluster, such as railway infrastructure, vacant sites and dead frontages and identify potential mitigation strategies.



New development proposals related to new creative and cultural uses in the River Corridor will:

1. Refer to the River Corridor and Govan-Partick SDF, and the Areas of Change at 2.3 Central Govan and Glasgow Harbour and 2.4 SEC, Yorkhill and Pacific Quay and Graving Docks
2. Apply placemaking principles when designing routes with a particular focus on the urban design characteristics which

provide the most conducive conditions for walking between attractions, additionally connecting into the River Park.

3. Promote a mix of uses on site to support the development of the cultural cluster.

2.2 Shieldhall and Linthouse

[Insert placemaking map and infographic overview of development potential of area of change (numbers of houses etc)]

Vision

To establish a cohesive, innovation-led economic corridor that supports inclusive growth and the long-term sustainability of Glasgow's economy. Strategic investment in active travel, green infrastructure, and energy innovation will ensure the area evolves as a nationally significant hub that is well-integrated with surrounding communities and resilient to future change.

Context for Change

Shieldhall and Linthouse are located on the Southbank of the River Clyde in an area that has had a maritime industrial character for much of its urban history. There has been a hospital on the site of the Queen Elizabeth University Hospital since the late 19th century. The area of change boundary represents the Queen Elizabeth University Hospital Campus and the Linthouse Masterplan Consent Area which are part of the wider Glasgow River Innovation District (GRID) and Economic Development Area (see Policy 2.8 for site details). The development opportunities within the Hospital Campus and Masterplan Consent Area will focus on the long-term sustainability of the industrial and business function by supporting existing riverside enterprise and encouraging the development of innovative high value sectors into the area. This is a nationally significant cluster of innovation and economic development activity which aligns with the themes of Govan and Partick SDF (see Policy 2.1 for detail). Developers should reflect the priorities for GRID, Clyde Mission and the Glasgow River Innovation District partnership.

Opportunities to develop a more continuous and connected network of walking and cycling routes that link up employment sites, town centres and public transport hubs remain an important strategic objective. In the longer term, the potential for an additional crossing between Whiteinch and Linthouse should be explored.

Policy Requirements

Development proposals will:

1. Take into account Policy 2.1 River Spatial Strategy.
2. Take into account the River Corridor SDF River Room Placemaking Guidance, The Working River: Yoker, South Street, Shieldhall & Linthouse.
3. Take into account Policy 2.8 for Glasgow River Innovation District (Sheildhall).
4. For economic development, not be isolated and shall be integrated into the existing urban environment, including through the provision of walking and cycling routes, linking to public transport hubs.
5. Be expected to promote opportunities for integrating efficient energy and waste innovations, and ensure that the treatment of the development edges and interfaces enhance the relationship

between the site and neighbouring residential areas and the River Clyde.

6. Demonstrably contribute to the delivery of the projects, priorities and principles set out in the Greater Govan to Kingston Liveable Neighbourhoods Stage 1 and Stage 2 Reports, in a proportionate and appropriate manner. Including contribution to the delivery of the following projects:
   - Govan Road Improvements

Sites

Sites that have been allocated in this area of change are for economic development uses and are therefore contained within Policy 2.8, including:

- CfS240312
- UCS240129
- IL163801
- IL134602

2.3 Central Govan and Glasgow Harbour

[Insert placemaking map and Infographic overview of development potential of area of change (numbers of houses etc)]

Vision

Central Govan will be improved through strategic investments in Govan's exceptional historic built environment alongside new development, ensuring its long-term sustainability as a thriving inner-city neighbourhood. Govan Town Centre will be recognised as a key location in a wider innovation district and cross-river cultural cluster. The town centre's role as a sustainable transport hub will be developed, building on the improved connectivity of Govan-Partick Bridge to continue social and economic development. Key development sites at Meadowside Quay will be realised, with the delivery of hundreds of new homes, leisure, tourism facilities and supporting infrastructure to create a new well- connected and integrated destination neighbourhood along the north banks of the Clyde.

Context for Change

The areas of Central Govan and Glasgow Harbour have a unique and varied physical character, owing to its riverside location and history. Both banks of the river at this location were heavily industrialised in the 19th century and have been subject to regeneration efforts beginning in the post-war period and continuing today. On the south bank, shipbuilding at BAE systems sits adjacent to Govan Town Centre and Conservation Area. Within Govan there are fine examples of civic architecture, heritage assets and tourist attractions, such as Govan Old Parish Church and the Govan Stones. From the early 1960s the town centre and wider area were subject to multiple and simultaneous forces that threatened the area's social economic and built fabric. However, Govan has shown remarkable resilience in the face of these challenges. Govan is home of Scotland's housing association movement and community action saved the historic core of pre-1919 tenements and the ground floor commercial spaces these provide. Over the past 25 years, there have been several improvements to local housing supply, infrastructure and townscape initiatives that have proven successful led in part by the Central Govan Action Plan and Townscape Heritage Initiatives. Within the wider Govan area there are long-term spatial opportunities to enhance connectivity across Govan and Ibrox, to enhance town centre regeneration in Govan Town Centre and increase the residential population along key corridors. Furthermore, enhancing Govan's crucial role as a major centre for employment in high-tech industry is a critical opportunity being fed through the GRID innovation district and Clyde Mission. On the north bank, several large, formerly industrial sites remain undeveloped with unrealised potential to create fully realised urban neighbourhood along the waterfront. Proposals on either side of the completed Glasgow Harbour development (Meadowside Quay and Merklands Quay) would help create a more cohesive town/waterscape and end the relative isolation of the housing development.

Policy Requirements

Development proposals will:

1. Be designed in accordance with Policy 2.1 River Spatial Strategy.
2. Take into account the Govan and Partick SDF Spatial Strategy, River Corridor SDF River Room Placemaking Guidance: Glasgow Harbour and Govan West and Govan Town Centre and The Mouth of the Kelvin.
3. Promote Govan's role as a key hub in the wider Glasgow River Innovation District.

4. Address the fragmented and isolated urban form along the north bank of the river by activating and reconnecting the riverside location to create a more attractive and liveable urban waterfront (see figure 10).
5. Address the fragmentation of Govan Town Centre from the wider area caused by inappropriate urban development in the 1970s and 1980s. See Policy 2.6.
6. At Meadowside Quay, a pedestrian bridge over the River Kelvin will be provided in line with the principles of the Glasgow Harbour masterplan.
7. Propose a varied mix of complementary uses across a 24-hour period to enliven the area and support the increasing residential population.
8. Provide or contribute to the creation of multifunctional spaces that support health and wellbeing, promote blue green infrastructure and ecological enhancement and connect people to the Riverside habitat to improve the amenity and place quality along the waterfront.
9. In Central Govan, development proposals should protect, refine and enhance the historic urban setting, while supporting new and innovative interventions which add to the character of the area and help repair its fragmented edges (see figure 10).
10. Proposals for shopfront improvements, building repairs or heritage works in Govan Conservation Area must comply with the terms of the Townscape Heritage Initiate (THI) and Conservation Areas Regeneration Scheme (CARS).
11. Kelvin Harbour slip is currently the focus for water-based activities on this part of the river. These activities can be supported and enhanced through provision of additional infrastructure, such as boat and kayak storage facilities.

Demonstrably contribute to the delivery of the projects, priorities and principles set out in the Greater Govan to Kingston Liveable Neighbourhoods Stage 1 and Stage 2 Reports, in a proportionate and appropriate manner. Including contribution to the delivery of the following projects:

- Govan Road Improvements

Central Govan and Glasgow Harbour Sites

Site Details	Land Use	Site Requirements
Former Lyceum Cinema, 908 Govan Road Site Ref: VDL4383	Brownfield Development Opportunity Area (ha): 0.18	Historic Environment: 1. Lyceum Cinema (Former) - Building at risk – see Policy 9.2. 2. Category B listed building located in Govan Cross Conservation Area. 3. If proposed use is likely to require developer contributions (see Policy 14), early discussion with the Council is required through pre-application (fee exempt). Heat Networks: 4. Site is within an indicative Heat Network Zone. Network of Centres: 5. Located in Govan town centre.

Castlebank Quay, 163 Castlebank Street Site Ref: CfS240135	Brownfield Development Opportunity (ha): 8.69	1. Site to be delivered in accordance with the Glasgow Harbour masterplan approved by the Council via the planning consent. Natural Environment: 2. New development should seek to deliver a variety of additional habitat types to restore nature to the Clyde Corridor. Open Mosaic Habitat on site, requires Preliminary Ecological Appraisal which should influence any future designs including for retention, mitigation and enhancement, as should River Kelvin LNCS. 3. Mitigation will be required for any unavoidable habitat loss. 4. If loss of trees is justified, compensatory planting will be required, preferably onsite. Sustainable Transport: 5. Financial contribution towards the delivery of Connecting Glasgow active travel infrastructure required. 6. Enhance walking and cycling connections to, from and within the site, providing legible and pedestrian friendly connections between the site and the existing National Cycle Network Route 7 active travel infrastructure. 7. Establish a safe, inclusive, attractive and integrated on-site movement network, enabling direct pedestrian connections to Partick Interchange. Open Space: 8. Deliver River Park on site 9. If residential proposed, contribution required towards allotments/growing space. 10. If residential proposed, contribution required towards outdoor sports provision. Heat Networks: 11. Site is within an indicative Heat Network Zone.
Merklands Quay, Glasgow Harbour Site Ref: CfS240119	Housing (mixed) Area (ha): 7.56 Indicative Capacity: 1030	1. Site to be delivered in accordance with the Glasgow Harbour masterplan approved by the Council via the planning consent. Natural Environment: 2. In addition to protection, management and augmentation of any single habitat nature network (wetland/ woodland), new development should seek to deliver a variety of additional habitat types to restore nature to the Clyde Corridor. 3. If loss of trees is justified, compensatory planting will be required, preferably onsite. Sustainable Transport: 4. Financial contribution towards the delivery of Connecting Glasgow active travel infrastructure required. 5. Enhance walking and cycling connections to, from and within the site, providing legible and pedestrian friendly connections between the site and the existing National Cycle Network Route 7 active travel infrastructure. 6. Improve South Street pedestrian environment to reduce vehicle dominance and improve walking and cycling connectivity. Open Space: 7. Contribution towards the delivery of the River Park. 8. Contribution towards allotment provision (but not for the PBSA element of the proposal), unless sufficient provision is to be made on-site. 9. Contribution to Outdoor Sports Provision.

		Water Environment: 10. SFRA identifies flood risk - Masterplan should take into account coastal flood risk to site along River Clyde boundary. Policy 17 applies. Heat Networks: 11. Site is within an indicative Heat Network Zone.
Water Row - North Site Ref: HL0531A	Housing Area (ha): 1.74 Indicative Capacity: 91	1. Site to be delivered in accordance with the Water Row masterplan approved by the Council via the planning consent. Historic Environment: 2. Adjacent to the Category A listed Govan Old Parish Church, also a Scheduled Monument (grounds and graveyard). Any development proposal will require to protect the setting of the listed building and scheduled monument. See Policy 8 for detail. Natural Environment: 3. Priority area for increasing tree canopy - opportunities for tree planting should be identified. 4. New development should seek to deliver a variety of additional habitat types to restore nature to the Clyde Corridor. Sustainable Transport: 5. Financial contribution towards the delivery of Connecting Glasgow active travel infrastructure required. 6. Establish a safe, inclusive, attractive and integrated on-site movement network, enabling direct pedestrian connections to Govan Interchange. 7. Enhance walking and cycling connections to, from and within the site, providing legible and pedestrian friendly connections between the site and the existing Glasgow Orbital City Link on Water Row. 8. Site may create a risk to Glasgow Subway tunnels and/or stations - discussion with SPT required as part of application process. Open Space: 9. Contribution towards the delivery of the River Park. 10. Contribution required towards allotments/growing space. 11. Contribution required towards outdoor sports provision. Water Environment: 12. SFRA identifies flood risk - Design to take into account coastal flood risk at north of site. Policy 17 applies. Heat Networks: 13. Site is within an indicative Heat Network Zone. Network of Centres: 14. Located in Govan town centre. Proposals should contribute to town centre living.
Water Row - South Site Ref: HL0531B	Housing Area (ha): 0.20 Indicative Capacity: 30	1. Site to be delivered in accordance with the Water Row masterplan approved by the Council via the planning consent. Historic Environment:

		2. Adjacent to the Category B listed New Govan Church St Mary's Church Hall (former) and shops below and 2 Water Row, New Govan Cross, New Govan Church of Scotland, St Mary's Church (former). Any development proposal will require to protect the setting of the listed building. See Policy 8 for detail. Natural Environment: 3. Priority area for increasing tree canopy - opportunities for tree planting should be identified. Sustainable Transport: 4. Financial contribution towards the delivery of Connecting Glasgow active travel infrastructure required. 5. Site may create a risk to Glasgow Subway tunnels and/or stations - discussion with SPT required as part of application process. Open Space: 6. Deliver River Park on site or contribution towards the delivery of the River Park. 7. Contribution required towards allotments/growing space. 8. Contribution required towards outdoor sports provision. Water Environment: 9. SFRA identifies flood risk - Design to take into account pluvial flood risk at north of site. Policy 17 applies. Heat Networks: 10. Site is within an indicative Heat Network Zone. Network of Centres: 11. Located in Govan town centre. Proposals should contribute to town centre living.

2.4 SEC, Yorkhill Quay, Pacific Quay and Graving Docks

[Map of area]

[Insert placemaking map and Infographic overview of development potential of area of change (numbers of houses etc)]

Vision

A world class cultural and creative cluster will be developed on both sides of the River Clyde, with gap sites and strategic infrastructure investment delivered to further enhance the area's credentials, providing new homes, jobs and public spaces that will combine to create a unified waterfront destination at the heart of the city.

Context for Change

This area of the Clyde was once the most intensively industrialised area of the river with Yorkhill Quay and the Graving Docks sited alongside the former Queen's Dock (now the SEC) and Prince's Dock (now Pacific Quay). The area has been the focus of regeneration from the 1980s to the present day, led by key developments like the SEC on the north bank and the media quarter at Pacific Quay. These major employment and cultural destinations have given this part of the Clyde new purpose and has enhanced the overall appeal of the riverside as a destination for business, events and tourism.

The large development sites including at Yorkhill Quay, Govan Graving Docks and further intensification of both the SEC and Pacific Quay are key opportunities. Presently the large gap sites isolate existing development, creating a general pattern of movement that brings people to and from destinations which deters future investment. On the south bank linear routes are also limited, making access to the waterfront challenging. There are also opportunities for the existing destinations to better integrate with the riverside setting and its environment to enhance amenity and strengthen the quality of connections along the waterfront. Further afield, Finnieston has organically emerged as a leisure destination in its own right, leveraging its central location between the West End and the SEC campus and has experienced increasing residential interest and has seen an increase in residential infill development (see policy 4.10 for further detail).

- The Council is supportive of measures that would improve pedestrian connectivity across the Clydeside Expressway, including the Sandyford Bridge, to create easier links to the amenities, facilities at Kelvinhaugh St, Finnieston, Yorkhill and on into Partick.
- The Council supports the principle of constructing a new bridge over the Canting Basin between Govan Graving Docks and Glasgow Science Centre should be explored.

Policy Requirements

Development proposals will:

1. Be designed in accordance with Policy 2.1 River Clyde Spatial Strategy.
2. Take into account:
    - The River SDF Placemaking guidance: Yorkhill Quay and the Graving Docks, and SEC and Wider Area.
    - The Govan and Partick Strategic Development Framework.
    - The Anderston Matters Local Place Plan.

3. Take into account Policy 2.8 for the Scottish Events Campus and Pacific Quay Economic Development Area.
4. Consider the context of the surrounding low-rise residential urban form, and views along the Clyde, ensuring views to heritage features are protected and enhanced.
5. Deliver mixed-use development and seek to enhance the cultural offer of the area.
6. Provide flexible open spaces, blue-green infrastructure and high-quality public realm.
7. Ensure that the quayside at Govan Graving Docks is accessible and joined up to the quayside at Queen Elizabeth Gardens and primed for a physical connection to the Glasgow Science Centre.
8. Prioritise the realignment of the walkway to the river's edge to enhance connectivity to the area.
9. Support the retention and reuse of Buildings at Risk (see Policy 9.3) at:
   - Govan Graving Docks: Clydebrae Street
   - Auxiliary Accumulator Tower: Govan Road
10. Demonstrably contribute to the delivery of the projects, priorities and principles set out in the Greater Govan to Kingston Liveable Neighbourhoods Stage 1 and Stage 2 Reports and the Yorkhill to Anderston Liveable Neighbourhoods Stage 1 Report, in a proportionate and appropriate manner.

SEC, Yorkhill Quay, Pacific Quay and Graving Docks Sites

Site Details	Land Use	Site Requirements
Yorkhill Quay, Glasgow Harbour Site Ref: HL1309B	Housing (mixed) Area (ha): 4.27 Indicative Capacity: 280	1. Site to be delivered in accordance with the Yorkhill Quay masterplan approved by the Council via the planning consent. Natural Environment: 2. New development should seek to deliver additional habitat to restore nature to the Clyde Corridor. 3. Site may contain Open Mosaic on Previously Developed Land habitat and this should be considered during survey by a qualified ecologist. 4. If loss of trees is justified, compensatory planting will be required, preferably onsite. Community Facilities: 5. Developer contribution for Education very likely. Pre-application discussion required. Sustainable Transport: 6. Ensure continuous cycle access through the site by retaining and enhancing the section of NCN Route 7 that runs through it. 7. Site will require addition public transport infrastructure and / or bus service provision to ensure connectivity to the transport network. 8. Incorporate comprehensive bus priority measures and ensure the provision of accessible, conveniently located bus stops on site.

		9. Establish on site path network that provides an active travel connection to NCN 7 and Clyde City Way cycle routes. Open Space: 10. Deliver River Park on site or contribution towards the delivery of the River Park. 11. Contribution required towards allotments/growing space. 12. Contribution required towards outdoor sports provision. Water Environment: 13. SFRA identifies flood risk - Masterplan must address coastal flood risk to site. Policy 17 applies. Heat Networks: 14. Site is within an indicative Heat Network Zone.
North of 585 Govan Road Site Ref: VDL1414	Housing Area (ha): 0.29 Indicative Capacity: 15	Natural Environment: 1. New development should seek to deliver additional habitat to restore nature to the Clyde Corridor. 2. If loss of trees is justified, compensatory planting will be required, preferably onsite. Open Space: 3. Contribution towards meeting the Quality Standard at Southcroft St/Govan Road or towards delivery of the River Park. 4. Contribution required towards allotments/growing space. 5. Contribution required towards outdoor sports provision. Heat Networks: 6. Site is within an indicative Heat Network Zone.
Former Govan Graving Docks, North of Clydebrae Street/ Govan Road Site Ref: CfS240180	Housing (mixed) Area (ha): 2.99 Indicative Capacity: 304	1. Site to be delivered in accordance with the Graving Docks masterplan approved by the Council via the planning consent. Historic Environment: 2. Category A listed structure. Listed Buildings/Structures should be retained and sensitively adapted – see Policy 8. Natural Environment: 3. In addition to protection, management and augmentation of any single habitat nature network (wetland/ woodland), new development should seek to deliver a variety of additional habitat types to restore nature to the Clyde Corridor. 4. Mitigation will be required for any unavoidable habitat loss. 5. If loss of trees is justified, compensatory planting will be required, preferably onsite. Sustainable Transport: 6. Establish an on-site path network that provides a direct pedestrian connection to the nearest bus stops on Govan Road. Open Space: 7. Deliver River Park on site or contribution towards the delivery of the River Park. 8. Contribution to outdoor sports provision. 9. Contribution towards allotments unless provision is made on site.

		10. Contribution towards meeting the Quality Standard at Southcroft Street/Govan Road. Water Environment: 11. SFRA identifies flood risk - Consideration required as part of masterplan. Policy 17 applies. Heat Networks: 12. Site is within an indicative Heat Network Zone.
Former Govan Graving Docks, Govan Road Site Ref: CfS240183	Brownfield Development Opportunity Area (ha): 5.05	1. Site to be delivered in accordance with the Graving Docks masterplan approved by the Council via the planning consent. Natural Environment 2. In addition to protection, management and augmentation of any single habitat nature network (wetland/ woodland), new development should seek to deliver a variety of additional habitat types to restore nature to the Clyde Corridor. 3. Mitigation will be required for any unavoidable habitat loss. 4. If loss of trees is justified, compensatory planting will be required, preferably onsite. Open Space: 5. Deliver River Park on site or contribution towards the delivery of the River Park. 6. If residential proposed, contribution required towards allotments/growing space. 7. If residential proposed, contribution required towards outdoor sports provision. Water Environment: 8. SFRA identifies flood risk - Consideration required as part of masterplan. Policy 17 applies. Heat Networks: 9. Site is within an indicative Heat Network Zone.

2.5 Lancefield, Anderston, Mavisbank and Springfield Quays

[Insert placemaking map and Infographic overview of development potential of area of change (numbers of houses etc)]

Vision

Lancefield, Anderston, Mavisbank and Springfield Quay will become a well-connected, mixed-use urban quarter linking the City Centre with the SEC Campus on the north bank and improve connectivity to Springfield Quay to Plantation/Pacific Quay on the south bank. New development will address access issues to the waterfront with new multifunctional open spaces and better cross-river connectivity that prioritises quality public access to the waterfront on both banks. An intensification of development and supporting infrastructure will greatly enhance the image of both sides of the waterfront.

Context for Change

The area of the River Clyde to the west of the Kingston Bridge was historically an integral part of the river's industrial economy, including Kingston dock, the oldest of the Clyde's docks, that sat adjacent to the General Terminus railway and quay. The Northbank was largely made up of quays, goods sheds and warehouses. The building of the Kingston Bridge for the M8 motorway foretold later development, particularly on the south bank with residential infill of Kingston Dock and Springfield Quay as a leisure destination. Today the area is characterised by an evolving mix of development types and uses, including residential, industrial, offices and leisure. The south bank has a more settled development pattern than the north bank which has gradually been changing from business and industry uses toward a mixed-use residential area. At present, both sides of the river are hemmed in by roads infrastructure which limits integration with wider riverside communities. Springfield Quay offers a leisure entertainment destination on the south bank but is inaccessible from the north bank. Residential infill fronts the Clyde and public accessibility is limited, constraining the use of the waterfront on the south bank. The area has an opportunity to take advantage of its central location on the river's edge to become a well-connected urban neighbourhood. There are a number of consents for residential development on the north bank which will greatly increase its land use intensity, providing improved public realm and a more pleasant environment.

Policy Requirements

- As part of the emerging Tradeston Masterplan study area, the Council will explore opportunities to re-imagine and re-configure areas like Springfield Quay for higher densities, walkability and mix of uses better suited to their inner-city location.
- The Council is supportive of an at grade river crossing connecting the growing residential areas at Finnieston and Anderston with the leisure facilities at Springfield Quay on the south bank.
- The Council is supportive of the reuse of the buildings identified in the Anderston Local Place Plan (see policy 4.14 for detail) subject to relevant policy tests.

Development proposals will:

1. Be designed in accordance with Policy 2.1 River Spatial Strategy.
2. Take into account the Anderston Matters Local Place Plan.

3. Improve access to Anderston Station and active travel routes under the Kingston bridge and the Clydeside Expressway, where relevant.
4. Enhance permeability on the north bank through development layouts that deemphasise historic north-south long and thin streets/plots by introducing new east-west roads or lanes and improve access to the waterfront.
5. Support and enhance the Local Shopping Facilities at Kinning Park North and the focal point at Paisley Road Toll.
6. Provide publicly useable open spaces to address open space deficiency and create liveable neighbourhoods and deliver blue-green infrastructure to promote climate resilience and enhance biodiversity.
7. Take into account the River SDF Placemaking Guidance: Lancefield, Anderston, Mavisbank and Springfield Quays.
8. Demonstrably contribute to the delivery of the projects, priorities and principles set out in the Greater Govan to Kingston Liveable Neighbourhoods Stage 1 and Stage 2 Reports and the Yorkhill to Anderston Liveable Neighbourhoods Stage 1 Report, in a proportionate and appropriate manner

Lancefield, Anderston, Mavisbank Quay and Windmill Croft Quay Sites

Site Details	Land Use	Site Requirements
138 Hydepark Street Site Ref: CfS240014	Brownfield Development Opportunity Area (ha): 0.18	Natural Environment: 1. Set back from the river, however, should deliver biodiversity enhancement to assist restoration of nature to this stretch of the Clyde River Designing with Water. 2. If loss of trees is justified, compensatory planting will be required, preferably onsite. Sustainable Transport: 3. If redevelopment of site constitutes a development type and scale identified in Policy 14.1 as requiring active travel developer contributions. A financial contribution towards the delivery of Avenues Programme active travel infrastructure will be required. 4. Establish an on-site path network that provides a direct pedestrian connection to the path network leading to Anderston Train Station. 5. Establish an on-site path network that provides a direct pedestrian connection to the nearest bus stops on Stobcross Street and Cheapside Street. Open Space: 6. Contribution towards the delivery of the River Park. 7. If residential proposed, contribution required towards allotments/growing space. 8. If residential proposed, contribution required towards outdoor sports provision. Heat Networks: 9. Site is within an indicative Heat Network Zone.

310-326 Paisley Road Site Ref: VDL4168	Brownfield Development Opportunity Area (ha): 0.14	Natural Environment: 1. New development should seek to deliver additional habitat to restore nature to the Clyde Corridor. 2. If loss of trees is justified, compensatory planting will be required, preferably onsite. Sustainable Transport: 3. If redevelopment of site constitutes a development type and scale identified in Policy 14.1 as requiring active travel developer contributions. A financial contribution towards the delivery of Avenues Programme active travel infrastructure will be required. Heat Networks: 4. Site is within an indicative Heat Network Zone. Network of Centres: 5. Located in Springfield Quay town centre.
40 Anderston Quay Site Ref: CfS240112	Brownfield Development Opportunity Area (ha): 0.72	Natural Environment: 1. New development should seek to deliver additional habitat to restore nature to the Clyde Corridor. 2. If loss of trees is justified, compensatory planting will be required, preferably onsite. Sustainable Transport: 3. If redevelopment of site constitutes a development type and scale identified in Policy 14.1 as requiring active travel developer contributions. A financial contribution towards the delivery of Avenues Programme active travel infrastructure will be required. Open Space: 4. Contribution towards the delivery of the River Park. 5. If residential proposed, contribution required towards allotments/growing space. 6. If residential proposed, contribution required towards outdoor sports provision. Heat Networks: 7. Site is within an indicative Heat Network Zone.
'City Wharf', Anderston Quay/ Cheapside Street Site Ref: HL3703	Housing Area (ha): 1.02 Indicative Capacity: 505	Historic Environment: 1. Development potentially affects setting of Category C listed Kingston Bridge. Setting of listed buildings should be protected. Natural Environment: 2. New development should seek to deliver additional habitat to restore nature to the Clyde Corridor. Community Facilities: 3. Developer contribution for Education very likely. Pre-application discussion required. Sustainable Transport: 4. If redevelopment of site constitutes a development type and scale identified in Policy 14.1 as requiring active travel developer contributions. A financial contribution towards the delivery of Avenues Programme active travel infrastructure will be required. 5. Establish a safe, inclusive, attractive and integrated on-site movement network, enabling direct pedestrian connections to Anderston train station and the nearest bus stops on Cheapside Street. Open Space:

		6. Contribution towards the delivery of the River Park. 7. Contribution towards outdoor sports provision. 8. Contribution required towards allotments/growing space. Heat Networks: 9. Site is within an indicative Heat Network Zone.
'Lancefield Quay', Lancefield Quay/ Lancefield Street/Elliot Street Site Ref: HL4203	Housing (mixed) Area (ha): 1.50 Indicative Capacity: 709	1. Site to be delivered in accordance with the Lancefield Quay masterplan approved by the Council via the planning consent. Natural Environment: 2. New development should seek to deliver additional habitat to restore nature to the Clyde Corridor. 3. If loss of trees is justified, compensatory planting will be required, preferably onsite. Community Facilities: 4. Developer contribution for Education very likely. Pre-application discussion required. Sustainable Transport: 5. Financial contribution towards the delivery of Avenues Programme active travel infrastructure required. 6. Establish a safe, inclusive, attractive and integrated on-site movement network, enabling direct pedestrian connections to Anderston train station and the nearest bus stops on Lancefield Quay. Open Space: 7. Contribution towards the delivery of the River Park. 8. Contribution towards outdoor sports provision. 9. Contribution required towards allotments/growing space. Heat Networks: 10. Site is within an indicative Heat Network Zone.
145 Elliot Street Site Ref: CfS240178	Housing (mixed) Area (ha): 0.47 Indicative Capacity: 263	Natural Environment: 1. New development should seek to deliver additional habitat to restore nature to the Clyde Corridor. Community Facilities: 2. Developer contribution for Education very likely. Pre-application discussion required. Sustainable Transport: 3. If redevelopment of site constitutes a development type and scale identified in Policy 14.1 as requiring active travel developer contributions. A financial contribution towards the delivery of Avenues Programme active travel infrastructure will be required. Open Space: 4. Contribution towards the delivery of the River Park. 5. Contribution towards outdoor sports provision. 6. Contribution required towards allotments/growing space. Heat Networks: 7. Site is within an indicative Heat Network Zone.
Central Quay (North),	Housing (mixed) Area (ha): 1.26	Natural Environment: 1. If loss of trees is justified, compensatory planting will be required, preferably onsite.

Warroch Street/ Hydepark Street/ Stobcross Street Site Ref: UCS240194	Indicative Capacity: 409	Community Facilities: 2. Developer contribution for Education very likely. Pre-application discussion required. Sustainable Transport: 3. If redevelopment of site constitutes a development type and scale identified in Policy 14.1 as requiring active travel developer contributions. A financial contribution towards the delivery of Avenues Programme active travel infrastructure will be required. 4. Establish a safe, inclusive, attractive and integrated on-site movement network, enabling direct pedestrian connections to Anderston train station. Open Space: 5. Contribution towards the delivery of the River Park. 6. Contribution towards outdoor sports provision. 7. Contribution required towards allotments/growing space. Heat Networks: 8. Site is within an indicative Heat Network Zone.

2.6: Network Of Centres

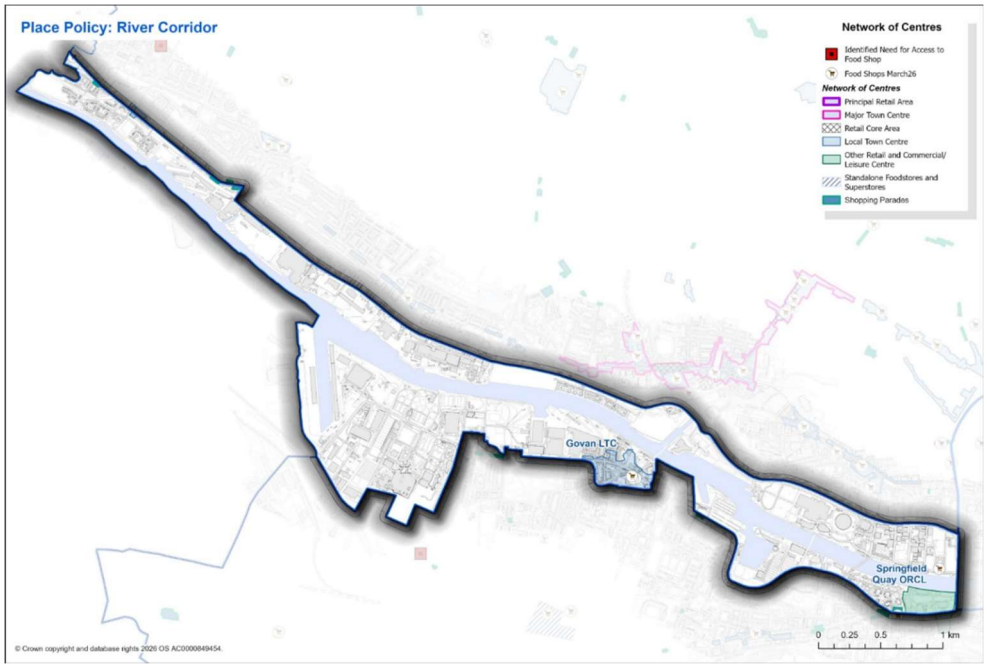


FIGURE 13

Context

The River Clyde Place Policy contains one Local Town Centre – Govan (see Policy 2.3). Another four Local town Centres, Yoker, Scotstoun/Whiteinch, Cranstonhill/Yorkhill (see North West Place area) and Cessnock (see Policy 6.6 South Network of Centres) are reasonably close to the River Clyde and should be considered within the context of regenerating the River Clyde.

Govan Local Town Centre lies at the heart of a multi-agency regeneration project which has transformed the physical environment around many parts of Govan over a number of years, through the Central Govan Action Plan, Townscape Heritage Initiatives, and new housing investment by Govan Housing Association and the private sector.

Retail presence overall is relatively low across the Town Centre, but concentrations in Langlands Road, Shaw Street and the shopping centre provide a good range of comparison shopping for the local community, with the centre being consistently fully let. By contrast, less than a third of the units in Govan Road, Harmony Row and the reminder of Shaw Street are in retail use. The general quality of shopping is variable, with higher rates of occupied units, and more variety, often coinciding with areas that have benefited from shop front and public realm improvements.

Vacancy is concentrated in a few streets that are further away from the core of the centre around Govan Cross / Water Row, such as: Shaw Street, Langlands Road, Harmony Row, and a section of Govan Road. A majority of the vacancy is long term, and it tends to be focused in areas where little investment has been made. As the presence of retail has declined, the extent of vacancy has been reduced to a degree by the presence of hot food takeaways and betting offices. These uses do not contribute to a sense of vibrancy in some parts of the centre, and can be harmful to health and wellbeing of local people.

Policy Requirements

Development proposals will:

1. Take into account the Govan and Partick Strategic Development Framework and Central Govan Action Plan.
2. Take into account Policy 2.1 River Spatial Strategy and 2.3 Central Govan and Glasgow Harbour.
3. Support the regeneration of key riverfront sites that increase population and activity, and which bring higher footfall to Govan Town Centre.
4. Require to be consistent with the retail focus of Govan Cross Shopping Centre as set out in Policy 19.3.
5. Encourage the diversification of uses in streets with concentrations of long-term vacancy.
    a. avoid clustering of uses that could be detrimental to health and wellbeing;
    b. are not detrimental to residential amenity; and
    c. minimise vacancy levels.
6. Strengthen the town centre's role within the wider River Park (see policy 2.1 for detail).

Food Shopping Deficiency Areas

No food shopping deficiency areas have been identified within the River Clyde Place area.

2.7 Housing

The following sites will deliver housing within the River Clyde Place Policy, in addition to those sites included within the Areas of Change.

Site Details	Land Use	Site Requirements
36 Bulldale Street Site Ref: CfS240159	Housing Area (ha): 1.51 Indicative Capacity: 209	Natural Environment: 1. New development should seek to deliver additional habitat to restore nature to the Clyde Corridor. 2. If loss of trees is justified, compensatory planting will be required, preferably onsite. Sustainable Transport: 3. Establish a safe, inclusive, attractive and integrated on-site movement network, enabling direct pedestrian connections to the nearest bus stops on Dumbarton Road. 4. Enhance walking and cycling connections to, from and within the site, providing legible and pedestrian friendly connections between the site and the existing Ellerslie path riverfront active travel route. Open Space: 5. Contribution towards meeting the Quality Standard at Yoker Park. 6. Contribution required towards allotments/growing space. 7. Contribution required towards outdoor sports provision.
64-66 Ferry Road Site Ref: HL5037	Housing Area (ha): 0.29 Indicative Capacity: 36	Natural Environment: 1. New development should seek to deliver additional habitat to restore nature to the Clyde Corridor. 2. If loss of trees is justified, compensatory planting will be required, preferably onsite. Sustainable Transport: 3. Establish a safe, inclusive, attractive and integrated on-site movement network, enabling direct pedestrian connections to the nearest bus stops on Dumbarton Road. 4. Ensure continuous cycle access through the site by retaining and enhancing the section of Ellerslie Path that runs through the site. Open Space: 5. Contribution towards meeting the Quality Standard at Yoker Park. 6. Contribution required towards allotments/growing space. 7. Contribution required towards outdoor sports provision. Water Environment: 8. SFRA identifies flood risk - FRA required to take into account coastal flooding. Policy 17 applies.
Greenlaw Road (West)/ Dock Street Site Ref: HL3502F	Housing Area (ha): 2.39 Indicative Capacity: 71	Natural Environment: 1. New development should seek to deliver additional habitat to restore nature to the Clyde Corridor. 2. If loss of trees is justified, compensatory planting will be required, preferably onsite. Sustainable Transport:

		3. Establish a safe, inclusive, attractive and integrated on-site movement network, enabling direct pedestrian connections to Yoker train station. 4. Enhance walking and cycling connections to, from and within the site, providing legible and pedestrian friendly connections between the site and the existing National Cycle Network Route 7 active travel route. Open Space: 5. Contribution towards meeting the accessibility standard, unless on-site provision of a new community space. 6. Contribution required towards allotments/growing space. 7. Contribution required towards Outdoor Sports Provision.

2.8: Economic Development

The River Clyde Place Policy area includes 5 Economic Development Areas (EDA) – Glasgow Riverside Innovation District (Shieldhall) covering 161.59 hectares; Glasgow Riverside Innovation District (South Street) covering 34.54 hectares; Pacific Quay covering 18.07 hectares, Scottish Events Campus covering 29.98 hectares; and South Street, covering 47.57 hectares.

These areas are a core component of the Clyde Mission element of the spatial strategy and two are critical to the delivery aspirations of the Glasgow Riverside Innovation District partnership. The Shieldhall location includes the Queen Elizabeth University Hospital Campus, King George V docks freight facility and Linthouse Masterplan consent area.

Land accounting for 29.03 hectares has been identified with the potential for development for economic development purposes. Sites are therefore identified for development in this policy.

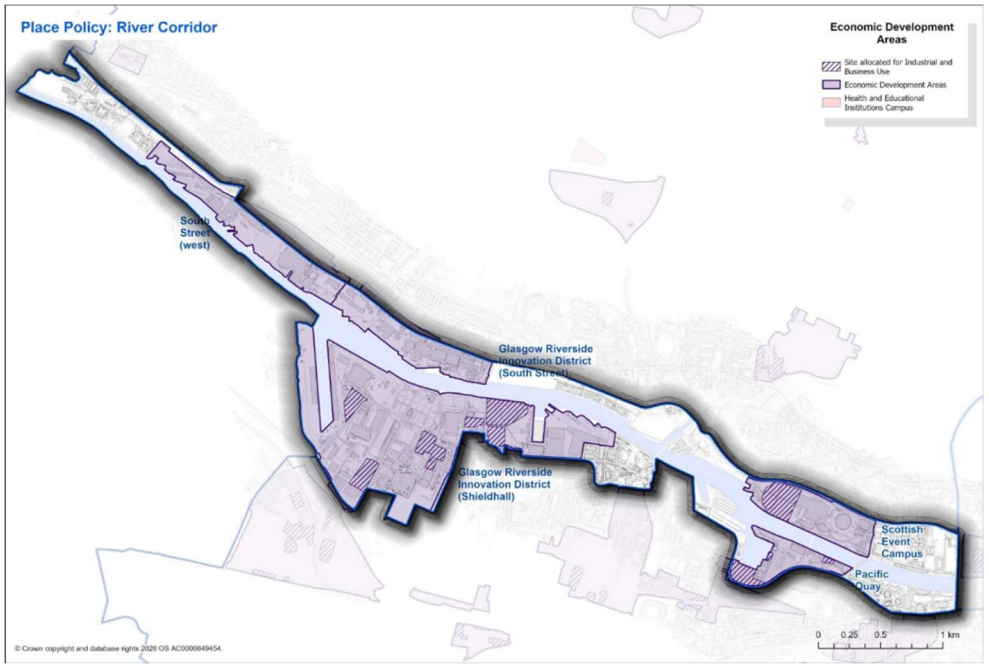


FIGURE 14

Glasgow Riverside Innovation District (Shieldhall)

Context

Key industrial agglomeration along the south side of the River Clyde comprising George V Dock, Shieldhall, the Queen Elizabeth University Hospital campus and the Linthouse Masterplan Consent Area are recognised as key to the Glasgow Riverside Innovation District partnership.

A mix of traditional warehousing and hospital buildings, key infrastructure (dock, shipyards and sewage works) and modern buildings catering to a range of industrial and business users as well as other 'big box' users. Excellent transport potential for freight linked to dock and motorway access. Excellent energy potential for heat network given proximity of waste-water treatment works, river and

South Clyde Energy Centre. Key circular economy uses (recycling centre, metal recycling businesses) are evident. Growth potential in key sectors such as Life Sciences, Precision Medicine and Medical Technology, given the availability of land and masterplan for the Queen Elizabeth University Hospital campus and the commitment to a Linthouse Masterplan Consent Area.

The area has various access points including two docks and a helipad adjacent to its northern boundary with the River Clyde. Road access is through the Clyde Tunnel to the north and motorway junction 25 to the south as well as local roads throughout. Govan underground sits to the east of the area and Cardonald station to the south. Several bus routes service the hospital campus.

The physical environment is generally good although older buildings will require investment to enable their transition to net zero.

King George V dock is the main city-centric river port serving the region and accommodates a 529m long riverside quay with a depth of 8.5m. The dock can accommodate most vessels involved in offshore wind operations and maintenance as well as construction and installation. It features as one of the three key freight transfer opportunities (water/road) in this part of the country (along with the nearby Deanside (rail) and Glasgow Airport (air) links). Operating as an Energy Transition Hub, it supports wind turbine construction and metal recycling and has significant laydown area for component staging. One available site was identified at 2025 accounting for 2,38 ha of land although other land has been created for storage by the demolition of former buildings in recent years and would present potential opportunity should those uses cease.

Queen Elizabeth University Hospital Campus is one of the largest acute hospital campuses in Europe. It comprises a 1,109-bed hospital, 256 bed children's hospital, two major emergency departments, immediate assessment unit, maternity and neo-natal unit, Institute of Neurological Sciences, National Spinal Injuries Unit, teaching and learning centre, an elderly unit and laboratory, podiatry, offices, landscaping and car parking. The campus masterplan identifies undeveloped land accounting for 3,74 ha of land to the northeast of the existing buildings.

Linthouse Masterplan Consent Area comprises two undeveloped sites accounting for 3.11 ha of land, east and west of the Clyde Tunnel, and land already developed as a hotel, nursery and homes. The sites have been masterplanned, in the past, as labs and office space marketed at the medical sector and as a business park of office and light laboratory use with buildings ranging from 2 to 5 storeys in height. A masterplan consent area (MCA) brief will be developed to market the sites as being 'open for business', and to ensure that planning processes are proportionate to enable it to become a place in which industry and business can locate and grow. The MCA will be expected to set out acceptable uses, building details such as heights and materials, set out an indicative spatial framework, and include information on environmental constraints that will require to be satisfied.

Policy Requirements:

1. All economic development areas in within the River Corridor shall take account of the requirements in Policy 2.1 River Spatial Strategy.
2. This policy must be read in conjunction with Policy 2.2 Shieldhall and Linthouse Area of Change and 2.3 Greater Govan and Glasgow Harbour.
3. Take account of the River Corridor Strategic Development Framework spatial strategy and placemaking guidance: The Working River: Yoker, South Street, Shieldhall & Linthouse and Govan and Partick Strategic Development Framework.

4. The Council will continue to encourage the expansion of the maritime sector and growth of employment hubs at this location. This includes:
   a. support for the upgrading of freight facilities at King George V Dock,
   b. the implementation of the remaining elements of the Queen Elizabeth University Hospital campus,
   c. the development of, and implementation of, Linthouse Masterplan Consent Area for further research and development uses associated with the Glasgow Riverside Innovation District.
5. Development proposals should demonstrate that they have contributed to the Clyde Mission outcome of making the river corridor a greater engine of sustainable and inclusive growth for the city.
6. More widely the Council will support development in Shieldhall for new and expanded industrial and business uses or ancillary services (such as small-scale retail, leisure uses, and motor vehicle sales operations - the former to serve the existing organisations and make the area more sustainable and attractive for 21st century business investment; and, the latter to diversify development opportunities within existing buildings). As part of a diversification of the economic offer in the area, and to enable a positive transition to net zero, the Council support proposals that would generate additional jobs, including via the re-use, expansion and adaption of existing buildings as well as the development of modern building stock.
7. Development proposals will be encouraged to utilise heat network energy systems to benefit from the infrastructure investment in the area.
8. The Council will support the collective preparation of public realm improvement plans that would positively contribute to the location's shared environment, including for pedestrians, and would expect new development proposals to contribute to the delivery of any such plans.
9. New development should support the EDAs important existing functions (sewage works, household waste recycling, metal recycling).
10. In line with its riverside location, proposals should demonstrate flood resilience and should also set out any other necessary actions that would enable a positive transition to net zero.
11. Support the retention of the Building at Risk at:
    a. Shiels: 612 Old Renfrew Road

Glasgow Riverside Innovation District (Shieldhall) Sites

Site Details	Land Use
East of 101 Holmfauld Road, Linthouse Site Ref: CFS240312	Shipyard related Area (ha): 5.79
Hospital Boulevard, Queen Elizabeth University Hospital Campus Plan Site Ref: UCS240129	Hospital Campus Area (ha): 3.74
Northeast of 128 Hardgate Road, Shieldhall Site Ref: IL163001	Class 4, 5, 6 Area (ha): 3.15
350 Renfrew Road, , King George V Docks Site Ref: CFS250039	Dock related Area (ha): 2.38
East of 91 Holmfauld Road, Linthouse Site Ref: IL163801	Masterplan Consent Area Area (ha): 2.07
South of 101 Holmfauld Road, Linthouse Masterplan Consent Area Site Ref: IL134602	Masterplan Consent Area Area (ha): 1.04

Glasgow Riverside Innovation District (Whiteinch)

Context

Agglomeration of businesses and managed estates adjacent to the docks on the north bank of the river in the northwest of the city. The river forms the southwestern boundary with South Street running northeast-southwest across the area. A former railline forms the northwestern boundary and functions as an active travel route. The location hosts Albion Trading Estate (Vine), Premier Business Park (Premier Housewares), and Clydeway House (Clydeport/McNicol); as well as Malcolm Group (construction) and Mitchel Inglis (vehicle repairs).

Existing floorspace was assessed as offices (2%), factory/workshops (42%), warehouse/stores (49%), and garage/yards (7%). Other uses included two batching plants and a crane reflecting the role the area plays in the circular economy. Built form varies across the location with some very large brick-built buildings as well as single storey warehousing style buildings and two live-work yards.

Policy Requirements:

1. Take account of the River Corridor SDF spatial strategy and placemaking guidance: The Working River: Yoker, South Street, Shieldhall & Linthouse.
2. The Council will continue to encourage the expansion of the maritime sector and growth of employment hubs at this location and proposals should demonstrate that they have contributed to the Clyde Mission outcome of making the river corridor a greater engine of sustainable and inclusive growth for the city.
3. In support of the Glasgow Riverside Innovation District and the circular economy, the Council will continue to encourage the expansion of industrial and business uses in the area but will consider the introduction of further ancillary services, such as bulky goods retail, ‘big box’ leisure uses, work/live yards, and motor vehicle operations, subject to the potential impact of the agent of change.
4. In line with its riverside location, proposals should demonstrate flood resilience and should set out any other necessary actions that would enable a positive transition to net zero.
5. The Council will continue to support development that would generate additional jobs, including via the re-use, expansion and adaption of existing buildings as well as by the development of modern building stock in order to meet the future needs and expectations of industry and business for new warehousing and office pavilions.
6. The Council will support the collective preparation of public realm improvement plans that would positively contribute to the location’s shared environment, including for pedestrians, and development proposals will be expected to contribute to the delivery of any such plans.

Pacific Quay

Context

Key creative sector hub, on the riverside, close to the city centre. The location hosts BBC, STV, Glasgow School of Art, and BIP Solutions (exhibitions), as well as the Imax Cinema, Science Centre and Premier Inn hotel. The location is accessed off, and abuts, Pacific Drive in the south, with the river forming the northern boundary. All units are under 35 years old (post 1990). Built form is pavilions surrounded by surface car parking. The area has been developed via the Pacific Quay masterplan with three plots remaining.

Policy Requirements:

1. This policy must be read in conjunction with Policy 2.4 SEC, Yorkhill Quay and Graving Docks.
2. Take account of the Govan and Partick SDF, particularly in relation to the spatial opportunities to support of developing a world class cultural cluster within this area.
3. Be designed to contribute to/support the creation of the River Park (see Policy 2.1 for detail).
4. The Council will continue to support the growth of the creative sector and visitor economy in this location especially where this would generate additional jobs.
5. Development proposals should demonstrate:
   a. that they have contributed to the Clyde Mission outcome of making the river corridor a greater engine of sustainable and inclusive growth for the city.
   b. they would improve the accessibility of the site.
6. In line with its riverside location, the campus plan should demonstrate flood resilience and should also set out any other necessary actions that would enable a positive transition to net zero. In particular, South of Cessnock Quay, Pacific Quay (Plot 2) Site Ref: IL136702 and West of 120 Govan Road, Pacific Quay Site Ref: CfS250015: SFRA identifies flood risk - Detailed FRA required to consider coastal flooding from the River Clyde and compensatory storage. Policy 17 applies.

Sites

Site Details	Land Use
South of Cessnock Quay, Pacific Quay (Plot 2) Site Ref: IL136702	Class 4, 5 Area (ha): 3.16
West of 120 Govan Road, Pacific Quay Site Ref: CfS250015	Class 4 Area (ha): 0.34
North of 60 Pacific Quay, Pacific Quay (Plot 1a) Site Ref: CfS240224	Class 4 Area (ha): 0.21

Scottish Events Campus

Context

The Scottish Events Campus is the key event and exhibition sector hub close to the city centre in the northwest of the city. The location hosts the Scottish Exhibition Centre, Armadillo, and OVO Hydro theatres, as well as several hotels. The riverside location is accessed from Congress Way but has vehicle access to the Clydeside Expressway and the Exhibition Centre rail station. There is a large multi-storey car park and significant land taken up for surface carparking.

Policy Requirements:

1. Take account of the River Corridor SDF and the Govan and Partick SDF, particularly in relation to supporting the creation of a world class cultural cluster in the area.
2. The Council will support the development of a new campus plan that sets out a phased development of the land within the Scottish Events Campus with an aim of contributing to the Clyde Mission outcome of making the river corridor a greater engine of sustainable and inclusive growth for the city. The campus plan should be submitted as part of any application for development at the SEC and guide future applications.
3. Land uses should support events and entertainment: hotels, new event space, bars, restaurants, cafes, exhibition space.
4. The campus plan should:
   a. enhance the location as an internationally important destination.
   b. consider how best to blend a mix of new urban development, including lab space, with the existing, and expanded, events, culture, tourist and/or entertainment uses.
   c. Be designed to contribute to/support the creation of the River Park (see Policy 2.1 for detail).

d. Include employment generating uses as a key driver of the campus plan.
e. Provide a parking and circulation plan and demonstrate improved access for a range of modes at all times of day. The amount of car parking provision should be agreed following a transport assessment of proposals.
f. Demonstrate, in line with its riverside location, flood resilience. SFRA identifies flood risk - Masterplan must take into account coastal flood risk, safe access/egress and options for compensatory storage. Policy 17 applies.
g. Set out any other necessary actions that would enable a positive transition to net zero.

Sites

Site Details	Land Use
Northwest of 1 Congress Road, Scottish Events Campus Site Ref: UCS240250	Events-related Area (ha): 6.69

Scotstoun (South Street)

Context

Agglomeration of businesses around the shipyards and docks on the north bank of the river in the northwest of the city. The river forms the southwestern boundary with Balmoral Street running from it northwest across South Street, which runs northeast-southwest across the area. A former rail line forms the northwestern boundary and functions as an active travel route. The BAE Systems shipyard complex dominates the location and includes a recently-built training facility as well as offices and docks. The remaining floorspace was assessed as offices (1%), factory/workshops (53%), warehouse/ stores (28%), garage/depots (8%) and other (8%) including a training centre and coating plant. The location is a focus of the vehicle industry, hosting the First Bus Depot, Arnold Clark and the former Albion Automotives estate. Built form varies across the location with some very large brick-built buildings as well as single storey warehousing style buildings.

Policy Requirements:

1. The Council will continue to encourage the expansion of the maritime sector and growth of employment hubs at this location and proposals should demonstrate that they have contributed to the Clyde Mission outcome of making the river corridor a greater engine of sustainable and inclusive growth for the city.
2. The Council will support proposals that would generate additional jobs and contribute to the transition to net zero, including via the re-use, expansion and adaption of existing buildings as well as the development of modern building stock.
3. The Council will take into consideration the agent of change for any proposed new uses.
4. In line with its riverside location, proposals should demonstrate flood resilience and should set out any other necessary actions that would enable a positive transition to net zero.

Health and Tertiary Education Campuses

The Council will support development proposals on the following campuses in accordance with Policy 17. Economic Development.

1. Queen Elizabeth University Hospital Campus

2.9: Brownfield Development Opportunities

All Brownfield Development Opportunities are located within the River Clyde Areas of Change.

Policy 3. Glasgow City Centre

3.1 City Centre Spatial Strategy

City Centre Vision

The City Centre will retain its distinct role as the core of the wider city region economy, including its primacy in business, retail, tourism and culture sectors. At the same time, the City Centre will evolve to become a more inclusive, resilient and liveable centre, with mixed use regeneration bringing new residents, repurposed buildings, attractive streets, open spaces and civic spaces that put people first. A more vibrant and walkable city centre with new opportunities for all ages and will complement its long-term economic competitiveness and resilience.

Spatial Context

The City Centre plays many roles and has various land use functions, reflecting its status at the centre of the only metropolitan area in Scotland. This includes being:

- The international front door for our outward looking, diverse and friendly city to visitors from around the world. This role is crucial to the continued investment in Glasgow, supporting the continued development of business, tourism, arts, culture and creativity to our city.
- Situated at the heart of the metropolitan area that is home to one third of Scotland's population and over a third of Scotland's economic output. The City Centre is a major transport hub that connects Glasgow to the City Region, Scotland and the UK, for work, education, shopping, dining and other leisure activities.
- The focus of everyday life for the residents of Glasgow who live in, commute to or visit the city centre. The City Centre is home to nearly thirty thousand residents which has steadily increased in recent times and is projected to continue to grow over the next ten years.

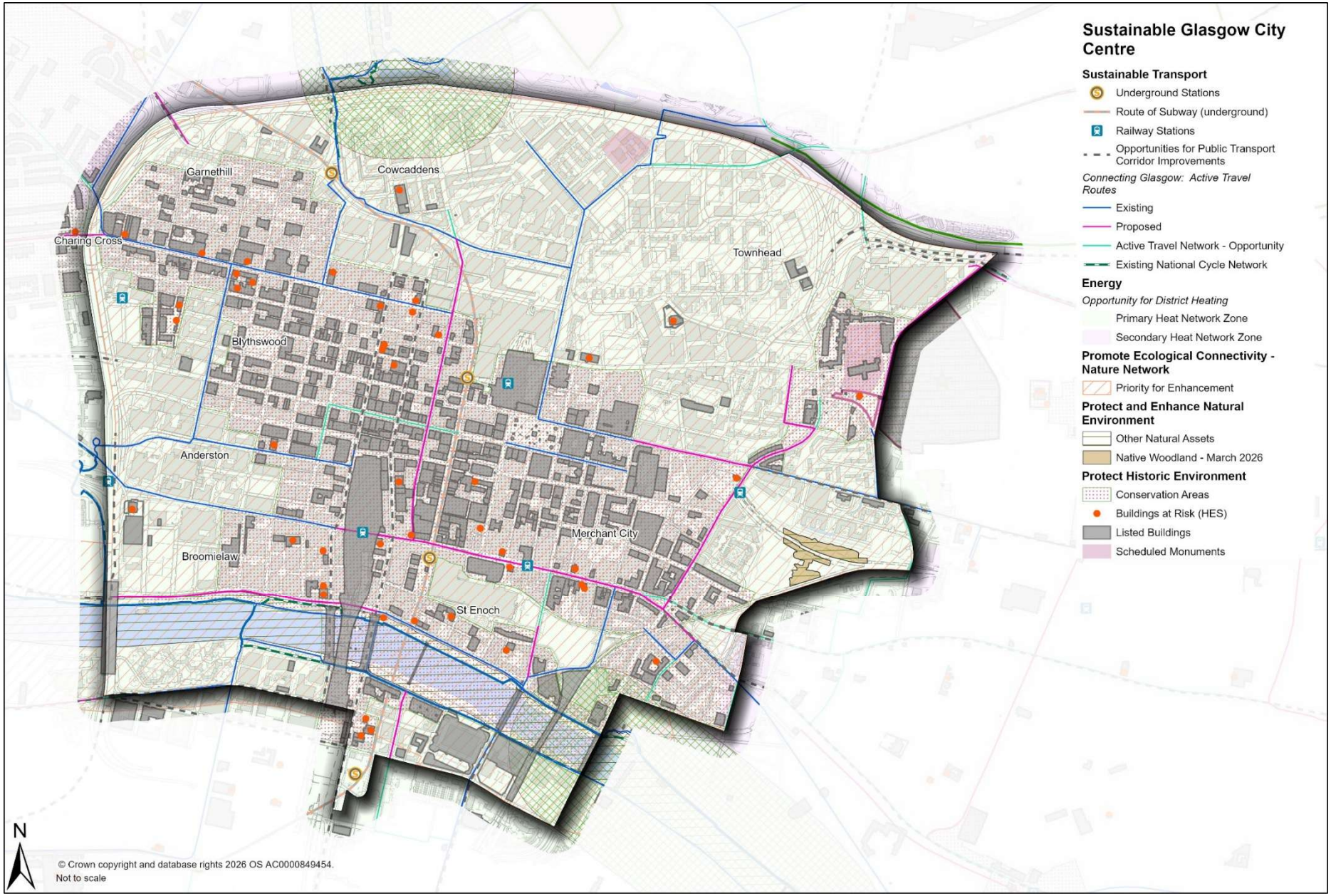
The City Centre Strategy 2024-2030 mirrors the aforementioned roles the city centre plays through three pillars:

- Magnetic Experience: develop compelling reasons to visit, shop and enjoy the city centre which should have the power to surprise and inspire visitors.
- Front Door to Innovation: welcome digital, health tech, climate science and creative industries that converges with arts, engineering and business.
- A place to live: city centre living that is inclusive, balanced and connected where people feel at home.

The City Centre has demonstrated great resilience in the face of the many economic challenges which have come to define the first two decades of this century. As we move forward into the middle of the century, a key focus for development will be promoting and maintaining the City Centre's core economic strengths alongside the evolution of some of its neighbourhoods that complements and sustains its economic prowess.

Delivering the Spatial Objectives in the City Centre

The City Centre Spatial Strategy maps and accompanying description identify the existing, proposed and potential sites, locations and connections which will deliver the spatial outcomes and objectives (Policy 1) over a 20-year period to create a sustainable, liveable and productive City Centre.


Sustainable Glasgow City Centre
Sustainable Transport
Underground Stations
Route of Subway (underground)
Railway Stations
Opportunities for Public Transport Corridor Improvements
Connecting Glasgow: Active Travel Routes
Existing
Proposed
Active Travel Network - Opportunity
Existing National Cycle Network
Energy
Opportunity for District Heating
Primary Heat Network Zone
Secondary Heat Network Zone
Promote Ecological Connectivity - Nature Network
Priority for Enhancement
Protect and Enhance Natural Environment
Other Natural Assets
Native Woodland - March 2026
Protect Historic Environment
Conservation Areas
Buildings at Risk (HES)
Listed Buildings
Scheduled Monuments
Garnethill
Cowcaddens
Charing Cross
Townhead
Blythswood
Anderston
Merchant City
Broomielaw
St Enoch
N
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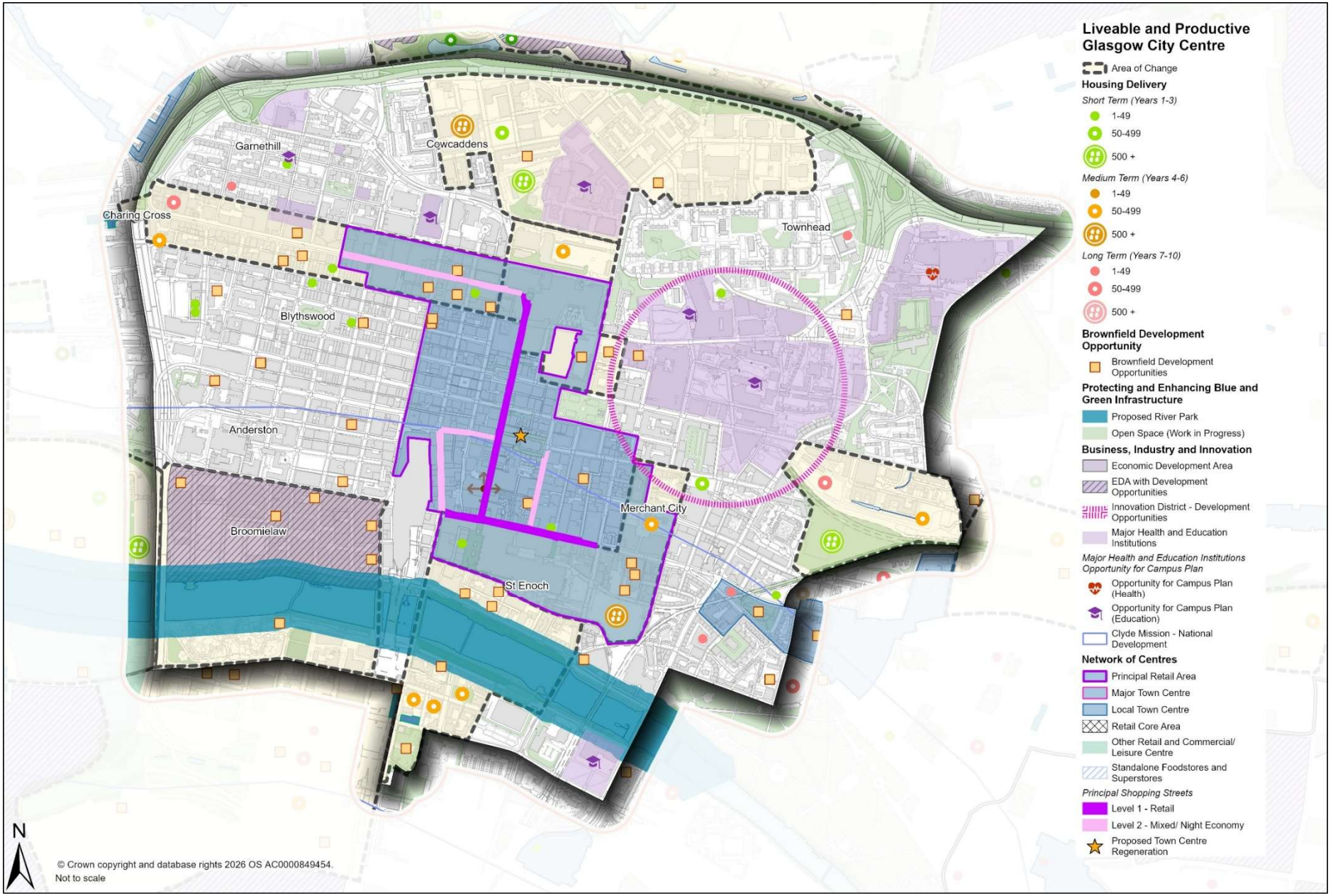
Not to scale

FIGURE


Liveable and Productive Glasgow City Centre
Area of Change
Housing Delivery
Short Term (Years 1-3)
1-49
50-499
500 +
Medium Term (Years 4-6)
1-49
50-499
500 +
Long Term (Years 7-10)
1-49
50-499
500 +
Brownfield Development Opportunity
Brownfield Development Opportunities
Protecting and Enhancing Blue and Green Infrastructure
Proposed River Park
Open Space (Work in Progress)
Business, Industry and Innovation
Economic Development Area
EDA with Development Opportunities
Innovation District - Development Opportunities
Major Health and Education Institutions
Major Health and Education Institutions Opportunity for Campus Plan
Opportunity for Campus Plan (Health)
Opportunity for Campus Plan (Education)
Clyde Mission - National Development
Network of Centres
Principal Retail Area
Major Town Centre
Local Town Centre
Retail Core Area
Other Retail and Commercial/ Leisure Centre
Standalone Foodstores and Superstores
Principal Shopping Streets
Level 1 - Retail
Level 2 - Mixed/ Night Economy
Proposed Town Centre Regeneration
Garnethill
Cowcaddens
Charing Cross
Townhead
Blythswood
Anderston
Broomielaw
Merchant City
St Enoch
N
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Not to scale

FIGURE 15

Sustainable City Centre

Spatial Objective 1: Climate Mitigation and Adaptation

The spatial strategy identifies the Avenues programme which introduces street trees and rain gardens in their design, addressing climate adaptation in the city centre. The spatial strategy also recognises the Custom House Quay project which will embed climate adaptative design.

The Council has taken steps toward improving the public realm of the City Centre along key corridors primarily through the Avenues programme which will continue over the life of the plan. Additionally, major projects such as the redevelopment of Custom House Quay will greatly improve access to the Riverfront from a key City Centre gateway with climate resilience is embedded into its design. The Council has also committed to developing a City Centre Blue Green Integrated Infrastructure Study to further the above aims to progress solutions for surface water as well as adding to green spaces and tree planting in the City Centre.

Spatial Objective 2: Nature and Biodiversity Recovery and Restoration

The spatial strategy identifies Nature Networks that promote ecological connectivity. The whole of the City Centre (including the River Corridor) is identified as a Priority for Enhancement for the city's Nature Networks.

As part of the Nature Network, Regional Core Areas are identified along the northern edge of the City Centre taking in the Forth and Clyde Canal. An additional area is located on the southern edge of the City Centre boundary at the River Clyde east of the tidal weir. These areas are important for ecology as well as cultural and recreation activity for residents and visitors to the city and should be enhanced. An existing single habitat networks has been identified along the M8 motorway on the northeastern edge of the City Centre.

Spatial Objective 4: Energy Efficiency and District Heating

The spatial strategy identifies general zones where district heating will be explored. The City Centre is identified as being within the Primary Heat Network Zone.

Spatial Objective 7: Sustainable Transport

Glasgow City Centre is the nexus of the local and regional public transport network. The spatial strategy identifies a number of opportunities related to public transport and active travel. Public transport in the City Centre includes elements of the Glasgow Subway, the terminus for the national and suburban railway network at Glasgow Central Station and Queen Street Station and the majority of the city's bus corridors begin/terminate in the city centre, reinforcing its centrality and importance in the city and region's public transport system. There are opportunities identified in the spatial strategy for bus corridor improvements across the area, following established bus routes. The proposed active travel routes from the Connecting Glasgow programme have been identified in the spatial strategy and are primarily focused on connecting the city centre's existing active travel network with the surrounding areas to create a joined-up active travel network across the city.

Spatial Objective 8: Historic Environment

Glasgow Central Conservation Area contains the most diverse concentration of historic buildings and spaces in the city, layered over time across civic buildings and spaces, commercial, religious and residential architecture. The rich mix of architectural styles and its

historic grid make the City Centre one of Britain's most unique urban centres and an exceptional asset to Glasgow. The area extends from Garnethill in the north-west to the Necropolis in the north-east and from Broomielaw in the south-west to Albert Bridge in the south-east. CDP2 policies for the Central Conservation Area seek to protect and enhance the conservation area.

There are a large number of listed buildings concentrated within Central Conservation Area which contribute to its unique setting sense of place.

In respect of scheduled monuments, Glasgow Cathedral Precinct and Graveyard and the remains of Bell's Pottery on Kyle Street are located in the City Centre.

Liveable City Centre

Spatial Objective 10: Brownfield, Vacant and Derelict Land and Empty Buildings

The City Centre has 24 buildings and 16 sites that have been allocated as Brownfield Development Opportunities. These buildings and sites have been assessed as having development potential through the plan making process. Geographically they are fairly evenly distributed across the place policy area, and most are contained within an Area of Change.

Spatial Objective 11: Infrastructure First

The spatial strategy identifies Townhead Health Centre as a Health Infrastructure Priority requiring improvement in recognition of existing and projected healthcare demand requirements.

Spatial Objective 12: Housing

Policy 1 Spatial Strategy identifies the potential for over 5,000 new homes in the City Centre, based on the indicative capacity of sites that have been assessed through the plan making process. The spatial strategy identifies the City Centre as a high growth area in the longer term (10+ years).

The spatial strategy identifies a range of housing delivery projections based on the capacity of sites that have been assessed through the plan making process. In the short term (1-3) years there is the potential to deliver 500+ homes in the areas of Cowcaddens, Collegelands and Anderston. The potential for local housing (1-49 homes) is located generally in and around established residential areas like Garnethill/Sauchiehall Street and in and around Trongate/Merchant City. In the medium term (4-6 years) the areas of North Laurieston and St Enoch, Charing Cross and north of Buchanan Street contain major potential residential growth.

Spatial Objective 15: Areas of Change

The spatial strategy identifies 7 Areas of Change in the City Centre:

Area of Change	Development Profile
Broomielaw and Clyde Place Quay	Business-led mixed-use regeneration
Custom House Quay and North Laurieston	Housing, blue green infrastructure, repurposing the historic environment
St Enoch and Trongate	Mixed-use regeneration, tourism, culture and creativity
Collegelands	Housing-led regeneration
George Square and North Buchanan	Mixed-use regeneration
Sauchiehall Street Culture and Heritage District	Culture-led regeneration, repurposing the historic environment
Cowcaddens	Housing-led, mixed-use regeneration

Spatial Objective 17: Blue and Green Infrastructure

The Council has taken steps toward improving the public realm of the City Centre along key corridors primarily through the multi-faceted Avenues Programme that will continue over the life of the plan. The Council recognises that access to good quality open spaces, public realm and civic space is a fundamental component of place quality and successful urban environments. In the City Centre, there are known deficits in open space provision and opportunities to improve the public realm and civic spaces. Creative solutions are required to address these deficits owing to the City Centre's unique and highly urbanised built form.

The spatial strategy identifies the proposed River Park (see Policy 2.1 for further information). The redevelopment of Custom House Quay bookends the River Park on its eastern edge and represents a substantial reimagining of the public realm at this section of the River Clyde.

The Council is progressing a City Centre Blue Green Infrastructure Strategy that will consider the opportunities to increase high quality distinctive environments, address surface water management, increase recreation and biodiversity. However, opportunities for new blue-green infrastructure are limited in the City Centre, and there will be an increased reliance on designing new buildings to deliver the blue-green infrastructure and nature-based solutions needed to help the City adapt to climate change, address the nature crisis and become a more climate resilient and liveable space (see Policy 7.4).

Productive City Centre

Spatial Objectives 18: City Centre and 19: Town Centres

The spatial strategy identifies the City Centre as the Principal Retail and Commercial Area (PCRA), representing the key focus for major retail and commercial leisure uses, and, in terms of Town Centres First, the first preference for any additional floorspace in Glasgow.

There are a number of projects which built on the conclusions emerging from the City Centre Strategic Development Framework, a Vision and Plan for the Golden Z, and the City Centre Task Force, all of which addressed the recovery and transition potential for the City Centre's key economic outputs, particularly the retail sector. These projects include: the City Centre Strategy as well as plans like the Avenues Project and George Square Transformation, which are intended to improve the way people experience moving through and spending time in the City Centre. The projects focus on the creation of a public realm which is less car dominated, safer, greener and more climate resilient.

A Principal Retail and Commercial Area (PRCA) has been designated and includes Buchanan Street, Sauchiehall Street and Argyle Street, Buchanan Street forms the Golden Z. Other important streets, such as Queen Street, Gordon Street and Union Street, have significant concentrations of retail, food and drink, and other services. When combined, these streets are identified as Primary Streets, where specific policy provisions apply (see Policy 3.9). Two major shopping centres, Buchanan Galleries and St Enoch Square, which contain major retail, food and drink, and commercial leisure operations, are also located within the PRCA. The spatial strategy identifies as Town Centre Regeneration opportunities, reflecting planning consents for Buchanan Galleries and St Enoch Centre.

Spatial Objective 20: Business, Industry and Innovation

Glasgow City Centre is an exceptional asset and a primary location for jobs and economic development as well as a cultural destination and place to visit and live. The national commitment is to accelerate work to diversify the city centre and invest in maintaining and reusing existing buildings so that it can evolve to be a more carbon conscious

place. Innovative solutions, such as retrofitting energy efficiency measures could help improve the built fabric of the city centre's commercial properties.

The spatial strategy identifies the location of Glasgow City Centre as a focus for a range of competing uses, including 2 locations with a particular economic development focus at Glasgow City Innovation District (University of Strathclyde Campus) comprising 19.8 hectares and Glasgow City Innovation District (Broomielaw) comprising 18.64 hectares. There is demand for new, re-purposed, and refurbished Grade A office development in the City Centre and 6 sites covering 3.53 hectares have been identified.

The spatial strategy identifies opportunities for Health and Education campuses at:

- Glasgow Royal Infirmary
- University of Strathclyde
- Glasgow Caledonian University
- Glasgow School of Art
- Royal Conservatoire of Scotland
- City of Glasgow College

Spatial Objective 25: Tourism, Culture and Creativity.

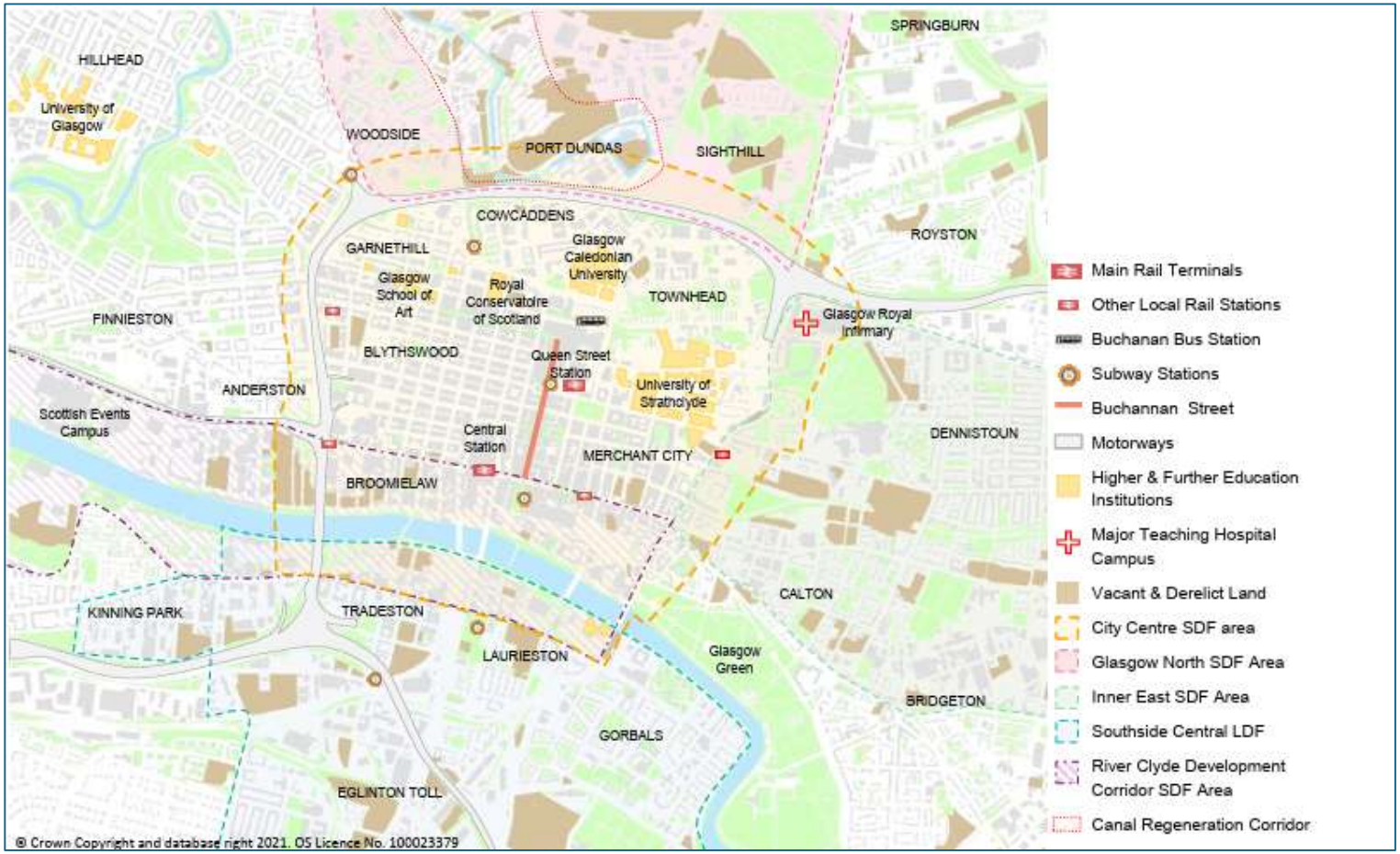
Tourism, arts, culture and creativity are critical components of both the culture and economy of the city centre. The spatial strategy protects the historic environment which houses many of the City's tourism and cultural attractions and identifies opportunities relating to culture and creativity at Areas of Change in Policy 3.4 St Enoch and Trongate and 3.7 Sauchiehall Street Culture and Heritage District.

City Centre Place Policy Requirements

The following policy requirements apply for all development proposals located within Policy 3: River Clyde Place Policy area and where there is a relationship with the river and its waterfront in Policy 2: River Clyde.

a) Strategic Development Frameworks (SDF) and Local Development Frameworks (LDF)

The Council has produced three Strategic Development Frameworks (SDFs) and one Local Development Framework (LDF) which include land and water within the City Centre Place Policy area. For development proposals located within the SDF and LDF areas, consideration should be given to the relevant SDF or LDF in addition to CDP2 policies.



FIGURE

The SDFs cover the River Clyde Development Corridor and City Centre, while the LDF covers the South Central area immediately south of the City Centre. Additionally, the SDF for North Glasgow and the Inner East provide interrelated strategic context at the fringes of the City Centre and should be read in conjunction with CDP2 policies.

City Centre SDF

The Council seeks to sustain, enhance and crucially, balance, the complex and often competing demands for land in the City Centre. The City Centre Strategic Development Framework (SDF) addresses this, centred on the creating a vibrant and successful city centre that works for all Glaswegians and visitors to the city. The priorities from the City Centre SDF are, wherever possible, reflected in CDP2 and Policy 3.

River Clyde Development Corridor SDF

The River Clyde Development Corridor SDF sets out the regeneration potential of the river from the tidal weir to the western most city boundary at Yoker. The SDF has the overarching aim of integrating the river into the city's-built environment and creating a successful and attractive waterfront. The majority of the key spatial opportunities have been contained within the River Clyde Spatial Strategy.

South Central LDF

The South Central Local Development Framework also interacts with the waterfront and should be read in conjunction with the River Clyde Development Corridor SDF where relevant.

b) Local Place Plans

Local Place Plans have been produced by communities in the city centre of Glasgow. Local Place Plans are a material consideration in the planning application process. The Local Place Plans should therefore be considered as part of any development proposals within the Local Place Plans' boundary. No Local Place Plans were registered and therefore considered in producing Policy 3. City Centre Glasgow.

c) Repairing The City Centre's Urban Form

The City Centre is illustrative of the major urban regeneration projects that reshaped Glasgow from the 1860s through the 1970s, when a wholesale approach to remaking the built environment was pursued. The earliest iterations of this approach swept away Glasgow's medieval/early modern urban footprint whereas the major projects of the postwar period remade the city centre (and much of the inner urban area) along modernist principles. The legacy of these major transformations has left two distinct built forms in the city centre:

- The intact Historic Core, largely contained within the Central Conservation Area; and
- The fragmented M8 corridor, broadly the result of the partial completion of the M8 ring-road alongside the Comprehensive Development Areas in the postwar period.

Within the M8 corridor (see figure x), development proposals must at every opportunity endeavour to repair the City Centre's urban form by:

1. Achieving exceptional design quality that is innovative and expresses Glasgow's aspirations to be a world-class city.
2. Ensuring building height, scale, form and massing is appropriate to the City Centre's prevailing urban grain.
3. Respecting views and vistas whilst creating new visual interest to further enrich the City Centre's townscape and identity.
4. Activating facades and encouraging safe pedestrian movement.
5. Using architectural detailing, entrances, reveals and transparency at ground level that evokes the typical city centre block form.
6. Incorporating ground floor uses (see d) Diversifying City Centre Neighbourhoods for detail),
7. Improving neighbourhood legibility and renewing street connections, wherever possible.
8. Soften the impact of the M8 motorway to improve amenity.
9. Responding positively to the city centre's microclimate.

Development proposals within or affecting the setting of the Glasgow Central Conservation Area (see figure x) will:

10. respect the built form, maintain (or re-instate) the continuity of building lines, street containment, street pattern and elevational proportions;
11. maintain variation of plot width and grid-iron street pattern in the intact Historic Core;

12. design roofscapes which do not compete with the original building design; and
13. use high quality materials, preferably utilising sandstone on prominent elevations.

Additional relevant design guidance can be found in the following documents:

- Glasgow Central Conservation Area Appraisal
- Tall Buildings Design Guide

d) Diversifying City Centre Neighbourhoods

The Council recognises that mixed-use developments help to create more sustainable urban environments. Mixed-use neighbourhoods increase walkability, social interaction and increased economic opportunities, creating more vibrant communities.

Within the City Centre there are distinct neighbourhoods where mixed- use development contributes to the vibrancy of the area. For example, Sauchiehall Street and Garnethill, Merchant City and Trongate and the Central area feature activity that extends at all times of the day, adding to their vibrancy and appeal as places to visit and spend time in. Within these areas, the most typical building arrangement is of active commercial uses on the ground floor that are open to the public with upper floors serving other uses like offices and flats.

FIGURE 16

Development proposals within these areas should reinforce and support mixed-use development, accepting that monofunctional

residential amenity is unlikely to be achieved in mixed-use areas of the city.

Neighbourhoods such as Anderston and Broomielaw, Cowcaddens and the non-residential areas of Townhead, are more monofunctional in character dominated by the likes of modern offices, public sector buildings, and light industrial/warehousing, respectively.

Where major residential development is proposed in the City Centre, mixed-use streets and/or corridors shall form part of the wider design to:

- reinforce existing centres of activity or create new local centres; and
- improve the City Centre's vibrancy and liveability.

Where a residential development in proposed, supporting uses on the ground floor could include retail and leisure, community facilities, and local services are integrated at ground level.

Where a business or tourism-related use is proposed, supporting uses at ground floor could include retail, cafes and public gyms. Residential units could form part of a scheme vertically.

Where a proposal for new retail space is proposed, supporting uses could include residential units, hospitality or cultural spaces above ground floor.

e) Repurposing Vacant and Derelict Land and Underoccupied Buildings

The reuse and/or reoccupation of vacant or underoccupied buildings represents a major and largely untapped opportunity within the City Centre. Vacant upper floors have been a long-standing issue in the historic core of the City Centre, and their reoccupation remains a priority of the Council. This is particularly the case where the building has heritage or cultural value and adds to the overall quality of the Central Conservation Area. Although not exhaustive, the Buildings at Risk Register is the most comprehensive and up-to-date register of buildings that are in a state of disuse or disrepair. These buildings, as well as those not on the register but nevertheless suffering similarly from vacancy or under occupation require new users to bring them back into sustainable long-term use.

The Council supports the repurposing of vacant buildings and upper floors where there is no longer a demand for the previous use, subject to other CDP2 policies.

The Council supports the retention and reuse of unallocated Buildings at Risk (see Policy 9.3) at:

- 15-19 Royal Exchange Square
- 158 Argyle Street
- British Linen Company Bank (Former): 215 High Street
- The Necropolis: Superintendent's House: 50 Cathedral Street
- Charles Oakley Campus: 300 Cathedral Street
- 64 Waterloo Street
- Castle Chambers: 51-57 Union Street
- Egyptian Halls: 84-100 Union Street
- Central Policy Headquarters (former): 54 St Andrew's Square
- 217-221 Argyle Street

The upper floors of former tenemental and commercial buildings should be brought back into productive use to ensure the City Centre's built heritage is safeguarded for the future.

The following areas have the most potential for residential conversion (which could include short term lets (subject to Policy 20.5):

- Merchant City
- Sauchiehall Street, (west of Cambridge Street)
- Trongate and Argyle Street.
- Bath Street

- North Laurieston (masterplan area)

It is recognised that there are constraints in repurposing upper floors of buildings for residential use, particularly in relation to the compatibility with other adjacent uses. Where residential conversion is unviable, the following uses should be promoted:

- Office space,
- Co-working spaces,
- Retail and/or leisure uses, and
- Other compatible uses

Blythswoodhill contains historic terraces originally built as residences and latterly converted into commercial uses. There is potential for these buildings to be reconverted back to residential property.

The Council recognises a key constraint for the conversion of historic buildings relates to building regulations and finding solutions to meet the regulatory requirements around issues such as fire safety. On that basis applicants are encouraged to employ relevant fire safety and building regulation consultants early on in the application process to ensure that issues around regulatory compliance is reflected at the start of the design process. Note that these matters are not subject to the planning authority's consideration.

Proposals to convert an existing building or proposals that are small in scale for Purpose Built Student Accommodation (PBSA) will be considered favourably subject to other CDP2 policies. Cowcaddens/Townhead is an area of existing concentration where further proposals for PBSA are discouraged. Refer to Policy 13: Managed Accommodation for further detail.

The area known as Barrowland Park (London Road/Moir Street - HL2980C) was created as a temporary measure with a view to improving the amenity of this part of the City during the 2014 Commonwealth Games, pending potential development in the longer term. The site has a complicated land ownership. The Council will consider potential options for the reuse of the site in conjunction with other owners to establish the optimum outcome for the continued regeneration of this part of the City.

f) Improving City Centre Open Space, Public Realm, Civic Space, Lanes and Wynds

New development in the city centre will contribute toward the provision or improvement of high-quality public open space by:

- including street trees and raised planters/rain gardens, etc. in design that controls the street edge and enhances air quality, the pedestrian experience and climate resilience,
- providing places for people to sit, rest and meet that is thoughtfully located to engage with the local townscape, key views or public art; and
- ensuring generous widths and high-quality pavements for pedestrians.

Civic spaces and new or improved public realm will:

- meet the above requirements for high-quality open spaces.
- consider the different users of the City Centre and the variety of experiences that occur within a civic space.
- be designed with adequate lighting, materials and passive surveillance to generate a sense of perceived safety throughout the day.
- take into account desire lines and provide for the needs of all users.
- consider access to and from public transport stops and hubs and cycle parking.
- refer to the Policy 11 and Design and Placemaking Guidance.

City Centre Lanes and Wynds will:

- wherever possible, be protected and upgraded, in order to restore and enhance the environment of the Central Area Conservation Area and improve permeability.

New development proposals affecting lanes, wynds and courtyards will be supported where they:

- retain the cobbled surface to lanes, wynds, and courtyards and, where appropriate, upgrade and reinstate,
- employ the use of high design standards and good quality materials, commensurate with the standards of other City Centre public realm works, especially in the Central Conservation Area,
- respect traditional building lines and building footprints, especially in the Central Conservation Area (exceptions will require to be justified in urban design terms, and a statement of justification provided as part of any development application),
- retain and reinstate the original Merchant City wynds and their routes (where this would not prove practical, an alternative route (wynd) should be provided - such wynds will generally require incorporating a 3-metre-wide pedestrian way which is to be made available for public access during daytime hours)
- introduce improved lighting and other measures which will benefit public safety/use,
- incorporate a suitable element of open space or pedestrian access, including pends, if appropriate,
- provide improved permeability for pedestrian movement; and protect the integrity of existing rights of way and paths identified in the City's Core Paths Plan; and
- take into account the requirements for refuse access and collection within the context of the aforementioned policy points, ensuring that there is a balance between function and form.

3.2: Broomielaw and Clyde Place Quay

[Insert placemaking map and Infographic overview of development potential of area of change (numbers of houses etc)]

Vision

Broomielaw will be re-integrated into the built form of the city, improving the image and functionality of the area. The redevelopment of vacant sites in Broomielaw for business-led mixed-use neighbourhoods will deliver high quality urban design, particularly reinforcing the east-west access along the waterfront to connect the City Centre to the SEC campus.

Context for Change

The Broomielaw is one of the Clyde's most storied streets and waterfront locations and was a principal point for trade from the early modern period through the mid-20th century. Today the area is in transition with major land use change creating the potential to turn the area into a dense and well-connected 24/7 urban neighbourhood. The development of the vacant and derelict sites that front the Broomielaw is the key focus of the area of change. Future development should align with the aims of the Glasgow City Innovation District and the designated Economic Development Area, with an emphasis on delivering employment-led mixed used development, including Grade A offices, where appropriate. This will positively add to the nascent mixed-use activity in the area, adding density and activities as well as safer access west and east between the City Centre and the SEC Campus. On the south bank the development history is similar to the north being the home of the former Kingston Dock and Clyde Place Quay which are today home to Barclays financial campus and residential infill. The south bank is also directly connected to the wider Tradeston area (see policy 6.3) which is also in transition. Opportunities on the south bank in the long-term include enhancing west-east connections and improving access to the waterfront via the River Park (see policy 2.1).

Policy Requirements

Development proposals will:

1. Be designed in accordance with Policy 2.1 River Spatial Strategy and Policy 3.1 City Centre Spatial Strategy.
2. Take into account the River Corridor SDF and River Rooms Placemaking Guidance: Broomielaw and Tradeston.
3. Take into account Policy 3.11 for the Glasgow City Innovation District (Broomielaw) Economic Development Area.
4. Ensure proposals for Grade A offices have complementary uses that realise the opportunity to bring a greater number of people to the Clyde waterfront throughout the day with a range of activities.
5. Enhance permeability on the north bank through development layouts that deemphasise historic long and thin plots by introducing new east-west roads or lanes and improve access to Argyle Street and Broomielaw (street).
6. Enhance westward connections under the Kingston Bridge to link in with the new residential developments at Warroch Street (Anderston Quay).
7. Be considered appropriate for taller buildings, subject to compliance with Tall Buildings Design Guide.

8. Enhance the riverside setting, activating and bringing people to the river by making the waterfront their 'front door' and introduce day and night activity to the area.
9. Support the retention and reuse of Buildings at Risk (see Policy 9.3) at:
   a. 71-75 Roberston Street
   b. 54-64 Broomielaw

Broomielaw and Clyde Place Quay Sites

Site Details	Land Use	Site Requirements
11 Oswald Street Site Ref: 8.08.03.	Brownfield Development Opportunity Area (ha): 0.04	Historic Environment: 1. 11 Oswald Street - Building at risk – see Policy 9.2 2. Building located in Glasgow Central Conservation Area. 3. If proposed use of building is likely to require developer contributions (see Policy 14), early discussion with the Council is required through pre-application (fee exempt). Heat Networks: 4. Site is within an indicative Heat Network Zone.
43 Oswald Street Site Ref: 8.08.07.	Brownfield Development Opportunity Area (ha): 0.07	Historic Environment: 1. 43 Oswald Street - Building at risk – see Policy 9.2 2. Building located in Glasgow Central Conservation Area. 3. If proposed use of building is likely to require developer contributions (see Policy 14), early discussion with the Council is required through pre-application (fee exempt). Heat Networks: 4. Site is within an indicative Heat Network Zone.
Clyde Place/ Riverview Gardens Site Ref: CfS240314	Brownfield Development Opportunity Area (ha): 0.16	Natural Environment: 1. Deliver improvements for nature in the City Centre. 2. If loss of trees is justified, compensatory planting will be required, preferably onsite. Open Space: 3. Contribution to outdoor sports provision for any residential element of the proposal. 4. Contribution to allotments for any residential element of the proposal. 5. Contribution towards provision of city centre open space/green infrastructure and/or delivery of the river park. Water Environment: 6. SFRA identifies flood risk - Scope for development needs to take into account coastal flooding from the River Clyde and pluvial flooding route. Less vulnerable land use more appropriate. Options for elevated structures and extension to the River Park should be considered. Policy 17 applies.

		Heat Networks: 7. Site is within an indicative Heat Network Zone.
45-47 York Street/ 351 Argyle Street Site Ref: HL3570	Brownfield Development Opportunity Area (ha): 0.04	Natural Environment: 1. Deliver improvements for nature in the City Centre. Open Space: 2. Contribution required towards outdoor sports provision. 3. Contribution required towards allotments/growing spaces. 4. Contribution towards provision of city centre open space/green infrastructure and/or delivery of the river park. Heat Networks: 5. Site is within an indicative Heat Network Zone.
Former Washington Street School, 12 Washington Street Site Ref: UCS240198	Brownfield Development Opportunity Area (ha): 0.25	Historic Environment: 1. 12 Washington Steet, Washington Street School (former) - Building at risk – see Policy 9.2. 2. Category C listed Building. 3. If proposed use of building is likely to require developer contributions (see Policy 14), early discussion with the Council is required through pre-application (fee exempt). Heat Networks: 4. Site is within an indicative Heat Network Zone.
South of 68 Brown Street Site Ref: UCS240200	Brownfield Development Opportunity Area (ha): 0.06	Natural Environment: 1. Deliver improvements for nature in the City Centre. Open Space: 2. Contribution towards provision of city centre open space/green infrastructure and/or delivery of the river park. 3. Contribution required towards outdoor sports provision. 4. Contribution required towards allotments/growing space. Heat Networks: 5. Site is within an indicative Heat Network Zone.

3.3: Custom House Quay and North Laurieston

[Insert placemaking map and Infographic overview of development potential of area of change (numbers of houses etc)]

Vision

Custom House Quay will become an urban waterfront destination forming an 'anchor' of the River Park. Sensitive improvements in the historic built environment, particularly within the North Laurieston Masterplan area will link the wider regeneration initiatives in Laurieston with the City Centre, creating a destination neighbourhood immediately south of the City Centre.

Context for Change

Custom House Quay and North Laurieston are the oldest built parts of the Clyde waterfront within the city boundary. Currently both sides of the waterfront have inherent qualities but lack a unifying purpose. As such, the Council is in the process of developing plans for a new waterfront destination at Custom House Quay to create an important new green space in the city centre and bring new activity to the north and south banks of the Clyde.

The re-development of Custom House Quay will contribute to addressing the integrity of the quay walls and reactive the waterfront for different uses. The project is anchored by the practical aim to address the structural integrity of the quay walls, and in turn improve the quality and experience of the river edge anchoring the wider ambitions of the River Park (see Policy 2.1 for detail). The project's key ambitions are to enhance pedestrian and cycle connectivity along the river edge and to create active public spaces which bring vibrancy to the area. This aligns with city wide aspirations and planning policy to promote a vibrant, liveable, connected, green and resilient city

At North Laurieston, a masterplan is focused on threading the major new housing development at Laurieston with the historic waterfront and historic buildings that front Bridge Street and Carlton Place. The masterplan seeks to address issues around land/building ownership, underused and poorly maintained buildings and issues of traffic dominance within the area.

Both the Custom House Quay project and North Laurieston Masterplan will benefit the area, melding redevelopment with a strategic long term focus to restore the perceptions of what is otherwise an exceptional and historically important riverside location.

Policy Requirements

Development proposals will:

1. Be designed in accordance with Policy 2.1 River Spatial Strategy and Policy 3.1 City Centre Spatial Strategy.
2. Take into account the River Corridor SDF and Placemaking Guidance: City Centre Custom House Quay and Laurieston.
3. Respect and enhance the setting of historic buildings structures and important landscape elements identified in the North Laurieston Masterplan.
4. Support the repurposing of historic buildings for a range of uses, particularly for residential, hotels, short term lets, business and other creative or tourism uses.
5. Support mixed-use development along major corridors, with active ground floor frontages, and prioritise uses that support local needs, and:

a) Support and enhance the local shopping facilities at Bridge Street and Norfolk Street.

6. Redress the traffic dominance that separates North Laurieston from the rest of Laurieston and Tradeston by proposing landscape and other blue and/or green infrastructure improvements in the area.
7. Be designed to respond and respect the waterfront setting (wherever relevant) and embed designs that are adaptable and resilient to climate change.
8. Consider key views from a range of locations, taking account of significant buildings, bridges and other townscape features, including from the waterside.
9. Promote uses that bring added footfall to the river and the waterfront.
10. Support the retention and reuse of unallocated Buildings at Risk (see Policy 9.3) at:
    a) 61 Bridge Street
    b) Public Toilets (former): 293 Clyde Street
    c) 4-8 Dixon Street
    d) Annie Miller's Pub: 39-42 Ropework Lane

Custom House Quay and North Laurieston Sites

Site Details	Land Use	Site Requirements
Bridge Street/ Oxford Street/ Coburg Street/ Norfolk Street - "BOCN block" Site Ref: 9.18.01.	Housing - Mixed Area (ha): 0.29 Indicative Capacity: 65	1. Site to be delivered in accordance with the Council's North Laurieston masterplan. Historic Environment: 2. Retain and reuse of Buildings at Risk in line with Policy 9 at: a) Kinning Park Co-Operative Society (former): 12-20 Coburg Street, Category C listed Building. b) 143 Oxford Street, Category C listed Building. 3. Sites/Buildings are located in Glasgow Central Conservation Area. Natural Environment: 4. If loss of trees is justified, compensatory planting will be required, preferably onsite. 5. Deliver improvements for nature in the City Centre. Sustainable Transport: 6. Financial contribution towards the delivery of Avenues Programme active travel infrastructure required. 7. Site may create a risk to Glasgow Subway tunnels and/or stations - discussion with SPT required as part of application process. Open Space: 8. Contribution towards provision of city centre open space/green infrastructure and/or delivery of the river park. 9. Contribution required towards outdoor sports provision. 10. Contribution required towards allotments/growing space. Heat Networks: 11. Site is within an indicative Heat Network Zone.

Coburg Street/ South Portland Street Site Ref: HL5164	Housing Area (ha): 0.20 Indicative Capacity: 50	1. Site to be delivered in accordance with the Council's North Laurieston masterplan. Natural Environment: 2. Deliver improvements for nature in the City Centre. Sustainable Transport: 3. Financial contribution towards the delivery of Avenues Programme active travel infrastructure required. 4. Site may create a risk to Glasgow Subway tunnels and/or stations - discussion with SPT required as part of application process. Open Space: 5. Contribution towards provision of city centre open space/green infrastructure and/or delivery of the river park. 6. Contribution required towards outdoor sports provision. 7. Contribution required towards allotments/growing space. Heat Networks: 8. Site is within an indicative Heat Network Zone.
Oxford Street/ South Portland Street Site Ref: HL0426A	Housing Area (ha): 0.23 Indicative Capacity: 56	1. Site to be delivered in accordance with the Council's North Laurieston masterplan. Natural Environment: 2. If loss of trees is justified, compensatory planting will be required, preferably onsite. 3. Deliver improvements for nature in the City Centre. Sustainable Transport: 4. Financial contribution towards the delivery of Avenues Programme active travel infrastructure required. Open Space: 5. Contribution towards provision of city centre open space/green infrastructure and/or delivery of the river park. 6. Contribution required towards outdoor sports provision. 7. Contribution required towards allotments/growing space. Heat Networks: 8. Site is within an indicative Heat Network Zone.
220 Clyde Street Site Ref: CfS250035	Brownfield Development Opportunity Area (ha): 0.10	Natural Environment: 1. Deliver improvements for nature in the City Centre. Sustainable Transport: 2. If redevelopment of site constitutes a development type and scale identified in Policy 14.1 as requiring active travel developer contributions. A financial contribution towards the delivery of Avenues Programme active travel infrastructure will be required. Open Space: 3. Contribution towards provision of city centre open space/green infrastructure and/or delivery of the river park. 4. Contribution required towards outdoor sports provision for any residential element of the proposal. 5. Contribution required towards allotments/growing space. for any residential element of the proposal. Water Environment: 6. SFRA identifies flood risk - Ground floor uses should take into account pluvial flood risk. Policy 17 applies. Heat Networks:

		7. Site is within an indicative Heat Network Zone.
4-8 Dixon Street Site Ref: UCS240245	Brownfield Development Opportunity Area (ha): 0.05	Natural Environment: 1. Deliver improvements for nature in the City Centre. Sustainable Transport: 2. If redevelopment of site constitutes a development type and scale identified in Policy 14.1 as requiring active travel developer contributions. A financial contribution towards the delivery of Avenues Programme active travel infrastructure will be required. 3. Site may create a risk to Glasgow Subway tunnels and/or stations - discussion with SPT required as part of application process. Open Space: 4. Contribution towards provision of city centre open space/green infrastructure and/or delivery of the river park. 5. Contribution required towards outdoor sports provision for any residential element of the proposal. 6. Contribution required towards allotments/growing space for any residential element of the proposal Heat Networks: 7. Site is within an indicative Heat Network Zone.
73 Carlton Place Site Ref: HL5087	Brownfield Development Opportunity Area (ha): 0.07	1. Site to be delivered in accordance with the Council's North Laurieston masterplan. Historic Environment: 2. Category A listed building, located in Glasgow Central Conservation Area. Listed building should be retained and sensitively adapted – see policy 8 and 9. Sustainable Transport: 3. If redevelopment of site constitutes a development type and scale identified in Policy 14.1 as requiring active travel developer contributions. A financial contribution towards the delivery of Avenues Programme active travel infrastructure will be required. 4. Site may create a risk to Glasgow Subway tunnels and/or stations - discussion with SPT required as part of application process. Open Space: 5. Contribution towards provision of city centre open space/green infrastructure and/or delivery of the river park. 6. Contribution required towards outdoor sports provision for any residential element of the proposal. 7. Contribution required towards allotments/growing space for any residential element of the proposal. Heat Networks: 8. Site is within an indicative Heat Network Zone.
86-90 Maxwell Street Site Ref: UCS240276	Brownfield Development Opportunity Area (ha): 0.06	Historic Environment: 1. McCorquodales Printers (Former) - Building at risk – see Policy 9.2 2. Category B listed Building in Glasgow Central Conservation Area. 3. If proposed use of building is likely to require developer contributions (see Policy 14), early discussion with the Council is required through pre-application (fee exempt). Heat Networks: 4. Site is within an indicative Heat Network Zone.

Bridge Street Underground Car Park Site Ref: CfS240002	Brownfield Development Opportunity Area (ha): 0.66	Natural Environment: 1. River Clyde LNCS but separated by dense urban form. Opportunity to introduce biodiversity enhancement to urban area. 2. If loss of trees is justified, compensatory planting will be required, preferably onsite. Sustainable Transport: 3. Assessment of impact of removal of car parking required before development can be considered. 4. If redevelopment of site constitutes a development type and scale identified in Policy 14.1 as requiring active travel developer contributions. A financial contribution towards the delivery of Avenues Programme active travel infrastructure will be required. 5. Site may create a risk to Glasgow Subway tunnels and/or stations - discussion with SPT required as part of application process. Open Space: 6. Contribution towards provision of city centre open space/green infrastructure and/or delivery of the river park. 7. Contribution required towards outdoor sports provision for any residential element of the proposal. 8. Contribution required towards allotments/growing space for any residential element of the proposal.

3.4: St Enoch and Trongate

[Insert placemaking map and Infographic overview of development potential of area of change (numbers of houses etc)]

Vision

The evolution of the St Enoch Centre and the redevelopment of major gap sites at King Street Car Park and Trongate will greatly improve the townscape and urban design of this central city centre neighbourhood. Collectively they will contribute to increasing the city centre population. Bringing underused buildings back into productive use will contribute to the long-term sustainability of the city's historic built-environment and support the local creative and cultural economy in the area. Combined, the area will be transformed into a cohesive and vibrant city centre neighbourhood.

Context for Change

St Enoch has a mixed-use character with a varied townscape, comprising both historic buildings, contemporary infill development and surface car parks. The arrival of the St Enoch railway station and hotel in the 1870s swept away much of the medieval and early modern buildings, streets and wynds that typified this part of the city. The closure of the hotel and railway in the 1960s left a large gap site which has only partially been filled by the St Enoch Shopping Centre in the 1980s. The King Street car park also formed part of the railway yard. Further north is one of Glasgow's oldest and most iconic streets: Trongate, a well-defined historic and cultural centre with some of Glasgow's most enduring landmarks such as the tollbooth and Tron theatre (former kirk) and steeple. Within the identified area two gap sites have the potential to repair the city centre's urban form and link into the wider regeneration of the area. In Trongate, there are issues with underused historic buildings which remain an important strategic opportunity that would enhance the area's strong identity as a cultural centre. The Council supports the reuse of underused buildings in this area (see also Policy 3.1 and Policy 9 for further detail).

Policy Requirements

Development proposals with the area of change will:

1. Be designed in accordance with Policy 3.1 City Centre Spatial Strategy.
2. Take into account the City Centre Strategic Development Framework.
3. Feature ground floor frontages that face onto populated streets and squares to promote activity.
4. Be laid out in a way that prioritises permeability of movement through plots, emphasising north-south connectivity between Argyle Street and the Clyde by reinforcing or reintroducing the historic pre-railway street patterns, lanes and wynds that mirror the accessibility of surrounding areas.
5. Be supported where they bring forward sustainable solutions for underused buildings subject to relevant policy tests.
6. Contribute to the local creative and cultural economy of the area by providing for theses uses.
7. Contribute to the local creative and cultural economy in the area.
8. Within the St Enoch Shopping Centre masterplan/Planning Permission in Principle area:
    a. Provide a sympathetic response to the historical context and building heights on Argyle Street, St Enoch Square, Osbourne Street, Howard Street and Stockwell Place whilst delivering sustainable urban densities.
    b. Not have uniform massing and building heights.
    c. Preferably feature changes in height at the junction (party wall) of two buildings within any plot, for example between two

separate residential blocks or between an office or residential block.

9. Within the King Street Car Park Planning Permission in Principle area:
   a. establish a legible and coherent network of streets and spaces defined around 5 plots and a public square focusing on
      i. Enhancing the setting of the Briggait
      ii. Integrating with wider public realm opportunities in the area

10. Support the retention and reuse of the unallocated Buildings at Risk (see Policy 9.3) at:
    a. Buck's Head Buildings: 63 Argyle Street
    b. 170-174 Trongate
    c. 143-147 Trongate

Sites in St Enoch and Trongate

Site Details	Land Use	Site Requirements
Former TJ Hughes, 125-135 Trongate Site Ref: 7.18.07.	Brownfield Development Opportunity Area (ha): 0.36	Open Space: 1. Contribution towards provision of city centre open space/green infrastructure and/or delivery of the river park. 2. Contribution required towards outdoor sports provision for any residential element of the proposal. 3. Contribution required towards allotments/growing space for any residential element of the proposal. Sustainable Transport: 4. If redevelopment of site constitutes a development type and scale identified in Policy 14.1 as requiring active travel developer contributions. A financial contribution towards the delivery of Avenues Programme active travel infrastructure will be required. Heat Networks: 5. Site is within an indicative Heat Network Zone. Network of Centres: 6. Located in the City Centre Principle Retail Area.
Old Wynd/ Osborne Street Site Ref: CfS240015	Brownfield Development Opportunity Area (ha): 0.08	Natural Environment: 1. Deliver improvements for nature in the City Centre. Sustainable Transport: 2. If redevelopment of site constitutes a development type and scale identified in Policy 14.1 as requiring active travel developer contributions. A financial contribution towards the delivery of Avenues Programme active travel infrastructure will be required. Open Space: 3. Contribution towards provision of city centre open space/green infrastructure and/or delivery of the river park. 4. Contribution required towards outdoor sports provision for any residential element of the proposal. 5. Contribution required towards allotments/growing space for any residential element of the proposal. Heat Networks: 6. Site is within an indicative Heat Network Zone.

		Network of Centres: 7. Located in the City Centre Principle Retail Area.
137-145 Trongate Site Ref: UCS240277	Brownfield Development Opportunity Area (ha): 0.06	Historic Environment: 1. 137 Trongate - Building at risk – see Policy 9.2 2. Category B listed Building, Glasgow Central Conservation Area. 3. If proposed use of building is likely to require developer contributions (see Policy 14), early discussion with the Council is required through pre-application (fee exempt). Heat Networks: 4. Site is within an indicative Heat Network Zone. Network of Centres: 5. Located in the City Centre Principle Retail Area.
Stockwell Street/ King Street Car Park Site Ref: HL0862	Housing Area (ha): 1.72 Indicative Capacity: 895	Natural Environment: 1. Deliver improvements for nature in the City Centre. 2. If loss of trees is justified, compensatory planting will be required, preferably onsite. Community Facilities: 3. Developer contribution for Education very likely. Pre-application discussion required. Sustainable Transport: 4. Financial contribution towards the delivery of Avenues Programme active travel infrastructure required. 5. Establish a safe, inclusive, attractive and integrated on-site movement network, enabling direct pedestrian connections to the proposed Stockwell Street Avenue Open Space: 6. Contribution towards provision of city centre open space/green infrastructure and/or delivery of the river park. 7. Contribution required towards outdoor sports provision. 8. Contribution required towards allotments/growing space. Heat Networks: 9. Site is within an indicative Heat Network Zone. Network of Centres: 10. Located in the City Centre Principle Retail Area. Proposals should contribute to town centre living.
Candleriggs/ Wilson Street/ Hutcheson Street, Phase 2 Site Ref: UCS240280	Housing Area (ha): 0.75 Indicative Capacity: 240	1. Site to be delivered in accordance with the Candleriggs masterplan approved by the Council via the planning consent. Natural Environment: 2. Deliver improvements for nature in the City Centre. Community Facilities: 3. Developer contribution for Education very likely. Pre-application discussion required. Sustainable Transport: 4. Financial contribution towards the delivery of Avenues Programme active travel infrastructure required. Open Space: 5. Contribution required towards outdoor sports provision.

		6. Contribution required towards allotments/growing space. 7. Contribution towards provision of city centre open space/green infrastructure. Heat Networks: 8. Site is within an indicative Heat Network Zone. Network of Centres: 9. Located in the City Centre Principle Retail Area. Proposals should contribute to town centre living.
Station House, 34 St Enoch Square Site Ref: HL5130	Housing Area (ha): 0.07 Indicative Capacity: 26	Historic Environment: 1. Category B listed building located in Glasgow Central Conservation Area. Listed building should be retained and sensitively adapted. See Policy 8. Community Facilities: 2. Developer contribution for Education very likely. Pre-application discussion required. Sustainable Transport: 3. Financial contribution towards the delivery of Avenues Programme active travel infrastructure required. Open Space: 4. Contribution required towards outdoor sports provision. 5. Contribution required towards allotments/growing space. 6. Contribution towards provision of city centre open space/green infrastructure and/or delivery of the river park. Heat Networks: 7. Site is within an indicative Heat Network Zone. Network of Centres: 8. Located in the City Centre Principal Retail Area. Proposals should contribute to town centre living.

3.5 Collegelands

[Insert placemaking map and Infographic overview of development potential of area of change (numbers of houses etc)]

Vision

Collegelands will continue its development trajectory, becoming a successful city centre neighbourhood with new residents, shops and civic amenities that complement existing communities and creates a coherent built form befitting its inner urban location and excellent public transport links.

Context for Change

Collegelands is an area of the city centre with significant history. It was the original site of the University of Glasgow from the 1460 until 1863 when the University sold its lands to the City of Glasgow Union Railway Company who intended to use the site as a goods yard. This transformed the site and it continued in use until 1968. The goods yard was largely demolished in the 1980s with contemporary development having been built along the high street, leaving the remaining triangle shaped side undeveloped and in presently in use as a car park. The area to the east of High Street and Duke Street has been subject to redevelopment in the past 20 years with the addition of new local government offices, student accommodation and hotel accommodation. There are three identified sites that remain that have the potential to create a dense and sustainable neighbourhood. The area generally serves as an important transition between the city centre and east end, being at the southern edge of the High Street Cross. Recent developments have created a more cohesive built form, particularly along the Duke Street corridor. The remaining undeveloped plots in the area, including those not represented within this area of change as well as development sites outwith the area (including those at College Street and Shuttle Street) represent an opportunity to strengthen the surrounding mixed-use area and provide new city centre living and business opportunities.

Policy Requirements

Development proposals will:

1. Be designed in accordance with Policy 3.1 City Centre Spatial Strategy
2. Take into account the City Centre Strategic Development Framework.
3. Respond to opportunities to improve the intersection of High Street and Duke Street, to improve upon this historic cross and improve its urban design.
4. Increase the city centre population through the creation of a new city centre residential neighbourhood at the old goods yard.
5. Provide accessible everyday community amenities along with focal civic and open spaces to complement an increasing residential population.
6. Enhance connections into High Steet station.
7. Within HL2270 ‘College Gardens’:
   a. create a coherent north south route through the site to enable a future bridge link to Collegelands.
   b. improve access from Bell Street.
   c. create a gateway and approach via a tall building from the High Street.

Collegelands Goods Yard Sites

Site Details	Land Use	Site Requirements
'College Gardens', 170 High Street Site Ref: HL2270	Housing (mixed) Area (ha): 2.77 Indicative Capacity: 713	Natural Environment: 1. Irreplaceable trees of High Nature Conservation Value on site - protected by NPF4, must not be removed. 2. Deliver improvements for nature in the City Centre. Community Facilities: 3. Developer contribution for Education very likely. Pre-application discussion required. Sustainable Transport: 4. Financial contribution towards the delivery of Avenues Programme active travel infrastructure required. 5. Financial contribution towards the delivery of Connecting Glasgow active travel infrastructure required. 6. Establish a safe, inclusive, attractive and integrated on-site movement network, enabling direct pedestrian connections to High Street train station. 7. Enhance walking and cycling connections to, from and within the site, providing legible and pedestrian friendly connections between the site and proposed High Street Avenue. Open Space: 8. Contribution required towards outdoor sports provision. 9. Contribution required towards allotments/growing space. 10. Contribution towards provision of city centre open space/green infrastructure. Heat Networks: 11. Site is within an indicative Heat Network Zone.
206 High Street, Collegelands Site Ref: CfS240153	Housing (mixed) Area (ha): 0.94 Indicative Capacity: 236	Natural Environment: 1. Deliver improvements for nature in the City Centre. 2. If loss of trees is justified, compensatory planting will be required, preferably onsite. Community Facilities: 3. Developer contribution for Education very likely. Pre-application discussion required. Sustainable Transport: 4. Financial contribution towards the delivery of Avenues Programme active travel infrastructure required. 5. Financial contribution towards the delivery of Connecting Glasgow active travel infrastructure required. 6. Establish a safe, inclusive, attractive and integrated on-site movement network, enabling direct pedestrian connections to High Street train station. 7. Enhance walking and cycling connections to, from and within the site, providing legible and pedestrian friendly connections between the site and proposed High Street Avenue. Open Space: 8. Contribution required towards outdoor sports provision. 9. Contribution required towards allotments/growing space. 10. Contribution towards provision of city centre open space/green infrastructure. Heat Networks:

		11. Site is within an indicative Heat Network Zone.
East of 16 Havannah Street, Collegelands Site Ref: CfS240123	Housing (mixed) Area (ha): 1.99 Indicative Capacity: 147	Natural Environment: 1. Irreplaceable trees of High Nature Conservation Value on site - protected by NPF4, must not be removed. 2. Deliver improvements for nature in the City Centre. Community Facilities: 3. Developer contribution for Education very likely. Pre-application discussion required. Sustainable Transport: 4. Financial contribution towards the delivery of Avenues Programme active travel infrastructure required. 5. Financial contribution towards the delivery of Connecting Glasgow active travel infrastructure required. 6. Establish a safe, inclusive, attractive and integrated on-site movement network, enabling direct pedestrian connections to High Street train station. 7. Enhance walking and cycling connections to, from and within the site, providing legible and pedestrian friendly connections between the site and proposed High Street Avenue and proposed Calton City Link active travel on Hunter Street Open Space: 8. Contribution required towards outdoor sports provision. 9. Contribution required towards allotments/growing space. 10. Contribution towards provision of city centre open space/green infrastructure. Heat Network: 11. Site is within East 1 and 2 Indicative Heat Network Zones and connection is expected.

3.6: George Square and North Buchanan Street

[Insert placemaking map and Infographic overview of development potential of area of change (numbers of houses etc)]

Vision

High-profile developments proposed in and around George Square and North Buchanan Street will combine to create an improved experience for visitors and residents alike. The introduction of new housing in the area will help balance existing uses and strengthen the existing qualities of this central City Centre neighbourhood.

Context for Change

The development of George Square dates back to the late 18th century, marking the inception of Glasgow's westward expansion and now characteristic grid plan of streets and squares. The arrival of the railways in the mid-19th century terminating at Glasgow Queen Street and Buchanan Street Station made the area a central transport node. By the end of the 19th century the completion of the City Chambers cemented George Square as the city's principal civic space. The Buchanan Report identified Buchanan Street station for closure which set in motion a number of reconfigurations around north Buchanan Street including the development of Buchanan Bus Station, the Glasgow Caledonian University and the pedestrianisation of Buchanan Street. The development of Buchanan Galleries in 1999 added to the city centre's expanding retail and leisure orientation. Today the area still plays host to several strategically important sectors, including road and rail transport, retail and leisure anchors and culture and tourism institutions. A masterplan for the redesign of the bus station and development of the car park at North Hanover Street are being prepared. Buchanan Galleries has planning permission for the redesign and improvement of the shopping centre. The former College of Building and Printing (Met Tower) is a high-profile redevelopment opportunity fronting George Square. There is an opportunity to consider these high-profile developments collectively to capitalise on the change potential planned for the area. There are also interdependencies between this area of change, Cowcaddens and Sauchiehall Street.

Policy Requirements

Development proposals will:

1. Be designed in accordance with Policy 3.1 City Centre Spatial Strategy
2. Take account of the Areas of Change at Sauchiehall Street and Cowcaddens.
3. Sauchiehall Street and Cowcaddens.
4. Take into account the City Centre Strategic Development Framework and the Central District Placemaking Guidance.
5. Not be considered in isolation, capitalising on the potential for change within the area.
6. Contribute to the creation of a fine grain urban form that integrates with the existing townscape character and supports a range of uses.
7. Be considered appropriate for taller buildings, subject to compliance with Tall Buildings Design Guide.
8. Be designed to protect key views and respect the Glasgow Central Conservation Area and surrounding marwick buildings.
9. Improve public access through sites and where relevant, reinstate historic street patterns.

10. Take account of, and where relevant, align with the Buchanan Bus Station Masterplan prepared by SPT to create a mixed-use development and provide a 21st century bus station and mobility hub.

11. At Buchanan Galleries, maximise the user experience of the galleries and enhance the pedestrian experience outside the galleries along Sauchiehall Street, Buchanan Street and Bath Street through creative design solutions.

Sites in Buchannan Area of Change

Site Details	Land Use	Site Requirements
Buchanan Bus Station and Street Block Site Ref: CfS240013	Housing (mixed) Area (ha): 3.37 Indicative Capacity: 272	1. Site to be delivered in accordance with SPT and the Council's Buchanan Bus Station masterplan. Natural Environment: 2. Air Quality Assessment required to ensure compatibility of bus station and housing uses. 3. If loss of trees is justified, compensatory planting will be required, preferably onsite. 4. Deliver improvements for nature in the City Centre. Community Facilities: 5. Developer contribution for Education very likely. Pre-application discussion required. Sustainable Transport: 6. Financial contribution towards the delivery of Avenues Programme active travel infrastructure required. 7. Site may create a risk to Glasgow Subway tunnels and/or stations - discussion with SPT required as part of application process. Open Space: 8. Contribution required towards outdoor sports provision. 9. Contribution required towards allotments/growing space. 10. Contribution towards provision of city centre open space/green infrastructure. Heat Networks: 11. Site is within an indicative Heat Network Zone.
Met Tower, 60 North Hanover Street Site Ref: CfS250013	Brownfield Development Opportunity Area (ha): 0.38	Historic Environment: 1. Category B listed Building. Listed building should be retained and sensitively adapted. Setting of surrounding listed buildings should also be considered – see Policy 8 and 9. Open Space: 2. Contribution towards provision of city centre open space/green infrastructure. 3. Contribution required towards outdoor sports provision for any residential element of the proposal. 4. Contribution required towards allotments/growing space for any residential element of the proposal. Sustainable Transport: 5. If redevelopment of site constitutes a development type and scale identified in Policy 14.1 as requiring active travel developer contributions. A financial contribution towards the delivery of Avenues Programme active travel infrastructure will be required.

		Heat Networks: 6. Site is within an indicative Heat Network Zone.
Queen Street/ North Hanover Street Site Ref: CfS240203	Brownfield Development Opportunity Area (ha): 0.79	Natural Environment: 1. Deliver improvements for nature in the City Centre. Sustainable Transport: 2. If redevelopment of site constitutes a development type and scale identified in Policy 14.1 as requiring active travel developer contributions. A financial contribution towards the delivery of Avenues Programme active travel infrastructure will be required. Open Space: 3. Contribution towards provision of city centre open space/green infrastructure. 4. Contribution required towards outdoor sports provision for any residential element of the proposal. 5. Contribution required towards allotments/growing space for any residential element of the proposal. Water Environment: 6. SFRA identifies flood risk - Design to take into account pluvial flood risk at north of site. Policy 17 applies. Heat Networks: 7. Site is within an indicative Heat Network Zone. Network of Centres: 8. Located in the City Centre Principle Retail Area.

3.7: Sauchiehall Street Culture and Heritage District

[Insert placemaking map and Infographic overview of development potential of area of change (numbers of houses etc)]

Vision

At the end of the 10-year programme Sauchiehall Street's rich built heritage will have provided the catalyst for long-term regeneration and community wellbeing. The Culture and Heritage District will evolve into a thriving cultural and creative district, supporting a liveable, family-friendly neighbourhood with new housing and accessible amenities.

Context for Change

Sauchiehall Street is one of Glasgow's most iconic streets and exists within the collective memory of people in Glasgow of all ages. The street gained reputation as the city's premiere shopping and entertainment precincts toward the end of the 19th century and was Glasgow's key shopping street before Buchanan Street was pedestrianised. Garnethill developed around the same time period and was once part of a larger network of streets and buildings that were cleared to make way for the M8 motorway in the post-war period. Today Sauchiehall Street and Garnethill have the highest density of renowned arts and cultural institutions in the city and has a lively social scene in the restaurants, bars and clubs in and around Sauchiehall Street. Structural changes to retailing have left large format retail spaces vacant and in need of repurposing. The fires at the Glasgow School of Art and ABC O2 further disrupted the street's inherent qualities. The City Council has recently completed the Sauchiehall Street Avenue which has improved the townscape quality of the street and active travel connections east and west. The Sauchiehall Street Culture and Heritage District (SSCHD) has been designated a 10-year Heritage Places Strategic Initiative by the National Lottery Heritage Fund has been recently awarded. The programme seeks to re-establish one of Glasgow's most iconic streets as a thriving, inclusive, and sustainable cultural corridor. The project will embed co-design in proposals to ensure that local people, cultural institutions and businesses collectively shape and benefit from the area's transformation.

Policy Requirements

- The City Council supports, in principle, the objectives and emerging projects in the SSCHD, including those proposed at McLellan Galleries, Glasgow Royal Concert Hall Steps, the repurposing of upper floors at 359 Sauchiehall Street, the refurbishment of the Cameron Memorial Fountain and future identified shopfront improvement projects.

Development proposals will:

1. Be designed in accordance with Policy 3.1 City Centre Spatial Strategy
2. Take into account the City Centre Strategic Development Framework and the Central District Placemaking Guidance.
3. Celebrate and conserve the area's built and intangible heritage through the incorporation of landscaping, design, place naming and public art that reflects and reinstates elements of the area's cultural and historical character.
4. Support and enhance the area's cultural and creative output with land uses that further the area's credentials.
5. Where relevant, support and grow the residential population through the adaptive reuse of buildings for housing, including affordable and family-oriented formats.

6. Support and enhance the Local Shopping Facilities at Charing Cross.
7. Support the retention and reuse of Buildings at Risk (see Policy 9.3) at:
    a. 18 Cambridge Street
    b. 76-82 Sauchiehall Street
    c. Charles Cameron Memorial Fountain
    d. 396 Sauchiehall Street (upper floors)

Sauchiehall Street Culture Heritage District Sites

Site Details	Land Use	Site Requirements
Former Piano Showroom, 520 Sauchiehall Street Site Ref: 4.20.14.	Housing Area (ha): 0.10 Indicative Capacity: 87	Historic Environment: 1. Retain and reuse Buildings at Risk at 520 Sauchiehall Street, piano Showroom (former) in line with Policy 9. 2. Category B-listed building (520 Sauchiehall Street), Central Conservation area. Natural Environment: 1. Deliver improvements for nature in the City Centre. Community Facilities: 2. Developer contribution for Education very likely. Pre-application discussion required. Open Space: 3. Contribution towards provision of city centre open space/green infrastructure. 4. Contribution required towards outdoor sports provision. 5. Contribution required towards allotments/growing space. Heat Networks: 6. Site is within an indicative Heat Network Zone.
Former ABC and nightclub, 292-334 Sauchiehall Street Site Ref: 4.22.02	Brownfield Development Opportunity Area (ha): 0.34	Natural Environment: 1. Deliver improvements for nature in the City Centre. Sustainable Transport 2. Financial contribution towards the delivery of Connecting Glasgow active travel infrastructure required. Open Space: 3. Contribution towards provision of city centre open space/green infrastructure. 4. Contribution required towards outdoor sports provision for any residential element of the proposal. 5. Contribution required towards allotments/growing space for any residential element of the proposal. Heat Networks: 6. Site is within an indicative Heat Network Zone.
Former BHS, 111 Renfield Street Site Ref: 4.36.03.	Brownfield Development Opportunity Area (ha): 0.27	Historic Environment: 1. 111 Renfield Street (British Homes Store (former)) - Building at risk – see Policy 9.2 2. If proposed use of building is likely to require developer contributions (see Policy 14), early discussion with the Council is required through pre-application (fee exempt). Heat Networks: 3. Site is within an indicative Heat Network Zone. Network of Centres:

		4. Located in the City Centre Principle Retail Area.
Former Victoria's Nightclub, 84-102 Sauchiehall Street Site Ref: UCS240208	Brownfield Development Opportunity Area (ha): 0.13	Natural Environment: 1. Deliver improvements for nature in the City Centre. 2. If redevelopment of site constitutes a development type and scale identified in Policy 14.1 as requiring active travel developer contributions. A financial contribution towards the delivery of Connecting Glasgow active travel infrastructure will be required. Open Space: 3. Contribution to outdoor sports provision for any residential elements of the proposal. 4. Contribution to allotments for any residential element of the proposal. 5. Contribution towards provision of city centre open space/green infrastructure. Network of Centres: 6. Located in the City Centre Principle Retail Area.
Former Watt Brothers department store, 119-221 Sauchiehall Street/ Hope Street/ Bath Street Site Ref: 4.35.04.	Brownfield Development Opportunity Area (ha): 0.08	Historic Environment: 1. 119 – 221 Sauchiehall/Hope Street/ Bath Street (former Watt Brother's department store) - Building at risk – see Policy 9.2 2. Category B-listed building, Central Conservation Area. 3. If proposed use of building is likely to require developer contributions (see Policy 14), early discussion with the Council is required through pre-application (fee exempt). Heat Networks: 4. Site is within an indicative Heat Network Zone. Network of Centres: 5. Located in the City Centre Principle Retail Area.
28-36 Bath Street/ 109 to 115 West Nile Street Site Ref: 3.05.07.	Brownfield Development Opportunity Area (ha): 0.05	Historic Environment: 1. 28-36 Bath Street/109-115 West Nile Street - Building at risk – see Policy 9.2 2. Building located in Glasgow Central Conservation Area. 3. If proposed use of building is likely to require developer contributions (see Policy 14), early discussion with the Council is required through pre-application (fee exempt). Heat Networks: 4. Site is within an indicative Heat Network Zone. Network of Centres: 5. Located in the City Centre Principle Retail Area.
216 Bath Street Site Ref: UCS240243	Brownfield Development Opportunity Area (ha): 0.03	Historic Environment: 1. Category B listed building located in Glasgow Central Conservation Area. Listed building should be retained and sensitively adapted. See Policy 8 and 9. Natural Environment: 2. Deliver improvements for nature in the City Centre. Open Space:

		3. Contribution towards provision of city centre open space/green infrastructure. 4. Contribution required towards outdoor sports provision for any residential element of the proposal. 5. Contribution required towards allotments/growing space for any residential element of the proposal. Heat Networks: 6. Site is within an indicative Heat Network Zone.
125 Douglas Street Site Ref: 4.31.07.	Brownfield Development Opportunity Area (ha): 0.02	Historic Environment: 1. 123-127 Douglas Street - Building at risk – see Policy 9.2 2. Category B listed building, Central Conservation Area. Listed building should be retained and sensitively adapted – see Policy 8. 3. If proposed use of building is likely to require developer contributions (see Policy 14), early discussion with the Council is required through pre-application (fee exempt). Heat Networks: 4. Site is within an indicative Heat Network Zone.
1-15 Elmbank Gardens/ 349 Bath Street Site Ref: HL3945A	Housing Area (ha): 0.97 Indicative Capacity: 450	Historic Environment: 1. Development area contained within Glasgow Central Conservation Area. Setting of neighbouring listed buildings should be protected. See Policy 8. Natural Environment: 1. Deliver improvements for nature in the City Centre. Sustainable Transport 2. Financial contribution towards the delivery of Connecting Glasgow active travel infrastructure required. 3. Establish a safe, inclusive, attractive and integrated on-site movement network, enabling direct pedestrian connections to Charing Cross train station. Open Space: 4. Contribution towards provision of city centre open space/green infrastructure. 5. Contribution required towards outdoor sports provision for any residential element of the proposal. 6. Contribution required towards allotments/growing space for any residential element of the proposal. Community Facilities: 7. Developer contribution for Education very likely. Pre-application discussion required. Heat Networks: 8. Site is within an indicative Heat Network Zone.

Sites of 9 homes or less (subject to change of capacity at application stage – see Structure of CDP2):

Site Details	Site Reference	Land Use	Area (ha):	Indicative Capacity:
106 Renfield Street	HL5131	Housing	0.04	9
Blythswood Street/ 143 Sauchiehall Lane	HL4103	Housing	0.01	6

3.8: Cowcaddens

Vision

Cowcaddens will develop into a successful city centre neighbourhood, underpinned by new residential development set within a walkable streetscape replete with civic amenities such as shops, cafes and new public spaces.

Context for Change

Cowcaddens is located just north of the city centre. Cowcaddens began as a village that later expanded to become a dense urban neighbourhood of tenemental housing and industrial activity, closely related to its proximity to the Forth and Clyde Canal and the Buchanan Street Train Station. In the post-war period the area was identified as a Comprehensive Development Area which saw large-scale demolition of housing and the clearing of redundant industrial buildings. The road network was also restructured, including the building of the M8 motorway and realignment of Cowcaddens Road. New housing was built along modernist principles whilst new offices, light industry and what would become Glasgow Caledonian University, was located over the former Buchanan Street Train Station .These changes left Cowcaddens with spatial inequities including the near total loss of its historic built form with the exception of a few buildings along McPhater Street. Generally, the area is less dense than other areas of the City Centre. In recent years, new building has taken place, particularly student accommodation, to support the needs of the city centre's education institutions. Given the area's close proximity to the city centre and excellent transport connections, there is a clear opportunity to increase the residential population in Cowcaddens to augment the existing student population and bring coherence to the existing residential developments. There is also an opportunity to link into the wider regeneration activity north of the motorway at Port Dundas, Sighthill, Hamiltonhill and Possilpark (see policy 4.2-4.5 for detail).

Policy Requirements

Development proposals will:

1. Be designed in accordance with Policy 3.1 City Centre Spatial Strategy
2. Take into account the City Centre Strategic Development Framework and District Placemaking Guidance: Cowcaddens/Towhead
3. Take into account the George Square and North Buchanan Street Areas of Change and opportunities to improve integration and pedestrian movement between the two Areas of Change;
4. Support growing the residential population of Cowcaddens, creating a new destination for city centre living;
5. Provide accessible everyday community amenities and a focal civic space, particularly along the main throughfares of N Hanover Street, Dobbie's Loan, Kyle Street and Port Dundas Road support an increased residential population;
6. Be considered appropriate for taller buildings, subject to compliance with Tall Buildings Design Guide
7. Reduce the impact of the M8 (where relevant) and enhance key routes to key locations;
8. The enhancement of gateways under the M8, rationalise supporting road infrastructure, improve surrounding environmental quality and connection between City Centre and the north;
9. Provide better integration with the University campus and student accommodation within the area;
10. Reinforce the emerging cross at Dobbie's Loan, North Hanover Street and Kyle Street.
11. Capitalise on the proximity to urban sports at the canal in the creation of new open space.
12. Provide public art and historical interpretation that draws on the industrial and cultural history of Cowcaddens.

13. Support the retention and reuse of Buildings at Risk (see Policy 9.3) at:
    - Scottish Ambulance Service (former): Maitland Street

Cowcaddens Sites

Site Details	Land Use	Site Requirements
Cowcaddens Fire Station and Training Complex, Cowcaddens Road Site Ref: CfS240131	Housing (mixed) Area (ha): 1.99 Indicative Capacity: 570	1. Site to be delivered in accordance with the Cowcaddens Fire Station masterplan approved by the Council via the planning consent. Natural Environment: 2. Site in near proximity to Forth and Clyde Canal Nature Network Core Corridor. On site biodiversity should reflect habitats found there. 3. If loss of trees is justified, compensatory planting will be required, preferably onsite. Sustainable Transport: 4. Financial contribution towards the delivery of Connecting Glasgow active travel infrastructure required. 5. Enhance walking and cycling connections to, from and within the site, providing legible and pedestrian friendly connections between the site and existing active travel infrastructure on Cowcaddens Road and Dobbie's Loan Community Facilities: 6. Developer contribution for Education very likely. Pre-application discussion required. Open Space: 7. Contribution towards provision of city centre open space/green infrastructure. 8. Contribution required towards outdoor sports provision for any residential element of the proposal. 9. Contribution required towards allotments/growing space for any residential element of the proposal. Water Environment: 10. SFRA identifies flood risk - FRA required for pluvial flood risk. Policy 17 applies. Heat Networks: 11. Site is within an indicative Heat Network Zone.
Northgate House, Milton Street Site Ref: CfS240150	Brownfield Development Opportunity Area (ha): 1.18	Natural environment: 1. Deliver improvements for nature in the City Centre. 2. If loss of trees is justified, compensatory planting will be required, preferably onsite. Sustainable Transport: 3. If redevelopment of site constitutes a development type and scale identified in Policy 14.1 as requiring active travel developer contributions. A financial contribution towards the delivery of Connecting Glasgow active travel infrastructure will be required. 4. Developer contribution towards the delivery of the proposed Avenue - Mitchell Street/West Nile Street. Open Space: 5. Contribution towards provision of city centre open space/green infrastructure. 6. Contribution required towards outdoor sports provision for any residential element of the proposal.

		7. Contribution required towards allotments/growing space for any residential element of the proposal. Heat Networks: 8. Site is within an indicative Heat Network Zone.
'One Cowcaddens', 58 Port Dundas Road Site Ref: HL5230AB	Housing Area (ha): 595 Indicative Capacity: 1.15	Natural environment: 1. Deliver improvements for nature in the City Centre. Sustainable Transport: 2. Financial contribution towards the delivery of Connecting Glasgow active travel infrastructure required. Community Facilities: 3. Developer contribution for Education very likely. Pre-application discussion required. Open Space: 4. Contribution towards provision of city centre open space/green infrastructure. 5. Contribution required towards outdoor sports provision for any residential element of the proposal. 6. Contribution required towards allotments/growing space for any residential element of the proposal. Heat Networks: 7. Site is within an indicative Heat Network Zone.
22 Kyle Street/ 92 Dobies Loan Site Ref: VDL4132	Brownfield Development Opportunity Area (ha): 0.64	Natural environment: 1. Deliver improvements for nature in the City Centre. Sustainable Transport: 2. Financial contribution towards the delivery of Connecting Glasgow active travel infrastructure required. Open Space: 3. Contribution towards provision of city centre open space/green infrastructure. 4. Contribution required towards outdoor sports provision for any residential element of the proposal. 5. Contribution required towards allotments/growing space for any residential element of the proposal. Heat Networks: 6. Site is within an indicative Heat Network Zone.
Port Dundas Road/ Renton Street/ Milton Street Site Ref: HL5139	Housing (mixed) Area (ha): 0.46 Indicative Capacity: 359	Natural Environment: 1. If loss of trees is justified, compensatory planting will be required, preferably onsite. Sustainable Transport: 2. Financial contribution towards the delivery of Connecting Glasgow active travel infrastructure required. Community Facilities: 3. Developer contribution for Education very likely. Pre-application discussion required. Open Space: 4. If residential proposed, contribution towards City Centre open space/green infrastructure. 5. If residential proposed, contribution required towards allotments/growing space. 6. If residential proposed, contribution required towards outdoor sports provision. Water Environment: 7. SFRA identifies flood risk - FRA required to assess pluvial flood risk. Policy 17 applies. Heat Networks:

		8. Site is within an indicative Heat Network Zone.

City Centre – Development and Regeneration Opportunities

3.9: Network Of Centres

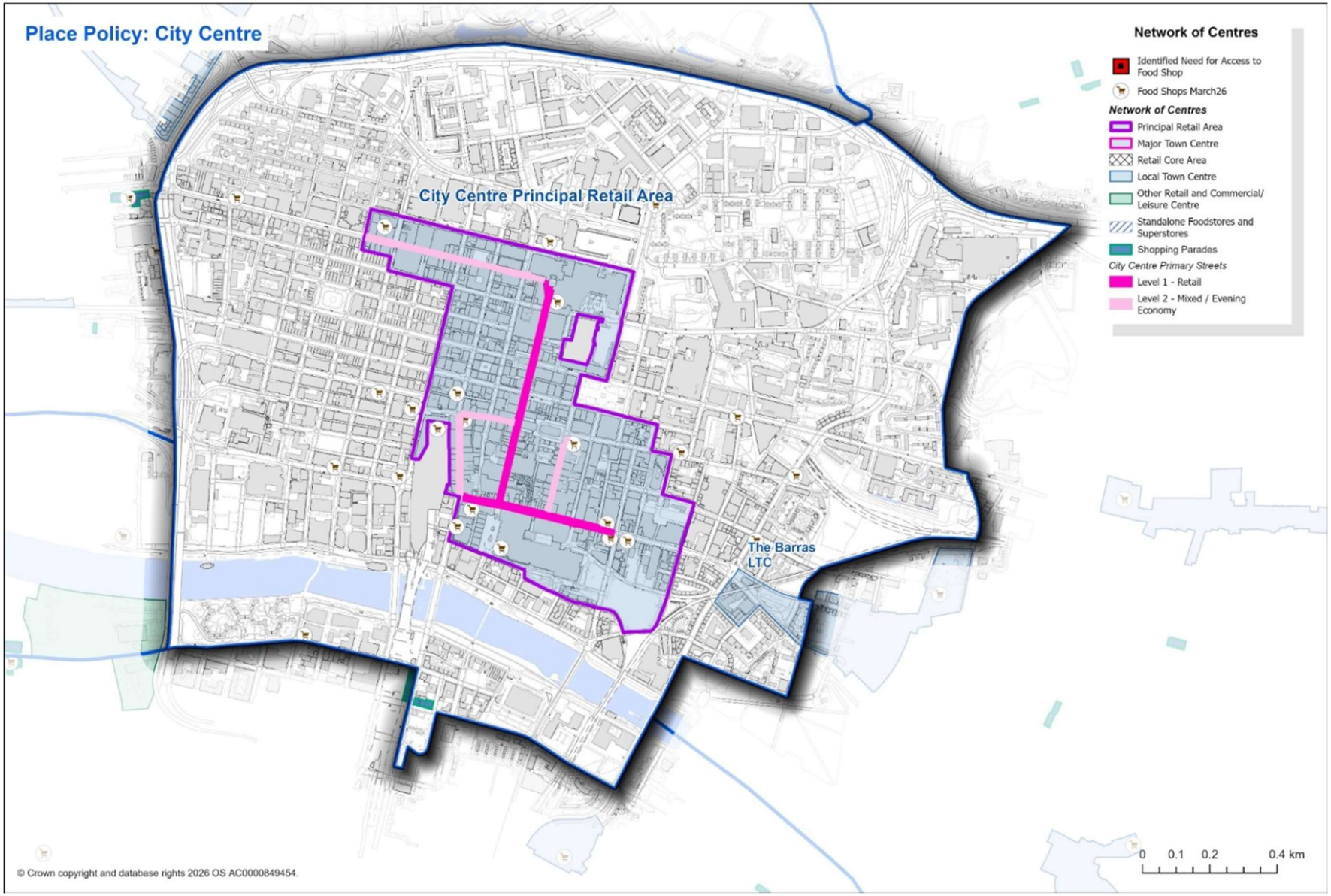


FIGURE 17

Context

Glasgow City Centre is the largest and most important centre in Glasgow City Region. As well as a major focus for retail, food and drink, and leisure, the City Centre is also home to two universities, a large private and public sector office presence, cultural institutions, such as the Gallery of Modern Art, the Glasgow Royal Concert Hall, as well as the Theatre Royal, Kings Theatre, Glasgow Film Theatre and the Royal Conservatoire of Scotland. The City Centre also benefits from a high-quality built heritage, with numerous listed buildings and the Central Conservation Area covering much of the City Centre, including the main retail and leisure area.

In terms of the City Centre Primary Streets, Buchanan Street and Argyle Street are performing relatively well in terms of maintaining a retail presence, with reasonably low vacancy. Sauchiehall Street has higher vacancies but is subject to continued investment (see Policy 3.7 for detail). There has been a marked change in the mix of uses in other primary streets, with coffee shops and service uses increasing, particularly in Gordon Street, which is now a much more mixed location and relatively vibrant. Vacancy in Union Street and Queen Street is higher than average, with a substantial proportion of that vacancy being long term. The quality of offer in Union Street is fairly poor in particular, not helped by the heavy traffic running north to south.

Policy Requirements

Development proposals will:

1. Take into account the City Centre SDF and Vision and Plan for the Golden Z.
2. Take into account Policy 3.1 City Centre Spatial Strategy and City Centre Areas of Change, particularly where the City Centre Principal Retail Area overlaps with the Areas of Change at:
   a) Policy 3.4 St Enoch and Trongate
   a) Policy 3.6 George Square and North Buchanan Street
   b) Policy 3.7 Sauchiehall Street Culture and Heritage District.
3. Support the primacy of the Principal Retail and Commercial Area, by applying the Town Centre First approach to major retail and commercial leisure proposals. Policy 19.2 applies - the following streets are categorised as:
   a) Retail led – Buchanan Street, Argyle Street.
   b) Mixed / Night time centres – Sauchiehall Street, Gordon Street, Union Street, Queen Street.
4. Support proposals to create more sustainable mixed locations at Buchanan Galleries and the St Enoch Centre, through their re-configuration and re-imagination in accordance with policies 3.4 and 3.6. Policy 19.4 also applies.
5. Support proposals to create a more sustainable and successful Sauchiehall Street in accordance with Policy 3.7.
6. Propose active ground floors within areas of the city centre where major housing is proposed that supports local living and increases the city centre's retail and leisure offer, across all City Centre Areas of Change. See Policy 3.1 – 3.8 for more detail.
7. Support proposals for food and drink and night-time economy at key intersections in the Primary Streets.
8. For the Primary Streets, proposals will be supported where they:
   a) maintain a balance of uses that is appropriate to the primary role and function of the Primary Street;
   b) encourage the conversion of upper floors while retaining active frontages at ground floor level;
   c) re-use major opportunity sites and buildings;
   d) contribute to increased activity and a sense of supervision into the evening;
   e) are not detrimental to City Centre Living; and
   f) minimise vacancies.

Food Shopping Deficiency Areas

9. In accordance with Policy 19.11, the Council will support increased opportunities for local healthy food and convenience shopping to support City Centre Living.

3.10: Housing

The following sites will deliver housing within the City Centre Place Policy, in addition to those sites included within the Areas of Change.

Site Details	Land Use	Site Requirements
Ingram Street Car Park Site Ref: UCS240206	Housing Area (ha): 0.25 Indicative Capacity: 109	Natural Environment: 1. If loss of trees is justified, compensatory planting will be required, preferably onsite. 2. Deliver improvements for nature in the City Centre. Community Facilities: 3. Developer contribution for Education very likely. Pre-application discussion required. Open Space: 4. Contribution towards provision of city centre open space/green infrastructure. 5. Contribution required towards outdoor sports provision for any residential element of the proposal. 6. Contribution required towards allotments/growing space for any residential element of the proposal. Heat Networks: 7. Site is within an indicative Heat Network Zone.
121 Hill Street/ 250 Renfrew Street/ Garnet Street Site Ref: CfS240229	Housing Area (ha): 0.28 Indicative Capacity:40	Natural Environment: 1. If loss of trees is justified, compensatory planting will be required, preferably onsite. 2. Deliver improvements for nature in the City Centre. Open Space: 3. Contribution towards provision of city centre open space/green infrastructure. 4. Contribution required towards outdoor sports provision for any residential element of the proposal. 5. Contribution required towards allotments/growing space for any residential element of the proposal. Heat Networks: 6. Site is within an indicative Heat Network Zone.
201 St James Road, former Phoenix Centre Site Ref: HL5226	Housing Area (ha): 0.24 Indicative Capacity: 34	Historic Environment: 1. Allan Glen Secondary School (former): 201 St James Road - Building at risk – see Policy 9.2. 2. Category C listed Building 3. If proposed use is likely to require developer contributions (see Policy 14), early discussion with the Council is required through pre-application (fee exempt). Heat Networks: 4. Site is within an indicative Heat Network Zone.
Molendinar Street/ Spoutmouth (West) Site Ref: HL2980D	Housing Area (ha): 0.20 Indicative Capacity: 34	Natural Environment: 1. If loss of trees is justified, compensatory planting will be required, preferably onsite. 2. Deliver improvements for nature in the City Centre. Community Facilities: 3. Developer contribution for Education very likely. Pre-application discussion required.

		Sustainable Transport: 4. Establish an on-site path network that provides a direct pedestrian connection to the path network providing connection to High Street Train Station and Argyle Street Train Station. 5. Establish an on-site path network that provides a direct pedestrian connection to the nearest bus stop on Gallowgate road (A89). 6. Developer contribution towards the delivery of the proposed Parkhead City Way City Network Cycle Route. Open Space: 7. Contribution towards provision of city centre open space/green infrastructure. 8. Contribution required towards outdoor sports provision for any residential element of the proposal. 9. Contribution required towards allotments/growing space for any residential element of the proposal. Water Environment: 10. SFRA identifies flood risk - FRA required to take into account pluvial flood risk. Access preferred at south east of site. Molendinar Burn runs in culvert along northern boundary. Policy 17 applies. Heat Networks: 11. Site is within an indicative Heat Network Zone.
4 -16 Turnbull Street Site Ref: UCS240180	Housing Area (ha): 0.30 Indicative Capacity: 31	Natural Environment: 1. If loss of trees is justified, compensatory planting will be required, preferably onsite. Community Facilities: 2. Developer contribution for Education very likely. Pre-application discussion required. Sustainable Transport: 3. Establish an on-site path network that provides a direct pedestrian connection to the path network providing connection to Argyle Street Train Station. 4. Establish an on-site path network that provides a direct pedestrian connection to the nearest bus stops on Gallowgate road (A89) and Saltmarket (A8). 5. Developer contribution towards the delivery of the proposed Turnbull Street City Network Cycle Route. Open Space: 6. Contribution towards delivery of the river park. 7. Contribution required towards outdoor sports provision for any residential element of the proposal. 8. Contribution required towards allotments/growing space for any residential element of the proposal. Heat Networks: 9. Site is within an indicative Heat Network Zone.
Mercat Building, 15-23 London Road/ 26-26 Gallowgate Site Ref: CfS240045	Housing Area (ha): 0.07 Indicative Capacity: 25	Historic Environment: 1. Category A listed Building, Central Conservation Area. Listed building should be retained and sensitively adapted – see Policy 8. Community Facilities: 2. Developer contribution for Education very likely. Pre-application discussion required. Open Space: 3. Contribution towards provision of city centre open space/green infrastructure.

		4. Contribution required towards outdoor sports provision for any residential element of the proposal. 5. Contribution required towards allotments/growing space for any residential element of the proposal. Heat Networks: 6. Site is within an indicative Heat Network Zone. Network of Centres: 7. Located in The Barras town centre. Proposals should contribute to town centre living.
43 Scott Street, former St Aloysius College Site Ref: HL5233	Housing Area (ha): 0.15 Indicative Capacity: 21	Open Space: 1. Contribution towards provision of city centre open space/green infrastructure. 2. Contribution required towards outdoor sports provision for any residential element of the proposal. 3. Contribution required towards allotments/growing space for any residential element of the proposal. Heat Networks: 4. Site is within an indicative Heat Network Zone.
St Mungos, McAslin Street, Townhead Site Ref: CfS240058	Housing Area (ha): 0.05 Indicative Capacity: 20	Community Facilities: 1. Developer contribution for Education very likely. Pre-application discussion required. Open Space: 2. Contribution towards provision of city centre open space/green infrastructure. 3. Contribution required towards outdoor sports provision for any residential element of the proposal. 4. Contribution required towards allotments/growing space for any residential element of the proposal. Heat Networks: 5. Site is within an indicative Heat Network Zone.
50 Argyle Street Site Ref: 7.06.11.	Housing Area (ha): 0.03 Indicative Capacity: 13	Historic Environment: 1. 50 Argyle Street - Building at risk – see Policy 9.2 2. If proposed use is likely to require developer contributions (see Policy 14), early discussion with the Council is required through pre-application (fee exempt). 3. Building located in Glasgow Central Conservation Area. Heat Networks: 4. Site is within an indicative Heat Network Zone. Network of Centres: 4. Located in the City Centre Principle Retail Area. Proposals should contribute to town centre living.

Sites of 9 homes or less (subject to change of capacity at application stage – see Structure of CDP2):

Site Details	Site Reference	Land Use	Area (ha):	Indicative Capacity:
Campbell House, 215 West Campbell Street	HL5218	Housing	0.03	7
15 Elmbank Street	HL5221	Housing	0.02	5
21 Elmbank Street	HL5227	Housing	0.02	5

193-199 Bath Street	HL5174	Housing	0.10	4

3.11: Economic Development

The spatial strategy identifies the location of Glasgow City Centre as a focus for economic development. Glasgow City Centre has 2 Economic Development Areas (EDA) – Glasgow City Innovation District (University of Strathclyde Campus) and Glasgow City Innovation District (International Financial Services District) – covering 38.44 hectares that contribute to the city centre's economy as a primary location for jobs and economic development across the region. There is demand for new, re-purposed, and refurbished Grade A office development in the City Centre and 6 sites covering 3.53 hectares have been identified. Sites are therefore identified for development in this policy.

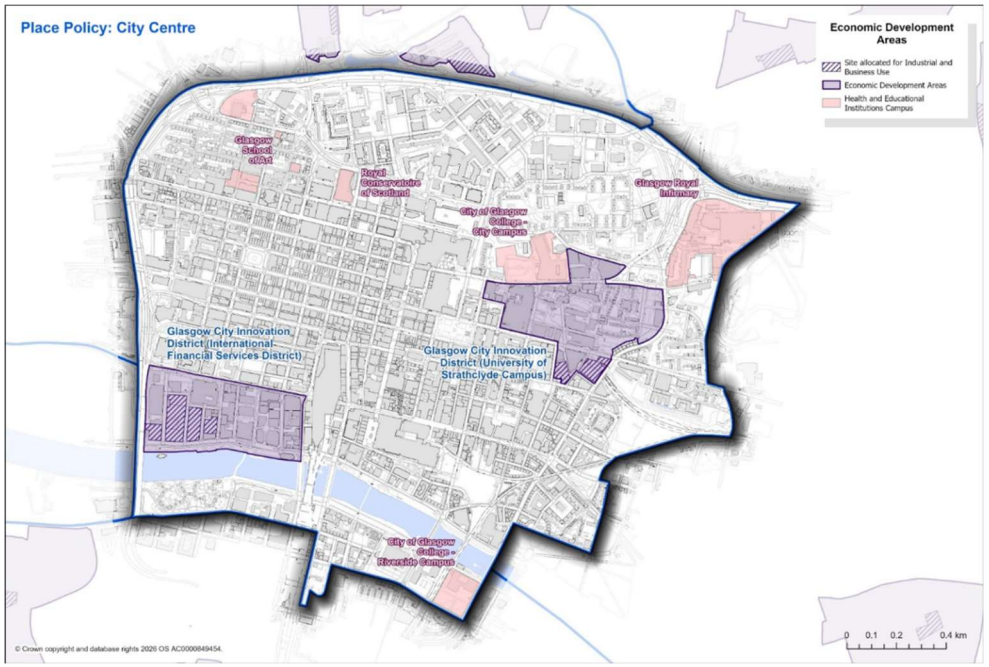


FIGURE 18

Glasgow City Innovation District (Broomielaw)

Context

Internationally-recognised cluster of financial institutions and cleared brownfield land promoted by Scottish Enterprise and others. The location is recognised as part of the Glasgow City Innovation District (GCID) being led by the University of Strathclyde as a global hub for innovation-led growth. The location has a key role in addressing the unmet demand for additional Grade A office and/or lab space.

The location has a mix of traditional sandstone, 20th century, and new buildings, mostly in use as offices and creative sectors but also other ground floor active uses. The built form is of significant massing and height. The location has good transport links and public realm along the waterfront, but older buildings are likely to require investment to enable their transition to net zero including resilience relating to its riverside location.

Policy Requirements:

1. This policy must be read in conjunction with Policy 3.2 Broomielaw and Clyde Place Quay.
2. The Council will continue to support development that would generate additional jobs, particularly where they would: enhance the city centre's attractiveness, at local, metropolitan and international levels, to investment; realise the area's potential to addressing the unmet demand for additional Grade A office and/or lab space, and contribute to creating a sustainable place that people want to live in by integrating new developments with adjacent uses and accommodating a mix of uses within buildings, including active ground floor uses and improved flood-resilient public realm, with a particular focus on improving routes to and from the riverside.
3. Proposals should demonstrate how they positively contribute to the three pillars designed to enrich the inherited features of Glasgow's city centre namely:
   - a Magnetic Experience, by providing more compelling reasons to visit;
   - a welcoming Front Door to Innovation, by supporting the integration of digital, health tech, climate science and creative industries into a mix that converges with established arts, engineering and business sectors; and
   - A Place to Live, by supporting city centre living and the transition to net zero.

Sites

Site Details	Land Use
Land surrounding 39 Washington Street Site Ref: CFS240220	Class 4 (mixed-use) Area (ha): 1.32
Broomielaw / McAlpine Street / Crimea Street / Carrick Street Site Ref: VDL3687	Class 4 (mixed-use) Area (ha): 0.66
North of 200 Broomielaw Site Ref: VDL4028	Class 4 (mixed-use) Area (ha): 0.31
South of 66 Washington Street, "Broomielaw Mills" Site Ref: VDL3629	Class 4 (mixed-use) Area (ha): 0.36

Glasgow City Innovation District (University of Strathclyde)

Context

Key agglomeration of education and innovation functions comprising University of Strathclyde campus, the International Technology and Renewable Energy Zone, and cleared brownfield land promoted by Scottish Enterprise. The location functions as the core of a wider Glasgow City Innovation District (GCID) being lead by the University of Strathclyde as a global hub for innovation-led growth.

The location has a mix of traditional sandstone, 20th century, and new buildings, mostly in use as office, lab space, or for educational purposes (including the student village) and of significant height. The location has excellent transport links and public realm but older buildings are likely to require investment to enable their transition to net zero.

Policy Requirements:

1. The Council will continue to support development that would generate additional jobs, particularly where they would: enhance the city centre's attractiveness, at local, metropolitan and international levels, to investment; realise its unique innovation potential, and contribute to creating a sustainable place that people want to live in.
2. In particular support for Grade A office and/or lab space will be encouraged, including via the re-use, expansion and adaption of existing buildings as well as by the construction of new and replacement buildings where they form part of a phased campus plan. Proposals should demonstrate how they positively contribute to the three pillars designed to enrich the inherited features of Glasgow's city centre namely:
    - a Magnetic Experience, by providing more compelling reasons to visit;
    - a welcoming Front Door to Innovation, by supporting the integration of digital, health tech, climate science and creative industries into a mix that converges with established arts, engineering and business sectors; and
    - A Place to Live, by supporting city centre living and the transition to net zero.
3. Support the retention and reuse of the Building at Risk at:
    a. British Linen Company Bank (former): 215 High Street.

Sites

Site Details	Land Use
West of 215 High Street Site Ref: UCS240279	Class 4, lab space Area (ha): 0.66
South of 121 George Street Site Ref: CfS240225	Class 4, lab space Area (ha): 0.41

Health and Tertiary Education Campuses

The Council will support development proposals on the following campuses in accordance with Policy 17. Economic Development.

a. Glasgow Royal Infirmary
b. Glasgow Dental Hospital (University of Glasgow)
c. University of Strathclyde
d. Glasgow Caledonian University
e. Glasgow School of Art
f. Royal Conservatoire of Scotland
g. City of Glasgow College

3.12: Brownfield Development Opportunities

The following sites are Brownfield Development Opportunities, in accordance with Policy 9, within the City Centre Place Policy, in addition to those sites included within the Areas of Change.

Site Details	Land Use	Site Requirements
St. James Road Site Ref: CfS250032	Brownfield Development Opportunity Area (ha): 1.90	Natural Environment: 1. If loss of trees is justified, compensatory planting will be required, preferably onsite. 2. Deliver improvements for nature in the City Centre. Open Space: 3. Contribution towards provision of city centre open space/green infrastructure. 4. Contribution required towards outdoor sports provision for any residential element of the proposal. 5. Contribution required towards allotments/growing space for any residential element of the proposal. Heat Networks: 6. Site is within an indicative Heat Network Zone.
61 Holland Street, former Old High School Complex Site Ref: VDL4357	Brownfield Development Opportunity Area (ha): 0.85	Historic Environment: 1. Glasgow High School: Lodges - Building at risk – see Policy 9.2 2. If proposed use is likely to require developer contributions (see Policy 14), early discussion with the Council is required through pre-application (fee exempt). 3. Category A listed Buildings located in Glasgow Central Conservation Area. Heat Networks: 4. Site is within an indicative Heat Network Zone.
London Road/ Moir Street Site Ref: HL2980C	Brownfield Development Opportunity Area (ha): 0.61	1. Use of the sit set out in Policy 3.1 Sustainable Transport: 2. Establish an on-site path network that provides a direct pedestrian connection to the path network providing connection to High Street train station and Argyle Street train station. 3. Establish an on-site path network that provides a direct pedestrian connection to the nearest bus stop on Gallowgate Road (A89). 4. Developer contribution towards the delivery of the proposed Parkhead City Way City Network Cycle Route. 5. Developer contribution towards the delivery of the proposed Calton City Link City Network Cycle Route. Open Space: 6. Contribution towards provision of city centre open space. 7. Contribution required towards allotments/growing space. 8. Contribution required towards outdoor sports provision. Water Environment:

		9. SFRA identifies flood risk - FRA required for pluvial flood risk. Molendinar Burn cuvlert runs under west area of site. Policy 17 applies. Network of Centres: 10. Located in The Barras town centre.
University Centre – Cathedral Street/ Martha Street/ North Frederick Street Site Ref: CfS240212	Brownfield Development Opportunity Area (ha): 0.55	Historic Environment: 1. Category B listed Building within wider site. Listed building should be retained and sensitively adapted. Setting of neighbouring listed building(s) should be protected – see Policy 8 and 9. Natural Environment: 2. If loss of trees is justified, compensatory planting will be required, preferably onsite. 3. Deliver improvements for nature in the City Centre. Sustainable Transport: 4. Developer contribution towards the delivery of the proposed Avenue - Mitchell Street/West Nile Street. Open Space: 5. Contribution towards provision of city centre open space/green infrastructure. 6. Contribution required towards outdoor sports provision for any residential element of the proposal. 7. Contribution required towards allotments/growing space for any residential element of the proposal. Heat Networks: 8. Site is within an indicative Heat Network Zone.
58-72 Charlotte Street Site Ref: UCS240182	Brownfield Development Opportunity Area (ha): 0.44	Historic Environment: 1. Category A listed building. Listed building should be retained and sensitively adapted. See Policy 8 and 9. Natural Environment: 1. If loss of trees is justified, compensatory planting will be required, preferably onsite. 2. Deliver improvements for nature in the City Centre. Sustainable Transport: 3. Establish an on-site path network that provides a direct pedestrian connection to the path network providing connection to Argyle Street Train Station. 4. Establish an on-site path network that provides a direct pedestrian connection to the nearest bus stop on London Road (A89). 5. Developer contribution towards the delivery of the proposed Charlotte Street City Network Cycle Route. 6. Developer contribution towards the delivery of the proposed East City Way City Network Cycle Route. Open Space: 7. Contribution towards provision of city centre open space/green infrastructure and/or delivery of the river park. 8. Contribution required towards outdoor sports provision for any residential element of the proposal. 9. Contribution required towards allotments/growing space for any residential element of the proposal. Heat Networks: 10. Site is within East 1 and 2 Indicative Heat Network Zones and connection is expected.

Dial House, 217 Bothwell Street/ William Street Site Ref: CfS240155	Brownfield Development Opportunity Area (ha): 0.37	Natural Environment: 1. Deliver improvements for nature in the City Centre. Open Space: 2. Contribution required towards provision of city centre open space/green infrastructure. 3. Contribution required towards outdoor sports provision for any residential element of the proposal. 4. Contribution required towards allotments/growing space for any residential element of the proposal. Heat Networks: 5. Site is within an indicative Heat Network Zone.
Atrium Court, 50 Waterloo Street Site Ref: CfS240208	Brownfield Development Opportunity Area (ha): 0.25	Historic Environment: Category A listed Building in Glasgow Central Conservation Area. Listed building should be retained and sensitively adapted – see Policy 8 and 9. Open Space: 1. Contribution required towards provision of city centre open space/green infrastructure. 2. Contribution required towards outdoor sports provision for any residential element of the proposal. 3. Contribution required towards allotments/growing space for any residential element of the proposal. Heat Networks: 4. Site is within an indicative Heat Network Zone.
125-145 Holm Street Site Ref: VDL2373	Brownfield Development Opportunity Area (ha): 0.10	Natural Environment: 1. Deliver improvements for nature in the City Centre. 2. If loss of trees is justified, compensatory planting will be required, preferably onsite. Open Space: 3. Contribution towards provision of city centre open space/green infrastructure and/or delivery of the river park. 4. Contribution required towards outdoor sports provision for any residential element of the proposal. 5. Contribution required towards allotments/growing space for any residential element of the proposal. Heat Networks: 6. Site is within an indicative Heat Network Zone.
St Vincent Street Church, 261 St Vincent Street Site Ref: CfS240101	Brownfield Development Opportunity Area (ha): 0.09	Historic Environment: 1. Category A listed Building, Glasgow Central Conservation Area. Listed building should be retained and sensitively adapted – see Policy 8 and 9. Open Space: 2. Contribution required towards provision of city centre open space/green infrastructure. 3. Contribution required towards outdoor sports provision for any residential element of the proposal. 4. Contribution required towards allotments/growing space for any residential element of the proposal. Heat Networks: 5. Site is within an indicative Heat Network Zone.

21-41 Queen Street Site Ref: 5.27.30.	Brownfield Development Opportunity Area (ha): 0.08	Historic Environment: 1. 21-41 Queen Street - Building at risk – see Policy 9.2 2. If proposed use is likely to require developer contributions (see Policy 14), early discussion with the Council is required through pre-application (fee exempt). 3. Building located in Glasgow Central Conservation Area. Setting of neighbouring listed building(s) should be protected. Heat Networks: 4. Site is within an indicative Heat Network Zone. Network of Centres: 5. Located in the City Centre Principal Retail Area.
71 Virginia Street Site Ref: UCS240238	Brownfield Development Opportunity Area (ha): 0.08	Natural Environment: 1. Deliver improvements for nature in the City Centre. Open Space: 2. Contribution required towards provision of city centre open space/green infrastructure. 3. Contribution required towards outdoor sports provision for any residential element of the proposal. 4. Contribution required towards allotments/growing space for any residential element of the proposal. Heat Networks: 5. Site is within an indicative Heat Network Zone. Network of Centres: 6. Located in the City Centre Principal Retail Area.
Clutha Vaults, Stockwell Street Site Ref: CfS240158	Brownfield Development Opportunity Area (ha): 0.07	Natural Environment: 1. Deliver improvements for nature in the City Centre. Open Space: 2. Contribution towards provision of city centre open space/green infrastructure and/or delivery of the river park. 3. Contribution required towards outdoor sports provision for any residential element of the proposal. 4. Contribution required towards allotments/growing space for any residential element of the proposal. Heat Networks: 5. Site is within an indicative Heat Network Zone.
141-143 West Regent Street Site Ref: 5.12.01.	Brownfield Development Opportunity Area (ha): 0.04	Historic Environment: 1. Category B listed Building in Glasgow Central Conservation Area. Listed building should be retained and sensitively adapted – see Policy 8 and 9. Natural Environment: 2. Deliver improvements for nature in the City Centre. Open Space: 3. Contribution required towards provision of city centre open space/green infrastructure. 4. Contribution required towards outdoor sports provision for any residential element of the proposal. 5. Contribution required towards allotments/growing space for any residential element of the proposal. Heat Networks:

		6. Site is within an indicative Heat Network Zone.
168-170 Hope Street Site Ref: 5.09.06.	Brownfield Development Opportunity Area (ha): 0.03	Historic Environment: 1. 168-170 Hope Street - Building at risk – see Policy 9.2 2. If proposed use of building is likely to require developer contributions (see Policy 14), early discussion with the Council is required through pre-application (fee exempt). 3. Category C listed Building located in Glasgow Central Conservation Area. Heat Networks: 4. Site is within an indicative Heat Network Zone. Network of Centres: 5. Located in the City Centre Principle Retail Area.
172 Hope Street (Lion Chambers) Site Ref: 5.09.05.	Brownfield Development Opportunity Area (ha): 0.01	Historic Environment: 1. 172 Hope Street (Lion Chambers)- Building at risk – see Policy 9.2 2. If proposed use of building is likely to require developer contributions (see Policy 14), early discussion with the Council is required through pre-application (fee exempt). 3. Category A listed Building located in Glasgow Central Conservation Area. Heat Networks: 4. Site is within an indicative Heat Network Zone. Network of Centres: 5. Located in the City Centre Principle Retail Area.

Policy 4. North West Glasgow

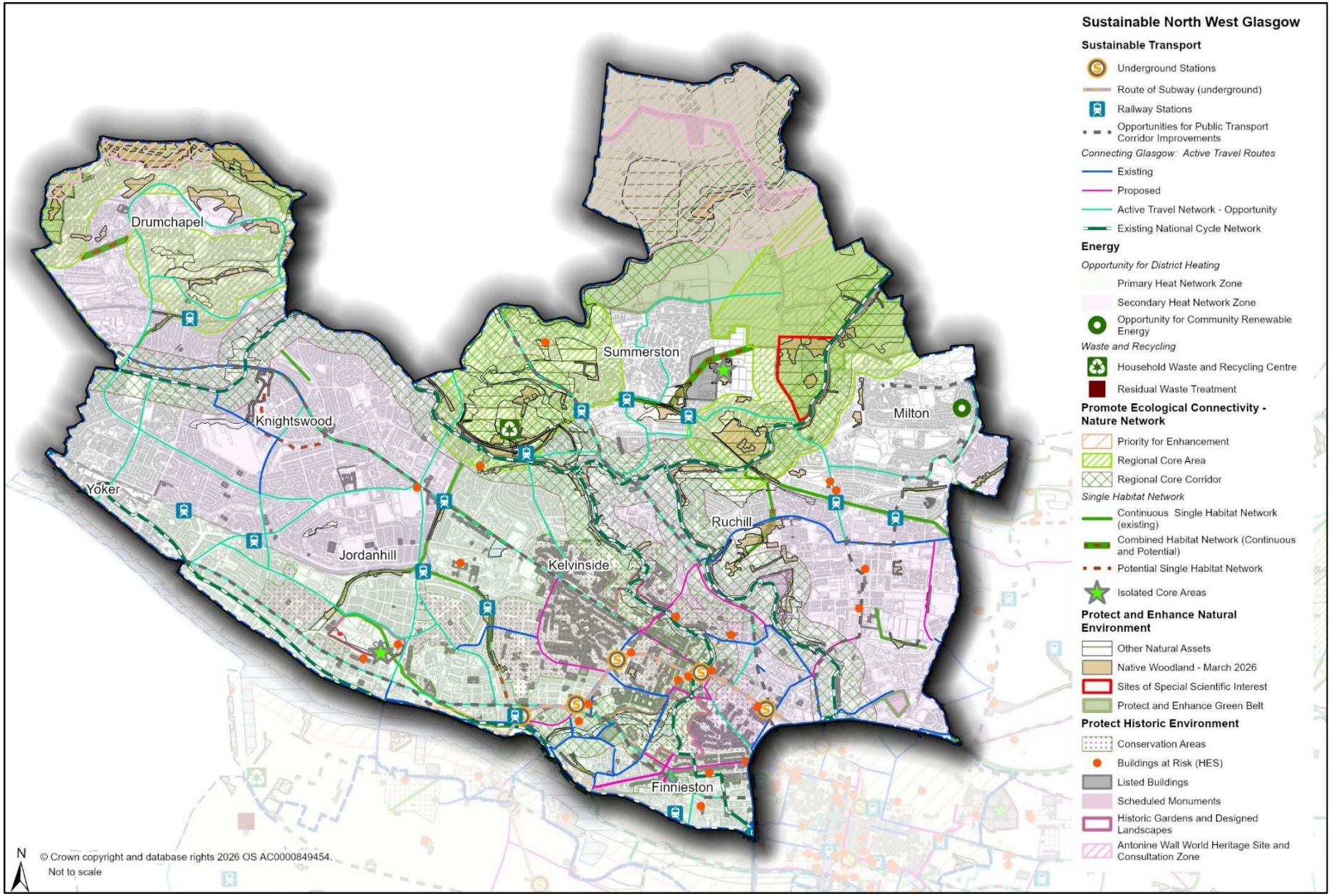
4.1 North West Glasgow Spatial Strategy

Spatial Context

North West Glasgow is shaped by strong contrasts in built form, socio-economic conditions and development opportunities. The policy area extends west and north from the M8 corridor at the edge of the City Centre to the city's northern and western boundary. The neighbourhoods immediately to the north of the city centre are evolving, the subject of the North Glasgow Strategic Development Framework and the majority of Areas of Change within the policy area, representing major housing-led regeneration potential in the area. Moving west the policy area comprises the stable neighbourhoods of the historic west end and its suburbs, with relatively little development potential, with the exception of Finnieston. At the city's most westward extent, the neighbourhood of Drumchapel, a planned estate, is the subject of the Drumchapel Local Development Framework, where significant regeneration opportunities exist.

Delivering the Spatial Objectives in North West Glasgow

The North West Glasgow Spatial Strategy maps and accompanying description identify the existing, proposed and potential sites, locations and connections which will deliver the spatial outcomes and objectives (Policy 1) over a 20-year period to create a sustainable, liveable and productive North West area.


Sustainable North West Glasgow
Sustainable Transport
Underground Stations
Route of Subway (underground)
Railway Stations
Opportunities for Public Transport Corridor Improvements
Connecting Glasgow: Active Travel Routes
Existing
Proposed
Active Travel Network - Opportunity
Existing National Cycle Network
Energy
Opportunity for District Heating
Primary Heat Network Zone
Secondary Heat Network Zone
Opportunity for Community Renewable Energy
Waste and Recycling
Household Waste and Recycling Centre
Residual Waste Treatment
Promote Ecological Connectivity - Nature Network
Priority for Enhancement
Regional Core Area
Regional Core Corridor
Single Habitat Network
Continuous Single Habitat Network (existing)
Combined Habitat Network (Continuous and Potential)
Potential Single Habitat Network
Isolated Core Areas
Protect and Enhance Natural Environment
Other Natural Assets
Native Woodland - March 2026
Sites of Special Scientific Interest
Protect and Enhance Green Belt
Protect Historic Environment
Conservation Areas
Buildings at Risk (HES)
Listed Buildings
Scheduled Monuments
Historic Gardens and Designed Landscapes
Antonine Wall World Heritage Site and Consultation Zone
Drumchapel
Knightswood
Yoker
Jordanhill
Summerston
Kelvinside
Ruchill
Milton
Finnieston
N
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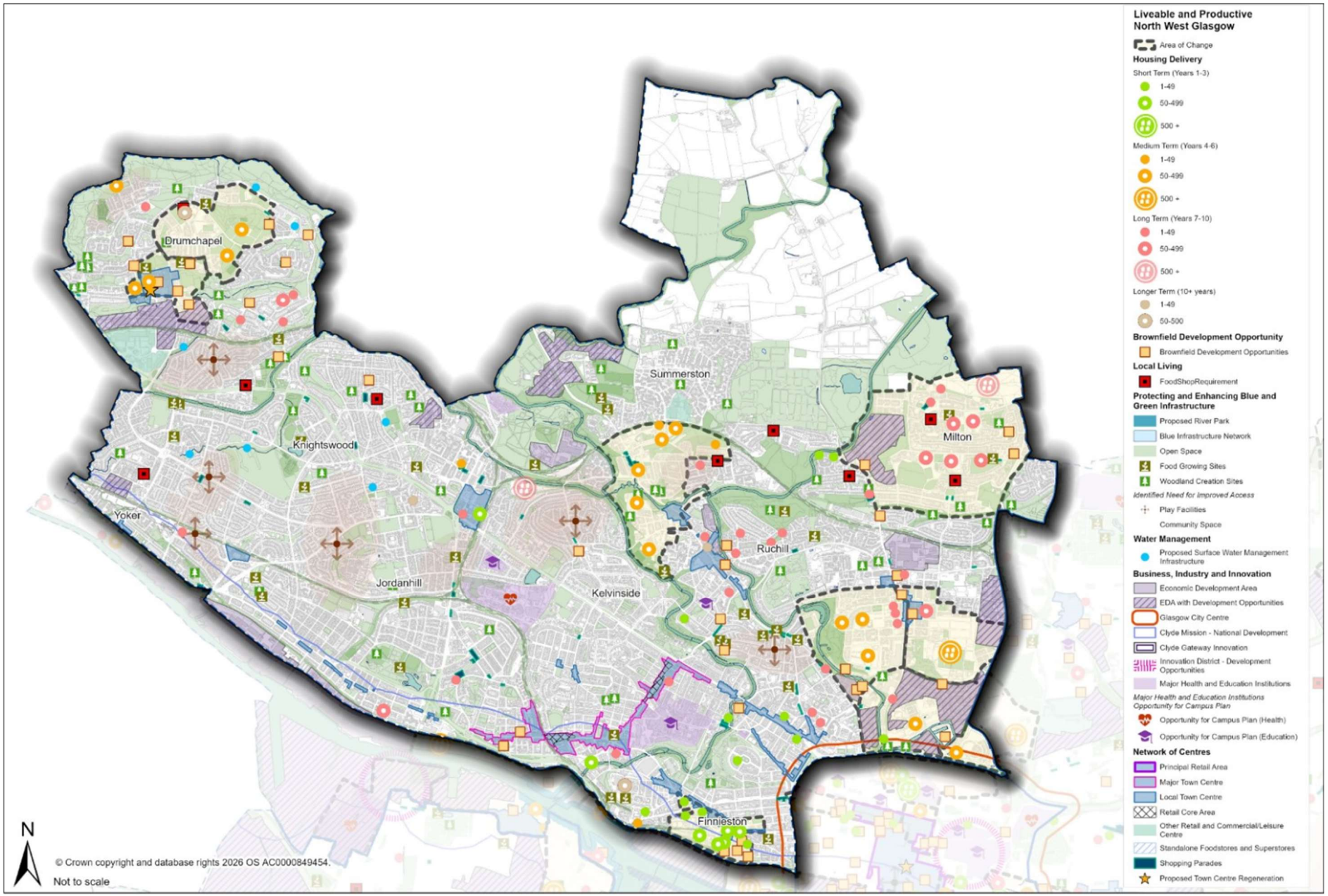
Not to scale

FIGURE


Liveable and Productive North West Glasgow
Area of Change
Housing Delivery
Short Term (Years 1-3)
1-49
50-499
500 +
Medium Term (Years 4-6)
1-49
50-499
500 +
Long Term (Years 7-10)
1-49
50-499
500 +
Longer Term (10+ years)
1-49
50-500
Brownfield Development Opportunity
Brownfield Development Opportunities
Local Living
FoodShopRequirement
Protecting and Enhancing Blue and Green Infrastructure
Proposed River Park
Blue Infrastructure Network
Open Space
Food Growing Sites
Woodland Creation Sites
Identified Need for Improved Access
Play Facilities
Community Space
Water Management
Proposed Surface Water Management Infrastructure
Business, Industry and Innovation
Economic Development Area
EDA with Development Opportunities
Glasgow City Centre
Clyde Mission - National Development
Clyde Gateway Innovation
Innovation District - Development Opportunities
Major Health and Education Institutions
Major Health and Education Institutions Opportunity for Campus Plan
Opportunity for Campus Plan (Health)
Opportunity for Campus Plan (Education)
Network of Centres
Principal Retail Area
Major Town Centre
Local Town Centre
Retail Core Area
Other Retail and Commercial/Leisure Centre
Standalone Foodstores and Superstores
Shopping Parades
Proposed Town Centre Regeneration
Drumchapel
Knightswood
Yoker
Jordanhill
Kelvinside
Summerston
Ruchill
Milton
Finnieston
N
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Not to scale

FIGURE

Sustainable North West

Spatial Objective 2: Nature and Biodiversity Recovery and Restoration

The spatial strategy identifies Nature Networks that promote ecological connectivity. Regional Core Areas are identified at Drumchapel, Summerston and around Possil Loch. Potential combined habitat networks are identified in Drumchapel and Summerston. Potential single habitat networks have been identified to link these parks and those identified as regional core areas above via existing single habitat networks. Isolated core areas are identified at two locations (see Policy 7).

The spatial strategy supports new tree planting in appropriate locations across the policy area. Greenbelt designations on the northern periphery of the place policy exist north of Possil and Summerston and take in the northernmost edge of Drumchapel.

Spatial Objective 4: Energy Efficiency and District Heating

The Spatial Strategy identifies general zones where district heating will be explored. In the North West, opportunities are present across much of the west end particularly between the River Clyde, River Kelvin and Forth and Clyde Canal.

Spatial Objective 5: Renewable Energy Generation, Storage and Distribution

The Community Renewable Energy Framework (CREF) opportunity site at CREF Opportunity Site at Milton is supported.

Spatial Objective 7: Sustainable Transport

The spatial strategy identifies a number of opportunities related to public transport and active travel. Public transport in the North West of the city includes elements of the Glasgow Subway, the suburban railway network and bus route corridors. There are opportunities identified in the plan for bus corridor improvements across the area, following established bus routes which. The proposed active travel routes from the Connecting Glasgow programme have been identified in the spatial strategy and are primarily focused on connecting existing active travel routes through the higher density areas of North West Glasgow.

Spatial Objective 8: Historic Environment

The North West policy area contains a rich and varied historic environment that reflects distinct phases of Glasgow's development, from early settlements and to industrial expansion and planned urban growth. The character and visibility of this heritage varies across the area, reflecting the contrasting roles different neighbourhoods have played in the city's history.

The 'West End' is defined by a concentration of high-quality Victorian and Edwardian neighbourhoods, characterised by well-preserved tenements, civic buildings and mature, planned streetscapes associated with Glasgow's nineteenth-century expansion. Many buildings are listed, and large parts of the area are designated Conservation Areas in recognition of their architectural and historic significance. These historic townscapes are complemented by major civic spaces, including Kelvingrove Park, the Botanic Gardens and Victoria Park, all designated Historic Gardens and Designed Landscapes. Policy 1. Spatial Strategy supports the protection and enhancement of this important historic environment. Development within Conservation Areas must have regard to Topic Policy 8: Historic Environment.

In the north of the city, the historic character is closely linked to the city's industrial past. While much of this historic fabric has been lost through deindustrialisation and population decline, pockets of historic buildings - some listed - remain and continue to define local character and street scale. Former industrial land and buildings across the north have transitioned to new productive use in the form of several business parks and other business and modern industry functions. Several surviving structures successfully adapted for creative, economic and community uses, particularly along the canal corridor. The canal itself is a Scheduled Monument, reflecting its heritage value. The North West Spatial Strategy supports the continued reuse of historic buildings and new development that responds positively to the area's industrial and cultural legacy.

In the outer North West, earlier historic landscapes become more visible, most notably the Antonine Wall UNESCO World Heritage Site. Surviving as earthworks, landscape features and archaeological remains, it marks the northern frontier of the Roman Empire. The Spatial Strategy supports the protection of its Outstanding Universal Value, including its setting across Summerston and Drumchapel. Despite Drumchapel's establishment as a peripheral neighbourhood in the 1950s, remanent of the area's pre urbanisation remain important elements to neighbourhood's character.

Liveable North West

Spatial Objective 10: Brownfield, Vacant and Derelict Land and Empty Buildings

The North West policy area contains 38 buildings and sites allocated as Brownfield Development Opportunities. These have been identified through the plan-making process as having potential for redevelopment. The majority are located with designated Areas of Change and are concentrated in the North of the City and in Drumchapel comprising former sites of industry and previously developed housing sites.

The Council supports the repurposing of vacant buildings and upper floors where there is no longer a demand for the previous use, subject to other the relevant policy tests.

The Council supports the retention and reuse of unallocated Buildings at Risk (see Policy 9.3) at:

Name	Address
Church Street School Swimming Pool (Former) and Janitor's House	35 Church Street
Whiteinch Burgh Hall	35 Inchlee Street
Possil Railway Station (Former)	477- 479 Balmore Road
Acre House	100 Acre Road
Gartnavel Royal Hospital: East House	1053 Great Western Road
Lansdowne Church	416 Great Western Road
Public Conveniences	2 Anniesland Road
10 Great George Street	10 Great George Street
West Steps & Retaining Walls	Kelvinside Terrace
Drill Hall (Former)	138 Berkeley Street
4-6 Melrose Street	02—08 Melrose Street
Partick Curling Club Pavilion	Victoria Park Drive North
Wilton Hall	Rear of 87 Wilton Street
Janefield	49 Otago Street

Spatial Objective 11: Infrastructure First

The Spatial Strategy identifies Drumchapel Health Centre as a Health Infrastructure priority in recognition of existing and projected healthcare demand requirements.

Spatial Objective 12: Housing

The spatial strategy identifies the potential for over 9,000 new homes in North West Glasgow, based on the indicative capacity of sites that have been assessed through the plan making process. The spatial strategy identifies the northern city centre boundary to Milton and portions of the west end adjacent to the river corridor including Finnieston, reflecting the scale and range of opportunities to deliver new homes and support long-term regeneration in these areas. North Glasgow is identified as a high growth area in the longer term (10+ years).

In the short term (1-3 year), a significant number of new homes are anticipated to be delivered in the neighbourhood of Finnieston. Medium term (4 -6 years) housing delivery opportunities are more widespread across the policy area with significant concentrations of housing delivery expected in this term in the north of the city across the neighbourhoods directly north of the city centre and in Maryhill and Drumchapel. Small scale long term (7 – 10 years) housing opportunities are distributed across the policy area.

Spatial Objective 15: Areas of Change

The Spatial Strategy identifies 9 Areas of Change:

Area of Change	Development Profile
Port Dundas	Housing-led, mixed-use regeneration including canalside leisure and creative industry development
Sighthill	Housing-led, mixed-use regeneration
Hamiltonhill	Housing-led, mixed-use regeneration including canalside leisure development
Possilpark	Housing-led, mixed-use regeneration
Maryhill and Wyndford Estate	Housing-led, mixed-use regeneration
Milton	Housing-led regeneration
Drumchapel Town Centre	Town centre regeneration
Central Drumchapel	Housing-led regeneration
Finnieston	Housing-led development

Spatial Objectives 16: Blue and Green Infrastructure

Policy 1 the Spatial Strategy seeks to protect and enhance the vital Blue and Green Infrastructure which comprises a network of formal parks, nature reserves, open spaces and waterways that support a range of activities and climate objectives.

Within the ‘West End’ historic greenspaces such as Kelvingrove Park and Victoria Park are identified as large formal parks whereas in the north of the city, waterways like the River Kelvin and the Forth and Clyde Canal are protected and recognised priorities for enhancement. The Spatial Strategy identifies several areas where there is a lack of

access to multifunctional community spaces and play facilities, including the more suburban neighbourhoods in the West, Maryhill, Anniesland and portions of Drumchapel.

Policy 1 Spatial Strategy promotes opportunities for food growing within several existing open spaces across the North East policy area.

Spatial Objective 16: Water Management

Six sites have been identified for water management infrastructure, four along the Garscadden Burn / Garscadden Burn North, one at the Yoker Burn and one at the Yokermains Burn.

Productive North West

Spatial Objective 20: Business, Industry and Innovation

Policy 1 Spatial Strategy recognises a number of Economic Development Areas across the North West which are spread relatively evenly across the area. There are a number of sites.

The following EDAs have allocated sites:

- Anniesland Business Park
- Balmore Industrial Estate
- Cowlairs Industrial Estate
- Craighall, Port Dundas and M8 Food Park
- Drumchapel
- Gartnavel General Hospital
- GRID (University of Glasgow)
- New Albion Industrial Estate
- Payne Street
- Spiers Locks
- West of Scotland Science Park

The Spatial Strategy identifies opportunities for Health Campus Plans at:

- Gartnavel Hospital
- Stobhill Hospital
- Yorkhill West Glasgow Ambulatory Care Hospital

Opportunities for Education Campus plans are identified Gartnavel Hospital Campus at:

- University of Glasgow - Gilmorehill (West End) and secondary campus at Garscube (Maryhill)
- Glasgow Clyde College

Spatial Objective 21: Town Centres

Policy 1 Spatial Strategy supports a network of centres across the North West. Most of the town centres in the North West are tenemental in nature and most food shops are identified as being within or adjacent to the historic high street town centres. The Spatial Strategy identifies proposed Town Centre Regeneration at Drumchapel.

The Spatial Strategy identifies a range of locations in the North West that have an identified need for food shopping. These tend to be within the periphery of the city in lower density neighbourhoods.

North West Place Policy Requirements

The following policy requirements apply for all development proposals located within Policy 4: North West Place Policy area.

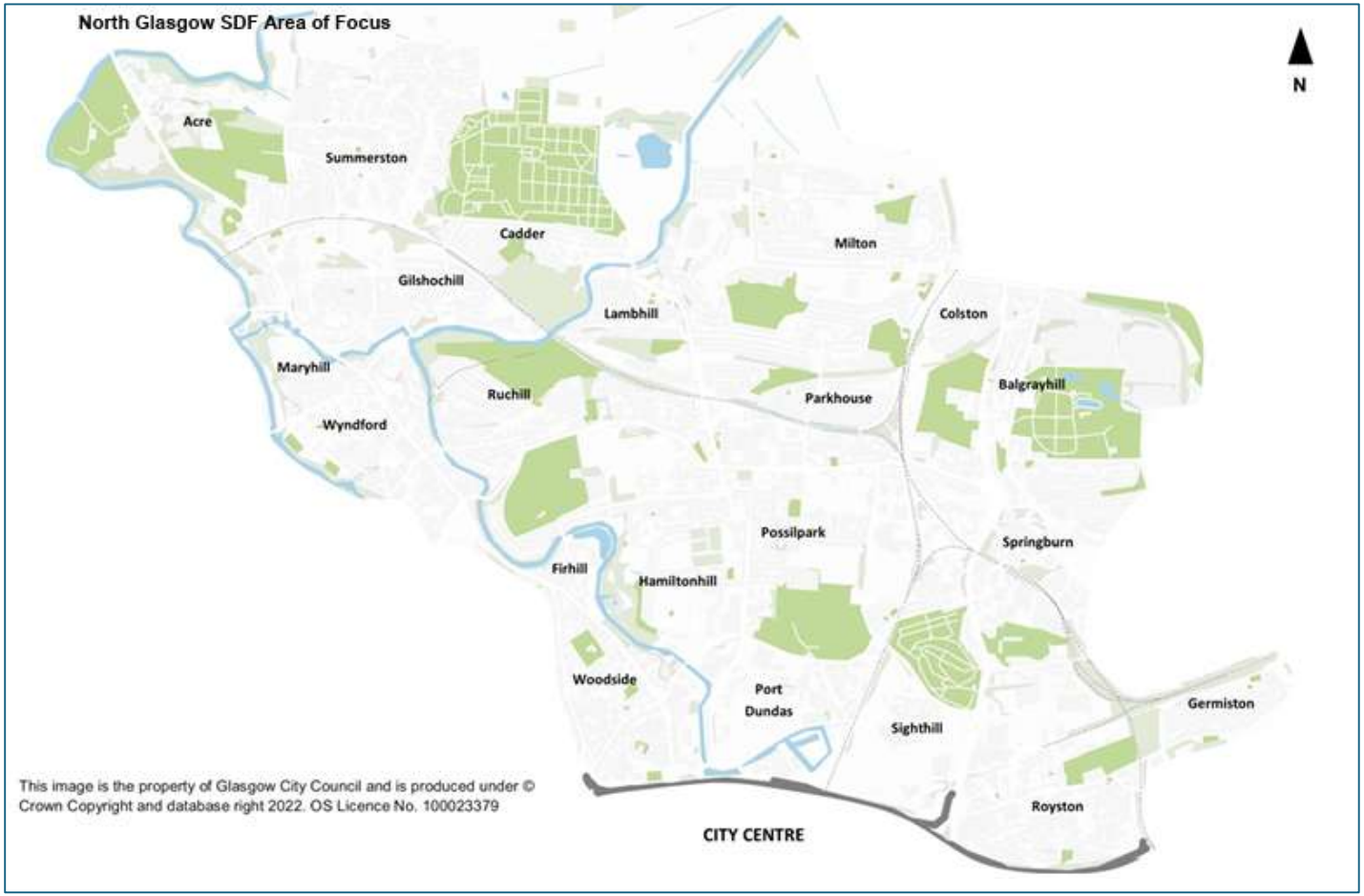
Development proposals will:

a) **Strategic Development Frameworks (SDF) and Local Development Frameworks (LDF)**

Within the North West Glasgow Place Policy area, there are 2 SDFs and 1 LDF.

<u>North Glasgow Strategic Development Framework</u>

The North Glasgow Strategic Development Framework sets out a long-term vision to support the regeneration and transformation of North Glasgow into a healthy, high-quality and sustainable place in which to live, work and visit. It seeks to unlock the area's significant development potential, build on major regeneration programmes and strengthen the role of North Glasgow within the wider city. The framework promotes housing-led regeneration to support population growth, improved neighbourhood vitality and a more balanced mix of uses, while bringing vacant and underused land back into productive use. The SDF places particular importance on improving place quality and environmental performance, prioritising a strong green network, enhanced public realm and development that responds positively to climate resilience, biodiversity and health and wellbeing objectives.

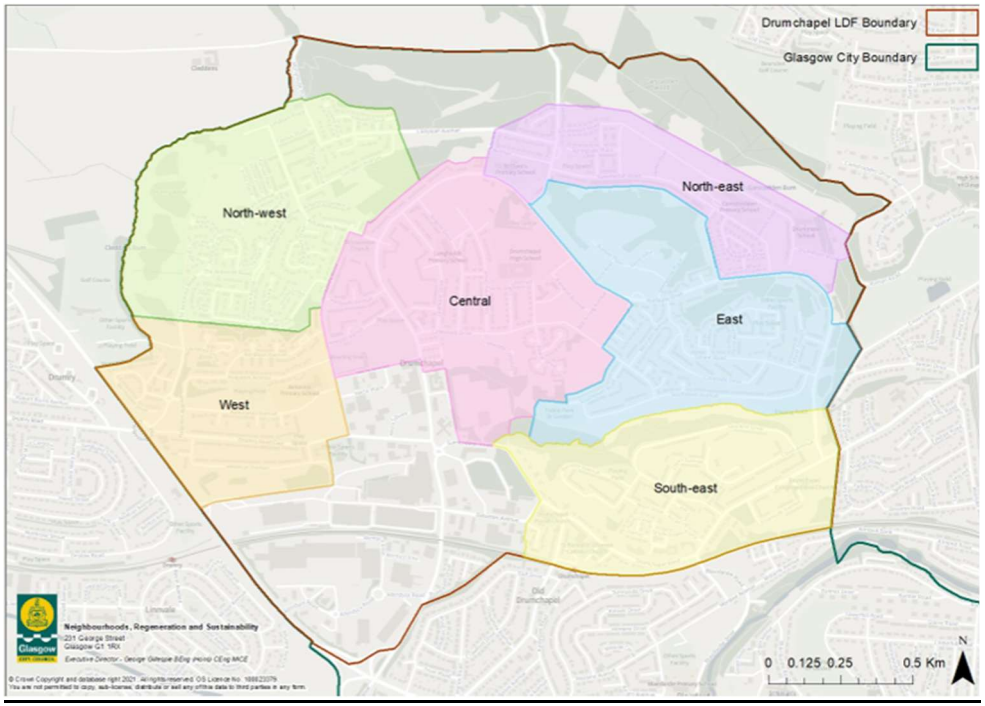


FIGURE

CDP2 identifies six Areas of Change within the North Glasgow Strategic Development Framework: 4.2 Port Dundas, 4.3 Sighthill, 4.4 Hamiltonhill, 4.5 Possilpark, 4.6 Maryhill and Wyndford Estate and 4.7 Milton. The North Glasgow SDF should be read in conjunction with these Areas of Change.

Drumchapel Local Development Framework

The Drumchapel Local Development Framework sets out a long-term vision to support the regeneration of Drumchapel as a pleasant, well-connected and sustainable place in which to live, work and visit. The framework supports housing-led regeneration to stabilise and grow population, promote a more diverse mix of homes and bring vacant and underused land back into productive use. CDP2 identifies two Areas of Change within the Drumchapel Local Development Framework: 4.8 Drumchapel Town Centre and 4.9 Central Drumchapel. The Drumchapel LDF should be read in conjunction with these Areas of Change.



FIGURE

Govan And Partick Strategic Development Framework

The River Clyde Development Corridor SDF sets out the regeneration potential of the river from the tidal weir to the western most city boundary at Yoker. The SDF has the overarching aim of integrating the river into the city's-built environment and creating a successful and attractive waterfront.

Wherever possible, projects and priorities from these documents have been integrated into the CDP2 Spatial Strategy. Proposals for development in SDF or LDF areas should additionally refer to the relevant area framework when applying for planning permission.

FIGURE

b) Local Place Plans

Local Place Plans have been produced by communities in North West Glasgow. Local Place Plans are a material consideration in the planning application process. The Local Place Plans should therefore be considered as part of any development proposals within the Local Place Plans' boundary.

The following Local Place Plans were registered and therefore considered in producing Policy 4. North West Glasgow:

- Anderston
- Broomhill

North West Glasgow – Areas of Change

4.2 Port Dundas

[Insert placemaking map and Infographic overview of development potential of area of change (numbers of houses etc)]

Vision

Port Dundas will continue to evolve into a sustainable mixed-use neighbourhood where established industrial activity sits alongside a growing creative sector, new homes, and canal-based leisure uses. Public realm and access improvements across the area will help create a more attractive, people-friendly environment. A vibrant mix of leisure spaces, cafés, and restaurants along the canal will transform it into a distinctive local asset for residents and visitors to enjoy.

Context for Change

Port Dundas emerged in the late 1700s as the terminus of the Glasgow branch of the Forth and Clyde Canal. It developed rapidly into a key industrial centre, linking with the Monkland Canal and playing an important role in Glasgow's rapid expansion during the Industrial Revolution. By the mid-20th century, however, the decline of traditional industry, the closure of the canal, and the construction of the M8 motorway had a significant impact on the area. These changes left Port Dundas facing dereliction and urban decline, while the motorway created a physical barrier that separated the area from the city centre.

Port Dundas continues to experience ongoing connectivity and public realm challenges. Investment is needed to deliver safer, more accessible walking, wheeling, and cycling routes that connect key destinations within the neighbourhood, including the Pinkston sports hub and the canal towpath. Improving crossings across the M8 will be critical to reducing its barrier effect and improving links between the area and the city centre.

In response, significant progress is being made to re-establish Port Dundas as a vibrant neighbourhood that supports urban living, alongside a growing creative and leisure economy. The most substantial development opportunity in the area is the partially delivered Dundashill development, which is introducing high-density, design-led housing. The Council continues to support the delivery of future phases, which will deliver further housing and small-scale shopping and community facilities.

The North Canal Bank St / Vinter St site represents the remaining undeveloped component of the wider Dundashill masterplan on the former Port Dundas Distillery site. As a major mixed-use development opportunity at the heart of Port Dundas, the site is expected to deliver significant new housing alongside supporting uses. Its scale and prominence require a design approach that contributes positively to the regeneration of Port Dundas and reflects the area's industrial heritage.

To support a successful neighbourhood, the development is expected to incorporate a range of integrated facilities, including commercial spaces, accessible open space, and urban sports provision, ensuring that new residents have the services and social infrastructure needed for everyday life. The site's central location provides an opportunity to repair the fragmented urban form by establishing a coherent street network that strengthens connections between Port Dundas, surrounding neighbourhoods, and the city centre. Development must maximise accessibility to the canal front and deliver social and environmental benefits through high-quality, publicly accessible open spaces on the canal banks.

Policy Requirements

Development proposals will:

1. Take into account the North Glasgow Strategic Development Framework and City Centre Strategic Development Framework.
2. Improve active travel routes by enhancing pedestrian and cycle connections within Port Dundas and improve links to the city centre and to the Canal.
3. Strengthen Speirs Locks as a creative hub by supporting development that reinforces its cultural role.
4. Support canal-side leisure uses by enabling new or improved leisure facilities, including cafés, restaurants, and other complementary activities along the Canal.
5. Support and enhance the local shopping facilities at Round Toll.
6. Enhance the Canal environment through high-quality public realm upgrades and improved access and connectivity with surrounding development to enhance leisure opportunities.
7. Integrate new open space at Pinkston Basin by ensuring proposals contribute to creating accessible, high-quality canal-side open space.
8. Improve the M8 green corridor by enhancing landscape quality and upgrading adjacent open spaces to strengthen environmental and recreational value.
9. At North Canal Bank St/Vinter St, take a design-led approach to development that focuses on ensuring that new residents have the services and social infrastructure needed for everyday life.
10. Draw on the area's history industrial heritage through creative design, materials and public art that enhances the area's unique qualities.
11. Demonstrably contribute to the delivery of the projects, priorities and principles set out in the Ruchill to Cowlairs Liveable Neighbourhoods Stage 1 Report, in a proportionate and appropriate manner. Including contribution to the delivery of the following projects:
    - Civic Street Sustainability Hub
    - Pinkston Placemaking
    - Pinkston Road Traffic Calming
    - Borron Street Connection
12. Take into account Policy 4.13 for Craighall, Port Dundas and M8 Food Park, Spiers Locks and Payne Street Economic Development Area.

Port Dundas Sites

Site Details	Land Use	Site Requirements
North Canal Bank Street/ Vintner Street, Port Dundas Site Ref: HL4730A	Housing Area (ha): 7.02 Indicative Capacity: 344	1. Site to be delivered in accordance with the Port Dundas masterplan approved by the Council via the planning consent. Natural Environment: 2. If loss of trees is justified, compensatory planting will be required, preferably onsite. 3. Protect, manage and augment existing Nature Network (Core Corridor).

		Sustainable Transport: 4. Financial contribution towards the delivery of Connecting Glasgow active travel infrastructure required. 5. Establish a safe, inclusive, attractive and integrated on-site movement network, enabling direct pedestrian connections to the nearest bus stops on Craighall Road. 6. Enhance walking and cycling connections to, from and within the site, providing legible and pedestrian friendly connections between the site and existing active travel infrastructure along the canal. Open Space: 7. Contribution towards meeting the Accessibility Standard. 8. Contribution required towards allotments/growing space. 9. Contribution required towards outdoor sports provision. Heat Networks: 10. Site is within an indicative Heat Network Zone.
High Craighall Road Site Ref: HL1315	Housing Area (ha): 0.27 Indicative Capacity: 34	Natural Environment: 1. Retention of some open space with enhanced biodiversity function. Potential woodland site. Community Facilities: 2. Site identified as lacking access to food shop, see Policy 19.11. Sustainable Transport: 3. Financial contribution towards the delivery of Connecting Glasgow active travel infrastructure required. Open Space: 4. Contribution towards meeting the Accessibility Standard. 5. Contribution required towards allotments/growing space. 6. Contribution required towards outdoor sports provision. Heat Networks: 7. Site is within an indicative Heat Network Zone.
Pinkston Basin, North Canal Bank Street Site Ref: VDL499	Brownfield Development Opportunity Area (ha): 1.68	Historic Environment: 1. Located within the Glasgow Branch of the Forth and Clyde Canal, a scheduled monument. Refer to scheduling document. Scheduled Monument Consent may be required. Consideration needed for effect on the setting of any development on scheduled monument – See Policy 8 and 9. Natural Environment: 2. Protect, manage and augment existing Nature Networks (grassland and woodland). Whilst the site lies outwith the woodland network as mapped it is in a key location for a woodland stepping stone to link other elements. 3. Priority area for increasing tree canopy - opportunities for tree planting should be identified. Sustainable Transport 4. If redevelopment of site constitutes a development type and scale identified in Policy 14.1 as requiring active travel developer contributions. A financial contribution towards the delivery of Connecting Glasgow active travel infrastructure will be required.

		5. Enhance walking and cycling connections to, from and within the site, providing legible and pedestrian friendly connections between the site and existing active travel infrastructure along the canal, including new bridge connections where appropriate. Open Space: 6. If residential proposed, contribution towards meeting the Accessibility Standard. 7. If residential proposed, contribution required towards allotments/growing space. 8. If residential proposed, contribution required towards outdoor sports provision. Heat Networks: 9. Site is within an indicative Heat Network Zone.
Masterton Street/ Keppochhill Road Site Ref: VDL513	Brownfield Development Opportunity Area (ha): 0.09	Natural Environment: 1. Priority area for increasing tree canopy - opportunities for tree planting should be identified. 2. If loss of trees is justified, compensatory planting will be required, preferably onsite. Open Space: 3. If residential proposed, contribution towards meeting the Accessibility Standard. 4. If residential proposed, contribution required towards allotments/growing space. 5. If residential proposed, contribution required towards outdoor sports provision. Heat Networks: 6. Site is within an indicative Heat Network Zone.

Sites of 9 homes or less (subject to change of capacity at application stage – see Structure of CDP2):

Site Details	Site Reference	Land Use	Area (ha):	Indicative Capacity:
2 Speirs Wharf, Canal House	HL5170	Housing	0.09	4

4.3 Sighthill

[Insert placemaking map and Infographic overview of development potential of area of change (numbers of houses etc)]

Vision

The Sighthill Transformational Regeneration Area will reshape Sighthill into a vibrant, sustainable, and well-connected urban neighbourhood, distinguished by a strong sense of place and a design-led approach that delivers a series of high-quality environments.

Context for Change

Sighthill emerged as an urban neighbourhood following extensive inner-city housing clearances. Built in the 1960s as part of the Springburn Comprehensive Development Area, it comprised high-rise towers and mid-rise maisonettes. Over time, ageing buildings, poor construction standards, and limited investment led to declining conditions and reduced occupancy. This ultimately resulted in large-scale demolition, creating the opportunity for major regeneration of the area. Through the regeneration programme headed under the multi-agency Transformational Regeneration Area (TRA) Sighthill is now being reimagined as a renewed and sustainable neighbourhood.

The area will benefit from excellent active-travel links to surrounding communities, alongside the unique advantage of immediate access to the city centre. Building on significant recent regeneration—including new homes, enhanced public spaces, improved canal access, a new school campus, and the landmark Sighthill Bridge—the neighbourhood will continue to evolve into a dense, mixed-use community supported by high-quality public realm and open spaces. A new neighbourhood centre will bring together local services, shops, and community facilities, ensuring that everyday needs are easily met within a walkable, well-connected environment. The Sighthill TRA programme has already delivered significant strategic infrastructure, including the Sighthill Bridge, which has provided an attractive gateway between the neighbourhood and the city centre. Public realm enhancements have improved access to the canal, while the redesigned Sighthill Park, new school and community campus, and new homes have established the foundations of a revitalised, sustainable neighbourhood. Sighthill currently experiences poor public transport connectivity, a coordinated approach to address this issue in future development is required.

Policy Requirements

The Council supports the continued delivery of the Sighthill Masterplan. Within the masterplan area and within it, expects new development to secure:

1. More than 1,000 new homes with enhanced public realm features, active travel improvements at densities that support sustainable urbanism.
2. Access to key services through a design-led approach that creates and attractive, well-connected neighbourhood centre, integrating local shopping facilities, commercial space and high-quality public realm.

Development proposals will:

1. Take into account the North Glasgow Strategic Development Framework and City Centre Strategic Development Framework.

2. Demonstrate cognisance of the principles of the Sighthill TRA masterplan.
3. Improve active travel routes by enhancing pedestrian and cycle connections within Sighthill and improving connectivity to neighbouring communities to the north, east and west.
4. Improve the M8 green corridor by enhancing landscape quality and upgrading adjacent open spaces to strengthen environmental and recreational value.
5. Improve Public Transport Accessibility by taking a coordinated approach to public transport provision, including the convenient placement of bus stops, and the creation of direct, well-lit and safe walking routes to public transport services.
6. Contribute to the creation of an accessible local focal point through the provision of appropriate commercial spaces and neighbourhood shopping facilities that meet day-to-day community needs.

Sighthill Sites

Site Details	Land Use	Site Requirements
Pinkston Drive/ Sighthill Avenue, Sighthill TRA (Northbridge) Site Ref: CfS240173	Housing Area (ha): 13.34 Indicative Capacity: 1100	1. Site to be delivered in accordance with the Sighthill TRA masterplan approved by the Council via the planning consent. Natural Environment: 2. Significant site. Protect, manage and augment Nature Networks (woodland and wetland), would ideally deliver additional habitats. 3. If loss of trees is justified, compensatory planting will be required, preferably onsite. Sustainable Transport: 4. Financial contribution towards the delivery of Connecting Glasgow active travel infrastructure required. 5. Incorporate comprehensive bus priority measures and ensure the provision of accessible, conveniently located bus stops on site. 6. Establish a safe, inclusive, attractive and integrated on-site movement network, enabling direct pedestrian connections to on-site bus stops and existing bus stops on Springburn Road. 7. Enhance walking and cycling connections to, from and within the site, providing legible and pedestrian friendly connections between the site and existing active travel infrastructure, including the adjacent Sighthill City Link route. Open Space: 8. Contribution towards the maintenance of the new Sighthill Park. 9. Contribution required towards allotments/growing space unless this is to be provided on site. 10. Contribution required towards outdoor sports provision. Heat Networks: 11. Site is within an indicative Heat Network Zone.

Sighthill Circus, Sighthill TRA (Northbridge) Site Ref: UCS240212	Housing Area (ha): 1.08 Indicative Capacity: 350	1. Site to be delivered as housing and in accordance with the Sighthill TRA masterplan approved by the Council via the planning consent. Natural Environment: 2. If loss of trees is justified, compensatory planting will be required, preferably onsite. Sustainable Transport: 3. Financial contribution towards the delivery of Connecting Glasgow active travel infrastructure required. 4. Enhance walking and cycling connections to, from and within the site, providing legible and pedestrian friendly connections between the site and existing active travel infrastructure, including routes along Canal and the adjacent Sighthill City Link route. Open Space: 5. Contribution towards the maintenance of the new Sighthill Park. 6. Contribution required towards allotments/growing space unless this is to be provided on site. 7. Contribution required towards outdoor sports provision. Heat Networks: 8. Site is within an indicative Heat Network Zone.

4.4: Hamiltonhill

[Insert placemaking map and Infographic overview of development potential of area of change (numbers of houses etc)]

Vision

Hamiltonhill is envisioned as an inclusive and sustainable neighbourhood with a substantially increased residential population. Delivery of the Hamiltonhill Masterplan will provide high-quality new housing, accompanied by significant improvements to the public realm. Collectively, these interventions will address long-standing environmental challenges associated with vacant and derelict land, supporting the development of a thriving and resilient community. Residential areas will benefit from convenient access to local facilities and services within a revitalised Possilpark Town Centre, alongside enhanced active travel connections throughout the neighbourhood and improved access to the Forth and Clyde Canal and Claypits Local Nature Reserve.

Context for Change

Hamiltonhill is a neighbourhood with a strong cultural and industrial heritage. Historically, the area was defined by the industrial economy emanating from its proximity to the Glasgow branch of the Forth and Clyde Canal. Municipal housebuilding took place from the 1920s which were subsequently demolished, leaving large amounts of vacant and derelict land across the area. More recently, major residential development has been delivered through the Hamiltonhill Masterplan, a large-scale housing-led regeneration plan. The development will transform the area by delivering approximately 650 mixed-tenure homes, alongside high-quality open spaces and play facilities, new local facilities and enhancements to the natural environment will support the repopulation of the area and improve physical connections within the neighbourhood, including to Possilpark Town Centre. Together, these interventions will help re-establish Hamiltonhill as a well-functioning and sustainable neighbourhood.

The Forth and Clyde Canal and the adjacent Claypits Local Nature Reserve (LNR) provide significant open space, valuable biodiversity, and improved access to the canal corridor. Future development should establish direct and coherent connections to, and enhance access to, these key neighbourhood assets where possible. Opportunities for brownfield redevelopment and building renovation along the canal at Applecross Wharf offer the potential to build on the success of the Claypits LNR.

To ensure the long-term success of regeneration at Hamiltonhill, it is vital that the new development is well-integrated with the wider Hamiltonhill neighbourhood and surrounding areas. In particular, establishing coherent and accessible active travel routes between the Masterplan area and Possilpark Town Centre is essential. These connections will provide residents with convenient access to local amenities and services, while also supporting the vitality of the town centre through increased footfall and community interaction.

Policy Requirements

Development proposals will:

1. Take into account the North Glasgow Strategic Development Framework.
2. Enhance active travel connections between Possilpark Town Centre and adjacent residential areas of Hamiltonhill and Possilpark.
3. Deliver high-quality public realm improvements within Possilpark Town Centre.
4. Provide neighbourhood-level facilities within the area to support the anticipated population increase resulting from planned housing development.
5. Improve the public realm along Keppochhill Road, Hawthorn Street, and Pinkston Road, including opportunities aligned with the Active Travel City Network proposals for these routes.
6. Integrate accessible, well-designed open space that serves the wider community.
7. Improve access to the Canal and the Claypits Local Nature Reserve, strengthening connections to these key recreational and environmental resources.
8. Support and enhance the canal's leisure role, ensuring it continues to function as an important recreational asset.
9. Develop Applecross Basin as a canal leisure-led, mixed-use hub, creating an attractive gateway between Woodside and the wider north of the city.
10. Encourage local employment-generating uses, particularly where they draw upon and celebrate the heritage of the canal. Opportunities for education, training, and skills development will also be supported at this location.
11. Demonstrably contribute to the delivery of the projects, priorities and principles set out in the Ruchill to Cowlairs Liveable Neighbourhoods Stage 1 Report, in a proportionate and appropriate manner. Including contribution to the delivery of the following projects:
    - Hamiltonhill Placemaking
    - Animating Saracen Street
14. Support the retention and reuse of Buildings at Risk (see Policy 9.3) at:
    - Askit Factory (former): 93 Saracen Street
15. Take into account Policy 4.13 for Oakbank Industrial Estate Economic Development Area.

Hamiltonhill Sites

Site Details	Land Use	Site Requirements
Applecross Wharf Site Ref: CfS240227	Brownfield Development Opportunity Area (ha): 1.77	Historic Environment: 1. Located within the Glasgow Branch of the Forth and Clyde Canal, a scheduled monument. Refer to scheduling document. Scheduled Monument Consent may be required. Consideration needed for effect on the setting of any development on scheduled monument. Development area also contains Category B listed Building. Listed building should be retained and sensitively adapted. Setting of listed building should also be protected – See Policy 8 and 9. Natural Environment: 2. Nature Network Core Corridor. Protect, manage and augment Nature Networks (woodland, grassland and wetland).

		3. Site design should avoid key characteristics of interest within the Local Nature Conservation Site Sustainable Transport: 4. If redevelopment of site constitutes a development type and scale identified in Policy 14.1 as requiring active travel developer contributions. A financial contribution towards the delivery of Connecting Glasgow active travel infrastructure will be required. 5. Establish a safe, inclusive, attractive and integrated on-site movement network, enabling direct pedestrian access to the adjacent Claypits Local Nature Reserve and the creation of direct pedestrian connections to the nearest bus stops on Possil Road. 6. Enhance walking and cycling connections to, from and within the site, providing legible and pedestrian friendly connections between the site and existing active travel infrastructure, This should include an upgraded active travel route alongside the canal to enable continuous movement along the north bank of the Canal, and the provision of a direct connection to the Claypits Footbridge, improving access to existing active travel infrastructure on Garscube Road via the Garscube Link. Open Space: 7. If residential proposed, contribution towards meeting the Quality Standard at Dartford St/Denham St. 8. If residential proposed, contribution required towards outdoor sports provision. 9. If residential proposed, contribution required towards allotments/growing space. Heat Networks: 10. Site is within an indicative Heat Network Zone.
Bairds Brae East Site Ref: CfS240228	Brownfield Development Opportunity Area (ha): 0.41	Historic Environment: 1. Located within the Glasgow Branch of the Forth and Clyde Canal, a scheduled monument. Refer to scheduling document. Scheduled Monument Consent may be required. Consideration needed for effect on the setting of any development on site – See Policy 8 and 9. Natural Environment: 2. Nature Network Core Corridor. Protect, manage and augment Nature Networks (woodland, grassland and wetland). 3. If loss of trees is justified, compensatory planting will be required, preferably onsite. Sustainable Transport: 4. If redevelopment of site constitutes a development type and scale identified in Policy 14.1 as requiring active travel developer contributions. A financial contribution towards the delivery of Connecting Glasgow active travel infrastructure will be required. 5. Establish a safe, inclusive, attractive and integrated on-site movement network, enabling direct pedestrian connections to the nearest bus stops on Possil Road. Open Space: 6. If residential proposed, contribution towards meeting the Quality Standard at Grovepark St/Cedar St. 7. If residential proposed, contribution required towards outdoor sports provision. 8. If residential proposed, contribution required towards allotments/growing space. Heat Networks:

		9. Site is within an indicative Heat Network Zone.
Auckland Street, Hamiltonhill Site Ref: HL2982C	Housing Area (ha): 1.26 Capacity: 58	1. Site to be delivered in accordance with the Hamiltonhill masterplan approved by the Council via the planning consent. Natural Environment: 2. If loss of trees is justified, compensatory planting will be required, preferably onsite. Sustainable Transport: 3. Financial contribution towards the delivery of Connecting Glasgow active travel infrastructure required. 4. Establish a safe, inclusive, attractive and integrated on-site movement network, enabling direct pedestrian connection to the nearest bus stops on Bardowie Street. Open Space: 5. Contribution required for outdoor sports provision. 6. Contribution required for allotments/growing space. Heat Networks: 7. Site is within an indicative Heat Network Zone.
Ellesmere Street, former Westercommon Primary School, Hamiltonhill Site Ref: HL4176B	Housing Area (ha):0.86 Capacity: 60	1. Site to be delivered in accordance with the Hamiltonhill masterplan approved by the Council via the planning consent. Natural Environment: 2. If loss of trees is justified, compensatory planting will be required, preferably onsite. Sustainable Transport: 3. Financial contribution towards the delivery of Connecting Glasgow active travel infrastructure required. 4. Establish a safe, inclusive, attractive and integrated on-site movement network, enabling direct pedestrian access to the adjacent Claypits Local Nature Reserve and direct pedestrian connections to the nearest bus stops on Wester Common Road. Open Space: 5. Contribution required for outdoor sports provision. 6. Contribution required for allotments/growing space. Heat Networks: 7. Site is within an indicative Heat Network Zone.
Ellesmere Street/ Caldarvan Street, Hamiltonhill Site Ref: HL4662A	Housing Area (ha): 6.69 Capacity: 348	1. Site to be delivered in accordance with the Hamiltonhill masterplan approved by the Council via the planning consent. Natural Environment: 2. If loss of trees is justified, compensatory planting will be required, preferably onsite. Community Facilities: 3. Site identified as lacking access to food shop, see Policy 19.11. Sustainable Transport: 4. Financial contribution towards the delivery of Connecting Glasgow active travel infrastructure required.

		5. Establish a safe, inclusive, attractive and integrated on-site movement network, enabling direct pedestrian connections to the nearest bus stops on Possil Road. 6. Enhance walking and cycling connections to, from and within the site, providing legible and pedestrian friendly connections between the site and existing active travel infrastructure along the canal and proposed Connecting Glasgow Woodside City Link Route along Possil Road. 7. Ensure existing streets are improved with wider footways, traffic speed reduction, accessibility priorities and street greening. Open Space: 8. Contribution required for outdoor sports provision. 9. Contribution required for allotments/growing space. Heat Networks: 10. Site is within an indicative Heat Network Zone.
32 Carbeth Street, former Possilpark Secondary School Site Ref: VDL2802	Housing Area (ha): 0.55 Capacity: 28	Natural Environment: 1. Priority area for increasing tree canopy - opportunities for tree planting should be identified. Sustainable Transport: 2. Financial contribution towards the delivery of Connecting Glasgow active travel infrastructure required. 3. Improve pedestrian access to Saracen Street through the provision of an enhanced gateway connection between Carbeth Street and Allander Street, enabling a direct and convenient pedestrian route to the nearest bus stops on Saracen Street. Open Space: 4. Contribution towards meeting the Accessibility Standard. 5. Contribution towards outdoor sports provision. 6. Contribution required towards allotments/growing space. Heat Networks: 7. Site is within an indicative Heat Network Zone.
35 Bairds Brae Site Ref: VDL4213	Brownfield Development Opportunity Area (ha): 0.46	Natural Environment: 1. Nature Network Core Corridor. Protect, manage and augment Nature Networks (woodland, grassland and wetland). 2. If loss of trees is justified, compensatory planting will be required, preferably onsite. Sustainable Transport: 3. If redevelopment of site constitutes a development type and scale identified in Policy 14.1 as requiring active travel developer contributions. A financial contribution towards the delivery of Connecting Glasgow active travel infrastructure will be required. 4. Establish a safe, inclusive, attractive and integrated on-site movement network, enabling direct pedestrian connections to the nearest bus stops on Possil Road. Open Space: 5. If residential proposed, contribution towards meeting the Quality Standard at Grovepark St/Cedar St.

		6. If residential proposed, contribution required towards outdoor sports provision. 7. If residential proposed, contribution required towards allotments/growing space. Heat Networks: 8. Site is within an indicative Heat Network Zone.
Ardoch Street/ Carbeth Street, former Sports Centre Site Ref: VDL4388	Housing Area (ha): 0.55 Capacity: 33	Natural Environment: 1. Biodiversity enhancement opportunity in urban area. 2. Priority area for increasing tree canopy - opportunities for tree planting should be identified. Sustainable Transport: 3. Financial contribution towards the delivery of Connecting Glasgow active travel infrastructure required. 4. Improve pedestrian access to Saracen Street through the provision of an enhanced gateway connection between Carbeth Street and Allander Street, enabling a direct and convenient pedestrian route to the nearest bus stops on Saracen Street. Open Space: 5. Contribution towards meeting the Accessibility Standard. 6. Contribution towards outdoor sports provision. 7. Contribution required towards allotments/growing space. Heat Networks: 8. Site is within an indicative Heat Network Zone.

Sites of 9 homes or less (subject to change of capacity at application stage – see Structure of CDP2):

Site Details	Site Reference	Land Use	Area (ha):	Indicative Capacity:
Carbeth Street/ Bardowie Street - former Possilpark Secondary School	VDL358	Housing	0.14	7

4.5: Possilpark

[Insert placemaking map and Infographic overview of development potential of area of change (numbers of houses etc)]

Vision

Possilpark will evolve into a reconnected, greener and more vibrant neighbourhood - one that honours its industrial heritage whilst providing high-quality homes, accessible open spaces and better links to key local destinations. The redevelopment of the site at Cowlairs will create a new residential heart that repairs fragmented streets, strengthens Possilpark Town Centre, and delivers inclusive blue-green infrastructure. Improved public realm, active-travel connections and community-focused spaces will make Possilpark a more liveable, welcoming and resilient place for current and future residents.

Context for Change

Possilpark is a neighbourhood shaped by a rich industrial and cultural heritage. Its development was driven by the arrival of the Saracen Foundry, which brought rapid population growth and the construction of traditional tenement housing around Saracen Street to accommodate its workforce. For decades, Possilpark was recognised as a major centre of ornamental ironwork production, contributing to the architectural character of Victorian Britain and supplying installations across the world. However, with the decline of heavy industry and the foundry's closure in 1967, the area experienced long-term economic difficulties, population loss, and a range of social challenges. Large areas of vacant and derelict land emerged following the loss of industry and later housing clearances, leaving a fragmented urban form, poor connectivity and limited access to services and high-quality community and open spaces.

To help address these challenges the vacant Cowlairs site has been identified as a key opportunity for regeneration. Its redevelopment offers the chance to reconnect the area, attract new residents, and strengthen Possilpark as a sustainable and vibrant neighbourhood.

When delivering regeneration in Possilpark, it is essential that all development is sensitive to the area's industrial heritage through innovative and creative design that celebrates the area's industrial history and post-industrial identity to foster a sense of pride in place.

Policy Requirements

- The Council supports the vision set out in the Cowlairs Masterplan Report, which proposes transforming the site into a new residential heart for Possilpark. The plan includes a range of character areas, a new park, improved blue-green infrastructure, and better links to adjacent neighbourhoods and key services in Possilpark Town Centre - which itself should be enhanced through environmental, public realm and accessibility improvements. It is essential that new open spaces provided in development connect to the wider green network, ensuring public access for the wider community.

Development proposals will:

1. Take into account the North Glasgow Strategic Development Framework

2. Enhance active travel connections between Possilpark Town Centre and adjacent residential areas within Possilpark and surrounding neighbourhoods.
3. Deliver high-quality public realm improvements within Possilpark Town Centre.
4. Celebrate the Saracen Foundry and Local Craft Heritage through the creative use of materials, public art, and street design that make the area's local industrial and cultural heritage tangible in the area's public realm and key gateways.
5. Integrate accessible, well-designed open space that serves the wider community.
6. Demonstrably contribute to the delivery of the projects, priorities and principles set out in the Ruchill to Cowlairs Liveable Neighbourhoods Stage 1 Report, in a proportionate and appropriate manner. Including contribution to the delivery of the following projects:
   - Possilpark & Keppoch Campus Primary School Placemaking
   - Cowlairs Park & Routes to School (Keppoch Campus)
   - Animating Saracen Street
   - Keppochhill/Keppoch Cross Placemaking
7. Support the retention and reuse of Buildings at Risk (see Policy 9.3) at:
   - 272 Saracen Street
8. Take into account Policy 4.13 for Cowlairs Industrial Estate Economic Development Area.

Possilpark Sites

Site Details	Land Use	Site Requirements
Cowlairs/ East Keppoch Masterplan area Site Ref: HL2688A	Housing (mixed) Area (ha): 28.82 Indicative Capacity: 1250	1. Site to be delivered in accordance with the Cowlairs/East Keppoch masterplan approved by the Council via the planning consent. Natural Environment: 2. Native trees exist along the southern and north eastern edges of the site. Every effort should be made to retain these but if their loss is justified, compensatory planting will be required, preferably onsite. Sustainable Transport: 3. Financial contribution towards the delivery of Connecting Glasgow active travel infrastructure required. 4. Ensure the provision of accessible, conveniently located bus stops on-site. 5. Establish a safe, inclusive, attractive and integrated on-site movement network, enabling direct pedestrian connections between the Keppoch Campus and existing and future residential development. 6. Enhance walking and cycling connections to, from and within the site, providing legible and pedestrian friendly connections to the proposed 'Connecting Glasgow' North City Way and Woodside City Link routes that run along the eastern and southern boundary of the site. Open Space: 7. The loss of the former blaes pitches for residential use has been accepted at previous masterplan stages, but the open space to the south west of the site needs to be substantially retained and tree loss needs to be kept to a minimum, with any loss compensated by new tree planting.

		8. Provision of a new community space required to meet Policy 14 and 16 requirements. 9. Contribution to outdoor sports provision. 10. Contribution towards allotments unless provision is made on site. Heat Networks: 11. Site is within an indicative Heat Network Zone.
Denmark Street/ Allander Street Site Ref: UCS240037	Housing Area (ha): 0.92 Indicative Capacity: 50	Natural Environment: 1. If loss of trees is justified, compensatory planting will be required, preferably onsite. Sustainable Transport: 2. Financial contribution towards the delivery of Connecting Glasgow active travel infrastructure required. Open Space: 3. Contribution towards meeting the Accessibility Standard. 4. Contribution required towards allotments/growing space. 5. Contribution required towards outdoor sports provision. Heat Networks: 6. Site is within an indicative Heat Network Zone.
Barloch Street/ Allander Street Site Ref: UCS240038	Brownfield Development Opportunity Area (ha): 0.22	Open Space: 1. If residential proposed, contribution towards meeting the Accessibility Standard. 2. If residential proposed, contribution required towards allotments/growing space. 3. If housing proposed, contribution required towards outdoor sports provision. Sustainable Transport: 4. If redevelopment of site constitutes a development type and scale identified in Policy 14.1 as requiring active travel developer contributions. A financial contribution towards the delivery of Connecting Glasgow active travel infrastructure will be required. Heat Networks: 5. Site is within an indicative Heat Network Zone. Network of Centres: 6. Located in Possilpark town centre.
32 Balmore Road Site Ref: VDL376	Brownfield Development Opportunity Area (ha): 0.08	Natural environment 1. Priority area for increasing tree canopy - opportunities for tree planting should be identified. Open Space: 2. If residential proposed, contribution towards meeting the Quality Standard at Bilsland Drive. 3. If residential proposed, contribution required towards allotments/growing space. 4. If housing proposed, contribution required towards outdoor sports provision. Heat Networks: 5. Site is within an indicative Heat Network Zone. Network of Centres: 6. Located in Possilpark town centre.

4.6: Maryhill and Wyndford Estate

[Insert placemaking map and Infographic overview of development potential of area of change (numbers of houses etc)]

Vision

The regeneration of the Maryhill Transformational Regeneration Area and Wyndford Estate will deliver high-quality new homes, attractive open spaces, and improved active-travel links to a revitalised Maryhill town centre. New connections to the Forth & Clyde Canal and River Kelvin corridors will strengthen key active-travel and leisure assets, creating direct connections to the Kelvin Walkway and the wider area.

Context for Change

Maryhill is a historic neighbourhood located in the north of the city. Its initial development and subsequent urban expansion were driven by the construction of the Forth and Clyde Canal and the associated industrial activity that followed. The establishment of the Maryhill Army Barracks in 1876 further shaped the area's identity, with the site later giving way to the Wyndford Housing Estate. While much of Maryhill presents a cohesive and well-defined townscape, significant areas in the north and west are characterised by extensive vacant and derelict land. This development pattern is largely the result of the decline of canal-side industry, historic housing clearances, and more recent demolitions, including the three multi-storey blocks within the Wyndford Estate. However, these parts of Maryhill are now positioned for major change. Ongoing, large-scale, housing-led regeneration within the Maryhill Transformational Regeneration Area (TRA), alongside further redevelopment in the Wyndford Road area of the Wyndford Estate, is set to reshape the area. These opportunities have the potential to create a better-connected, more liveable Maryhill. To achieve this, it is essential that new large-scale developments integrate effectively with the surrounding built environment, links to Maryhill town centre and surrounding natural assets like the Forth and Clyde Canal, River Kelvin and the Kelvin Walkway.

Policy Requirements

Development proposals will:

1. Take into account the North Glasgow Strategic Development Framework.
2. Enhance and support the neighbourhood's centres and local shopping facilities to expand retail, cultural and social offerings for the expanding community through:
    a) Improving accessibility, environmental quality and the public realm within Maryhill Town Centre, while promoting a diverse mix of uses that strengthens its role as a community and leisure destination
    b) Enhancing the existing Maryhill Park local shopping facilities to create a more accessible, attractive and functional local centre.
3. Enhance connections across the Forth and Clyde Canal and railway lines to improve movement within the area and strengthen connectivity with surrounding neighbourhoods.
4. Deliver public realm enhancements on Lochburn Road that transform it into a more pedestrian-friendly, safer and pleasant link to the Canal Stockingfield Bridge and Art Park.
5. Enhance access to the River Kelvin Walkway and the canal towpath, where appropriate to the site and context.

Maryhill and Wyndford Estate Sites

Site Details	Land Use	Site Requirements
Wyndford Road/ Kelvindale Road, Maryhill Site Ref: CfS240061	Housing Area (ha): 5.03 Indicative Capacity: 391	1. Site to be delivered in accordance with the Wyndford masterplan approved by the Council via the planning consent. Natural Environment: 2. The River Kelvin forms part of a Nature Network Regional Core Corridor. New development should protect existing habitats (grassland, wetland and woodland) within the corridor and the wider site should provide new habitats to augment those along the river. The development should provide for the ongoing management of existing and new habitat. 3. Irreplaceable trees of High Nature Conservation Value exist along the river corridor. These are protected by NPF4 and must not be removed. Sustainable Transport: 4. Financial contribution towards the delivery of City Network active travel infrastructure required. 5. Ensure the provision of accessible, conveniently located bus stops on site 6. Enhance walking and cycling connections to, from and within the site, providing legible and pedestrian friendly connections between the site and the existing National Cycle Network 756 active travel route along the Kelvin Walkway. 7. Establish a safe, inclusive, attractive and integrated on-site movement network, enabling direct pedestrian connections to on-site bus stops. Open Space: 8. Upgrading/reconfiguring the riverside/development greenspace to meet the Quality Standard through new development. 9. Contribution required towards allotments/growing space. 10. Contribution required towards outdoor sports provision. 11. Compensation required for loss of existing protected full size grass sports pitch by the river. Heat Networks: 12. Site is within an indicative Heat Network Zone.
'Maryhill Locks', Collina Street Site Ref: HL0287	Housing Area (ha): 3.44 Indicative Capacity: 102	1. Site to be delivered in accordance with the Maryhill TRA masterplan. Historic Environment: 2. Located within the Glasgow Branch of the Forth and Clyde Canal, a scheduled monument. Refer to scheduling document. Scheduled Monument Consent may be required. Consideration needed for effect on the setting of any development on scheduled monument. Natural Environment: 3. Site design should take account of characteristics of interest within Local Nature Conservation Site. Mitigation will be required where this is not possible. 4. On site biodiversity enhancements, particularly in area north of Collina Street, to maintain green corridor function of land alongside F&C Canal.

		5. If loss of trees is justified, compensatory planting will be required, preferably onsite. Sustainable Transport: 6. Financial contribution towards the delivery of City Network active travel infrastructure required. 7. Ensure the provision of accessible, conveniently located bus stops on site 8. Enhance walking and cycling connections to, from and within the site, providing legible and pedestrian friendly connections between the site and the existing National Cycle Network 754 active travel route along the Forth and Clyde Canal. 9. Establish a safe, inclusive, attractive and integrated on-site movement network, enabling direct pedestrian connections to on-site bus stops. Open Space: 10. Contribution towards meeting the Accessibility Standard unless a community space is to be provided on site. 11. Contribution to outdoor sports provision. 12. Contribution towards allotments unless provision is made on site. Heat Networks: 13. Site is within an indicative Heat Network Zone.
1794-1850 Maryhill Road, Maryhill Site Ref: HL5063A	Housing Area (ha): 0.58 Capacity: 62	1. Site to be delivered in accordance with the Maryhill TRA masterplan. Natural Environment: 2. Consider biodiversity impacts and minimise tree loss. 3. If loss of trees is justified, compensatory planting will be required, preferably onsite. Sustainable Transport: 4. Financial contribution towards the delivery of City Network active travel infrastructure required. Open Space: 5. Contribution towards meeting the Accessibility Standard. 6. Contribution required towards allotments/growing space. 7. Contribution required towards outdoor sports provision.
Lyndale Place, Maryhill Site Ref: HL5156	Housing Area (ha): 0.57 Capacity: 62	1. Site to be delivered in accordance with the North Maryhill TRA masterplan. Natural Environment: 2. If loss of trees is justified, compensatory planting will be required, preferably onsite. 3. Suitable mitigation shall be provided for any incursion into the Knowetap Street LNCS. 4. Take cognisance of the North Maryhill Green Infrastructure Study (May 2020). Sustainable Transport: 5. Financial contribution towards the delivery of City Network active travel infrastructure required. 6. Establish a safe, inclusive, attractive and integrated on-site movement network, enabling direct pedestrian connections to Summerston train station. Open space: 7. Contribution towards meeting the Quality Standard at Craigbo Road. 8. Contribution required towards allotments/growing space. 9. Contribution required towards outdoor sports provision.

Kilmun Street/ Lyndale Road, Maryhill Transformational Regeneration Area Site Ref: HL5160	Housing Area (ha): 5.74 Capacity: 172	1. Site to be delivered in accordance with the North Maryhill TRA masterplan. Natural Environment: 2. Take cognisance of the North Maryhill Green Infrastructure Study (May 2020). 3. If loss of trees is justified, compensatory planting will be required, preferably onsite. Sustainable Transport: 4. Financial contribution towards the delivery of City Network active travel infrastructure required. 5. Establish a safe, inclusive, attractive and integrated on-site movement network, enabling direct pedestrian connections to Summerston train station and on-site bus stops on Sandbank Street. 6. Enhance walking and cycling connections to, from and within the site, providing legible and pedestrian friendly connections between the site and the proposed Lambhill Summerston City Link City Network active travel route along Sandbank Street. Open Space: 7. Contribution towards meeting the Accessibility Standard unless a Community Space is to be delivered on site. 8. Contribution required towards allotments/growing space. 9. Contribution required towards outdoor sports provision.
Knowetap Street, Maryhill Site Ref: UCS240172	Housing Area (ha): 0.85 Capacity: 37	1. Site to be delivered in accordance with the North Maryhill TRA masterplan. Natural Environment: 2. If loss of trees is justified, compensatory planting will be required, preferably onsite. 3. Contribute to Nature Network single habitat connection. 4. Site design should take account of characteristics of interest within Local Nature Conservation Site with a view to maintaining its integrity. Mitigation will be required where this is not possible. Sustainable Transport: 5. Financial contribution towards the delivery of City Network active travel infrastructure required. 6. Establish a safe, inclusive, attractive and integrated on-site movement network, enabling direct pedestrian connections to Gilshochill train station. Open Space: 7. Contribution towards meeting the Accessibility Standard. 8. Contribution required towards outdoor sports provision. 9. Contribution required towards allotments/growing space.
North of Shiskine Drive, Maryhill Site Ref: VDL270	Housing Area (ha): 0.32 Capacity: 36	1. Site to be delivered in accordance with the North Maryhill TRA masterplan. Natural Environment: 2. North Maryhill Green Infrastructure Study (May 2020). 3. If loss of tress is justified, compensatory planting will be required within the North Maryhill Green Infrastructure Study Area. Sustainable Transport 4. Financial contribution towards the delivery of City Network active travel infrastructure required. Open Space: 5. Contribution towards meeting the Quality Standard at Craigbo Road. 6. Contribution towards outdoor sports provision.

		7. Contribution required towards allotments/growing space.

4.7: Milton

[Insert placemaking map and Infographic overview of development potential of area of change (numbers of houses etc)]

Vision

Milton will evolve into a well-connected, vibrant, and sustainable neighbourhood, transforming its currently fragmented urban form into a cohesive place with a clearly defined community focal point at Liddesdale Road and Liddesdale Square. The regeneration of vacant and derelict land will deliver high-quality, mixed-tenure homes, enhanced green spaces, and improved access to everyday services - including new food shopping provision - strengthening community interaction and supporting healthier, more active lifestyles. By prioritising the renewal of Milton's central core, the area will become a more liveable and integrated neighbourhood, capable of supporting neighbourhood expansion to the north through new housing opportunities. This growth will integrate with existing amenities, supporting long-term resilience while enhancing regional connectivity and access to nature.

Context for Change

Milton was developed in the late 1940s as part of Glasgow Corporation's post-war housing programme to address acute housing shortages and clearances of inner-city housing. The neighbourhood exhibits a peripheral and relatively isolated character, shaped by limited connectivity, a fragmented urban form resulting from extensive vacant and derelict land, and a dispersal of local services and facilities. The historic configuration of the neighbourhood, combined with the scale and distribution of vacant and derelict land, has resulted in the absence of a clearly defined and accessible neighbourhood centre. Together with the separation from the nearest town centre at Possilpark, there are limited opportunities for community interaction and access to everyday services within the neighbourhood. Food provision is also lacking by the absence of a supermarket.

Despite these challenges, there is a significant opportunity to support housing-led regeneration in Milton. The availability of multiple development sites within the core of the neighbourhood, alongside increasing developer interest, provides the potential to deliver mixed-tenure development that addresses the area's fragmented urban form and establishes a more coherent and accessible townscape with a focus on creating a new well-connected neighbourhood centre that fosters community interaction and improves access to everyday services. New private housing in the heart of Milton will diversify the variety of available housing opportunities. A coordinated approach to regeneration will create the opportunity to deliver wider place-based benefits.

There is also potential for Milton to expand northwards through the delivery of new family housing beyond the existing urban boundary. However, it is essential that regeneration within the central core is prioritised and implemented first. Doing so will ensure that any future community to the north benefits from access to key services, facilities, and a clearly defined focal point, supporting integration and long-term sustainability. In the longer term, development to the north of Milton offers an opportunity not only to strengthen the wider community but also to establish an important active travel connection between Milton

and Bishopbriggs, further enhancing neighbourhood accessibility and regional connectivity.

Policy Requirements

Development proposals will:

1. Take into account the North Glasgow Strategic Development Framework
2. Form part of a masterplan for the whole of Milton. Planning consent for the Milton North site will only be granted following the completion of housing at the following sites:
   - Stornoway St (former School for the Deaf) (HL2984A)
   - Vallay St (CfS240060)
   - Liddesdale Road (former St Augustines Primary School) (CfS240066)
   - Liddesdale Road/ Scalpay Street / Scalpay Place (VDL3185)
   - West of 464 Liddesdale Road, former Milton Community Centre (CfS240511)
   - Mingulay Place, former St Ambrose Primary School (HL4399)
   - 171 Castlebay Street (CfS240029)
   - Skerray Street/Raasay Street/Cathay Street (VDL3545)
3. Establish Liddesdale Square as a well-connected local focal point, with enhanced open space, integrated play provision, seating, and high-quality public realm to support and strengthen the existing and future concentration of essential neighbourhood facilities.
4. Enhance the public realm and active travel environment along key streets, including a higher-density, attractive streetscape on Liddesdale Road and improved active travel connections along Castlebay Street, better linking schools and key community facilities to the wider neighbourhood. Improvements should also be made to entrances and the surrounding public realm of schools and other key assets.
5. Deliver new food retail provision in the area. The Council supports the development of Liddesdale Terrace/ Ashgill Road (UCS240030) as a new food retail store.
6. Deliver a new road link between Ashgill Road and Liddesdale Square to facilitate the delivery of a new food retail shop at Liddesdale Terrace / Ashgill Road and improve public transport (bus) access and active travel connections to central Milton.
7. Improve the quality of place at the Scaraway Terrace carpark, including landscaping, surface and water management.
8. Enhance Kenmure Marsh as a recreational space though delivery of new recreational - all weather - active travel routes, improving accessibility both to and along the canal, with improved signage and wayfinding and enhancements to local habitats and landscape character.
9. Deliver green-blue infrastructure to establish an interconnected blue-green network across Milton. This can include open space at Ashgill Road.
10. Demonstrably contribute to the delivery of the projects, priorities and principles set out in the Ruchill to Cowlairs Liveable Neighbourhoods Stage 1 and Stage 2 Reports, in a proportionate and appropriate manner. Including contribution to the delivery of the following projects:
    - Active and Resilient School Zone (Milton)
    - Heart of Milton
    - Parkhouse Active Green Corridor
11. Take into account Policy 4.13 for Balmore Industrial Estate Economic Development Area.

Milton Sites

Site Details	Land Use	Site Requirements
171 Castlebay Street Site Ref: CfS240029	Housing Area (ha): 0.29 Indicative Capacity:23	1. Masterplan required to deliver all housing sites in Milton as part of planning consent in line with the policy approach for Milton. Natural Environment: 2. Nature Network Regional Core Corridor. Proximity to Kenmure Marsh LNCS, Canal LNCS. Opportunity to augment wetland and grassland Nature Networks. 3. If loss of trees is justified, compensatory planting will be required, preferably onsite. 4. Proximity to Possil Loch SSSI requires consideration to be given to the potential impact of the proposals, including any possible cumulative effects of multiple constructions near to the SSSI. Appropriate mitigation to prevent adverse impacts will be required. Community Facilities: 5. Site identified as lacking access to food shop, see Policy 4.7 policy requirements and Policy 19.11. Sustainable Transport: 6. Financial contribution towards the delivery of City Network active travel infrastructure required. Open Space: 7. Contribution towards meeting the Accessibility Standard. 8. Contribution required towards allotments/growing space. 9. Contribution required towards outdoor sports provision. Water Environment: 10. SFRA identifies flood risk - watercourse modification may facilitate development. Policy 17 applies.
Milton North Site Ref: CfS240133	Housing Area (ha): 19.9 Indicative Capacity:500	1. Masterplan required to deliver all housing sites in Milton as part of planning consent in line with the policy approach for Milton. Natural Environment: 2. Proximity to Canal, Possil Marsh SSSI and Kenmure Marsh LNCS - opportunity to augment surrounding grassland and wetland Nature Networks. 3. Proximity to Possil Loch requires consideration to be given to the potential impact of the proposals, including any possible cumulative effects of multiple constructions near to the SSSI. Appropriate mitigation to prevent adverse impacts will be required. 4. Landscape treatment of the edge of the development should define the greenbelt edge and provide a robust green belt boundary as well as provide biodiversity benefits. 5. Biodiversity enhancement in urban area (multiple habitats preferably to create future Nature Network stepping stones). 6. If loss of trees is justified, compensatory planting will be required, preferably onsite. Community Facilities: 7. Site identified as lacking access to food shop, see Policy 4.7 policy requirements and Policy 19.11. Sustainable Transport:

		8. Financial contribution towards the delivery of City Network active travel infrastructure required. 9. Enhance walking and cycling connections to, from and within the site, providing legible and pedestrian friendly connections between the site and the proposed Milton City Link City Network active travel link on Ashgill Road. The on-site network should support new active travel links between Milton, Bishopbriggs and Kenmure Marsh. 10. Ensure the provision of accessible, conveniently located bus stops on site. 11. Site will require addition public transport infrastructure and / or bus service provision to ensure connectivity to the transport network. Open Space: 12. Contribution towards meeting the Accessibility Standard unless a community space is to be provided on site. 13. Contribution required towards allotments/growing space unless provided on site. 14. Contribution required towards outdoor sports provision.
Liddesdale Road, former St Augustine's Primary School Site Ref: CfS240066	Housing Area (ha): 1.13 Indicative Capacity: 68	1. Masterplan required to deliver all housing sites in Milton as part of planning consent in line with the policy approach for Milton. Sustainable Transport: 2. Financial contribution towards the delivery of City Network active travel infrastructure required. 3. Establish a safe, inclusive, attractive and integrated on-site movement network, enabling direct pedestrian connections to the nearest bus stops on Liddesdale Road Natural Environment: 4. Biodiversity enhancement in urban area (multiple habitats preferably to create future Nature Network stepping stones). 5. If loss of trees is justified, compensatory planting will be required, preferably onsite. Community Facilities: 6. Site identified as lacking access to food shop, see Policy 4.7 policy requirements and Policy 19.11. Open Space: 7. Contribution towards meeting the Accessibility Standard. 8. Contribution required towards allotments/growing space. 9. Contribution required towards outdoor sports provision.
Liddlesdale Road/ Scalpay Street/ Scalpay Place Site Ref: VDL3185	Housing Area (ha): 3.41 Indicative Capacity:72	1. Masterplan required to deliver all housing sites in Milton as part of planning consent in line with the policy approach for Milton. Natural Environment: 2. Opportunity to enhance biodiversity in urban area, particularly grassland to create stepping stone between existing networks to the northwest and southeast. 3. If loss of trees is justified, compensatory planting will be required, preferably onsite. Community Facilities: 4. Site identified as lacking access to food shop, see Policy 4.7 policy requirements and Policy 19.11. Sustainable Transport: 5. Financial contribution towards the delivery of City Network active travel infrastructure required

		6. Establish a safe, inclusive, attractive and integrated on-site movement network, enabling direct pedestrian connections to the nearest bus stops on Liddesdale Road.. Open Space: 7. Contribution towards meeting the Accessibility Standard. 8. Contribution towards outdoor sports provision. 9. Contribution required towards allotments/growing space.
Liddesdale Terrace/ Ashgill Road Site Ref: UCS240030	Brownfield Development Opportunity (Retail) Area (ha): 1.12	1. Site to be included in masterplan for food shop. Natural Environment: 2. Protection of mature trees (natural/semi-natural greenspace - woodland). 3. If loss of trees is justified, compensatory planting will be required, preferably onsite. Community Facilities: 4. Site identified as lacking access to food shop, see Policy 4.7 policy requirements and Policy 19.11. Sustainable Transport: 5. If redevelopment of site constitutes a development type and scale identified in Policy 14.1 as requiring active travel developer contributions. A financial contribution towards the delivery of City Network active travel infrastructure will be required. 6. Improve public transport access from Ashgill Road to Liddesdale Square. Open Space: 7. Contribution towards meeting the Quality Standard at Liddesdale Square. 8. Contribution required towards allotments/growing space. 9. Contribution required towards outdoor sports provision.
Mingulay Place, former St Ambrose Primary School Site Ref: HL4399	Brownfield Development Opportunity Area (ha): 1.55	1. Masterplan required to deliver all housing sites in Milton as part of planning consent in line with the policy approach for Milton. Natural Environment: 2. If loss of trees is justified, compensatory planting will be required, preferably onsite. Community Facilities: 3. Site identified as lacking access to food shop, see Policy 4.7 policy requirements and Policy 19.11. Sustainable Transport: 4. If redevelopment of site constitutes a development type and scale identified in Policy 14.1 as requiring active travel developer contributions. A financial contribution towards the delivery of City Network active travel infrastructure will be required. Open Space: 5. Contribution towards meeting the Quality Standard at Milton Park. 6. Contribution required towards outdoor sports provision. 7. Contribution required towards allotments/growing spaces. 8. Compensation required for loss of existing protected sports pitch.

Skerray Street/ Raasay Street/ Cathay Street Site Ref: VDL3545	Housing Area (ha): 0.79 Indicative Capacity: 20	1. Masterplan required to deliver all housing sites in Milton as part of planning consent in line with the policy approach for Milton. Natural Environment: 2. Biodiversity enhancement opportunity in urban area, particularly grassland. 3. If loss of trees is justified, compensatory planting will be required, preferably onsite. Community Facilities: 4. Site identified as lacking access to food shop, see Policy 4.7 policy requirements and Policy 19.11. Sustainable Transport: 5. Financial contribution towards the delivery of City Network active travel infrastructure required. 6. Establish an attractive gateway between the site and the entrance to Miltonbank Primary School Open Space: 7. Contribution towards meeting the Accessibility Standard. 8. Contribution towards outdoor sports provision. 9. Contribution required towards allotments/growing space. Water Environment: 10. SFRA identifies flood risk - Masterplan to determine developable area. Policy 17 applies.
Stornoway Street, former School for the Deaf Site Ref: HL2984A	Housing Area (ha): 2.23 Indicative Capacity: 55	1. Masterplan required to deliver all housing sites in Milton as part of planning consent in line with the policy approach for Milton. Natural Environment: 2. If loss of trees is justified, compensatory planting will be required, preferably onsite. Community Facilities: 3. Site identified as lacking access to food shop, see Policy 4.7 policy requirements and Policy 19.11. Sustainable Transport: 4. Financial contribution towards the delivery of City Network active travel infrastructure required. 5. Establish a safe, inclusive, attractive and integrated on-site movement network, enabling direct pedestrian connections to the nearest bus stops on Scaraway Street. Open Space: 6. Contains a protected sports pitch - potential compensation may be required for its loss. 7. Contribution towards meeting the Quality Standard at Milton Park. 8. Contribution required towards allotments/growing space unless this can be provided on site 9. Contribution required towards outdoor sports provision.
Vallay Street Site Ref: CfS240060	Housing Area (ha): 2.71 Indicative Capacity:69	1. Masterplan required to deliver all housing sites in Milton as part of planning consent in line with the policy approach for Milton. Natural Environment: 2. In proximity to Kenmure grasslands and Kenmure Marsh LNCS. Opportunity to augment grassland and wetland Nature Networks. 3. If loss of trees is justified, compensatory planting will be required, preferably onsite. Community Facilities:

		4. Site identified as lacking access to food shop, see Policy 4.7 policy requirements and Policy 19.11. Sustainable Transport: 5. Financial contribution towards the delivery of City Network active travel infrastructure required. 6. Establish a safe, inclusive, attractive and integrated on-site movement network, enabling direct pedestrian connections to the nearest bus stops on Scaraway Street. Open Space: 7. Contribution towards meeting the Quality Standard at Milton Park. 8. Contribution required towards allotments/growing space unless this can be provided on site. 9. Contribution required towards outdoor sports provision.
West of 464 Liddesdale Road, former Milton Community Centre Site Ref: CfS240511	Housing Area (ha): 1.74 Indicative Capacity: 70	1. Masterplan required to deliver all housing sites in Milton as part of planning consent in line with the policy approach for Milton. Natural Environment: 2. If loss of trees is justified, compensatory planting will be required, preferably onsite. Community Facilities: 3. Site identified as lacking access to food shop, see Policy 4.7 policy requirements and Policy 19.11. Sustainable Transport: 4. Establish an on-site path network that provides a direct pedestrian connection to the nearest bus stops on Liddesdale Road. 5. Financial contribution towards the delivery of City Network active travel infrastructure required 6. Establish a safe, inclusive, attractive and integrated on-site movement network, enabling direct pedestrian connections to the nearest bus stops on Liddesdale Road and improved access to Liddesdale Square. Open Space: 7. Contribution towards meeting the Quality Standard at Liddesdale Square. 8. Contribution required towards allotments/growing space. 9. Contribution required towards outdoor sports provision.
23 Kilfinnan Street Site Ref: VDL4059	Brownfield Development Opportunity Area (ha):0.12	Natural Environment: 1. If loss of trees is justified, compensatory planting will be required, preferably onsite.

4.8: Drumchapel Town Centre

[Insert placemaking map and Infographic overview of development potential of area of change (numbers of houses etc)]

Vision

Drumchapel Town Centre will become a vibrant and welcoming heart of the community - an attractive, well-connected destination that brings people together. It will provide easy access to essential services, feature high-quality public spaces, and opportunities for social interaction, recreation, employment and town-centre living. Focused investment and new development will create a modern, distinctive centre that supports the needs of a growing local population.

Context for Change

Drumchapel was established in the early 1950s as a post-war peripheral housing estate. To cater to the shopping needs of a growing population, the Arndale Centre was opened in 1964. In its earliest iterations the shopping centre and its surroundings provided well-functioning town centre offering opportunities for the community a place to meet, shop and access services. The Arndale centre, today known as Drumchapel Shopping Centre remains largely intact in present day. However, the legacy of depopulation in the wider Drumchapel area, manifested most obviously spatially in large amounts of vacant land and diminished local amenities has led to a centre that lacks cohesion, identity and the ability to foster community pride. Accessibility is another major issue within the town centre. Uneven surfaces, trip hazards, and a shortage of level access routes make it difficult for many - especially older adults and families with young children - to navigate the area safely. Public spaces fall short of modern standards, and the lack of safe, welcoming environments has contributed to a rise in anti-social behaviour, further diminishing the town centre's role as a community focal point.

The Council recognises the importance of Drumchapel Town Centre to wider function of Drumchapel and supports the centre's regeneration through the Drumchapel Town Centre Regeneration Project. Linked in with the City's Community Hubs programme, the programme has been successful in being awarded £14.9m from the UK Government Levelling Up Fund in November 2023 to improve the town centre. The Council supports the vision for Drumchapel Town Centre's regeneration in line with the project masterplan which outlines an approach to transformation centred upon the following key projects:

- Enhanced public realm and reconfigured road layout to improve safety, improve connectivity and create a more attractive and welcoming environment.
- Creation of a new Town Hall at Garscadden House, with a relocated library, community space, co-located services, complemented by a civic square in front of the building offering a new public space in the town centre
- Revitalisation of Drumchapel Park Pavilion, converting it into an active travel hub and community café, complete with an outdoor cycling track for learners

- New housing development, providing affordable homes that support town centre living.

The Drumchapel Town Centre Regeneration Masterplan and its associated projects establish a strong foundation for the area to form a new, distinctive identity as an attractive place to live and visit. Development that falls outside the scope of the masterplan should continue to build on this vision, contributing to a town centre that functions as a well-connected hub, meeting the aspirations of local residents. This should support the re-establishment of the neighbourhood as an accessible and connected focal point for the wider Drumchapel area, offering improved facilities, services, and a strengthened sense of place.

A portion of the Drumchapel Economic Development Area (EDA) falls within the area-of-change boundary, including the two vacant plots located there. These sites offer opportunity to strengthen the area's local employment opportunities.

Policy Requirements

Development proposals will:

1. Take into account the Drumchapel Local Development Framework.
2. Take into account Policy 4.13 for Drumchapel Economic Development Area.
3. Enable the renewal of the town centre by aligning with, and helping to implement, the infrastructure, development, public realm improvements and retrofitting actions set out in the *Drumchapel Town Centre Regeneration Masterplan*. This includes supporting improved connectivity, enhanced public spaces, and the creation of a cohesive and welcoming civic environment.
4. Provide land uses that facilitate for social interaction including cafés, food and drink establishments and other community uses.
5. Expand the range of services and amenities within the town centre, including the sitting of mobile pod units or similar flexible formats that support micro-businesses, start-ups and creative enterprises.
6. Reflect and celebrate the heritage of Drumchapel through incorporation of landscaping, design, naming and public art that reflects and reinstates elements of the area's cultural and historical character - including references to the Antonine Wall, Garscadden House, the "Girnin Gates," and the Peel of Drumry.
7. Enhance the local economy by creating training and employment opportunities for local residents, with particular encouragement for proposals that bring the two vacant sites within the Drumchapel Economic Development Area back into productive use.

Drumchapel Town Centre Sites

Site Details	Land Use	Site Requirements
Drumchapel Town Centre Site Ref: CfS240036	Housing Area (ha): 1.25 Indicative Capacity: 150	1. Consider health and safety with regards to proximity of sensitive uses to the distillery. Natural Environment: 2. Protect, manage and augment Nature Networks (grassland and woodland). 3. If loss of trees is justified, compensatory planting will be required, preferably onsite. Sustainable Transport: 4. Financial contribution towards the delivery of City Network active travel infrastructure required. 5. Establish a safe, inclusive, attractive and integrated on-site movement network, enabling direct pedestrian connections to the nearest bus stops on Drumry Road East. 6. Enhance walking and cycling connections to, from and within the site, providing legible and pedestrian friendly connections between the site and the proposed Drumchapel City Link City Network active travel route on Kinfauns Drive. Open Space: 7. Contribution towards meeting the Quality Standard at Drumchapel Park. 8. Contribution required towards allotments/growing space unless this can be provided on site. 9. Contribution required towards outdoor sports provision. Heat Networks: 10. Site is within an indicative Heat Network Zone. Network of Centres: 11. Located in Drumchapel town centre. Proposals should contribute to town centre living.
3 Abbotshall Avenue, former Drumry Primary School Site Ref: CfS240020	Housing Area (ha): 1.93 Indicative Capacity: 67	Natural Environment: 1. Protect, manage and augment Nature Networks (woodland and grassland). 2. If loss of trees is justified, compensatory planting will be required, preferably onsite. Sustainable Transport: 3. Financial contribution towards the delivery of City Network active travel infrastructure required. 4. Establish a safe, inclusive, attractive and integrated on-site movement network, enabling direct pedestrian connections to the nearest bus stops on Drumry Road East. 5. Enhance walking and cycling connections to, from and within the site, providing legible and pedestrian friendly connections between the site and the proposed Drumchapel City Link City Network active travel route on Kinfauns Drive. Open Space: 6. Contribution towards meeting the Quality Standard at Drumchapel Park. 7. Contribution required towards allotments/growing space. 8. Contribution required towards outdoor sports provision. Heat Networks: 9. Site is within an indicative Heat Network Zone.

Hecla Avenue/ Dunkenny Road Site Ref: UCS240210	Brownfield Development Opportunity Area (ha): 1.15	1. Consider health and safety with regards to proximity of sensitive uses to the distillery. Natural Environment: 2. If loss of trees is justified, compensatory planting will be required, preferably onsite. Sustainable Transport: 3. If redevelopment of site constitutes a development type and scale identified in Policy 14.1 as requiring active travel developer contributions. A financial contribution towards the delivery of City Network active travel infrastructure will be required. 4. Establish a safe, inclusive, attractive and integrated on-site movement network, enabling direct pedestrian connections to the nearest bus stops on Drumry Road East. 5. Enhance walking and cycling connections to, from and within the site, providing legible and pedestrian friendly connections between the site and the proposed Drumchapel City Link City Network active travel route on Kinfauns Drive. Open Space: 6. If housing proposed, contribution towards meeting the Quality Standard at Drumchapel Park. 7. If housing proposed, contribution required towards allotments/growing space. 8. If housing proposed, contribution required towards outdoor sports provision. Heat Networks: 9. Site is within an indicative Heat Network Zone. Network of Centres: 10. Located in Drumchapel town centre.
15 Linkwood Crescent Site Ref: CfS240351	Brownfield Development Opportunity Area (ha): 0.67	Natural Environment: 1. If loss of trees is justified, compensatory planting will be required, preferably onsite. 2. Augment existing Nature Network elements in adjacent Regional Core Area. Sustainable Transport: 3. If redevelopment of site constitutes a development type and scale identified in Policy 14.1 as requiring active travel developer contributions. A financial contribution towards the delivery of City Network active travel infrastructure will be required 4. Establish a safe, inclusive, attractive and integrated on-site movement network, enabling direct pedestrian connections to the nearest bus stops on Link Wood Drive and improving access to Drumchapel Town Centre. 5. Enhance walking and cycling connections to, from and within the site, providing legible and pedestrian friendly connections between the site and the proposed Drumchapel City Link City Network active travel route on Kinfauns Drive. Open Space: 6. If housing proposed, contribution towards meeting the Quality Standard at Drumchapel Park. 7. If housing proposed, contribution required towards allotments/growing space. 8. If housing proposed, contribution required towards outdoor sports provision. Heat Networks: 9. Site is within an indicative Heat Network Zone.

40 Kinfauns Drive, former Drumry House Site Ref: VDL4384	Brownfield Development Opportunity Area (ha): 0.69	Natural Environment: 1. If loss of trees is justified, compensatory planting will be required, preferably onsite. 2. Protect, manage and augment existing Nature Network elements (woodland and grassland). Sustainable Transport: 3. If redevelopment of site constitutes a development type and scale identified in Policy 14.1 as requiring active travel developer contributions. A financial contribution towards the delivery of City Network active travel infrastructure will be required. Open Space: 4. If residential proposed, contribution towards meeting the Quality Standard at Drumchapel Park. 5. If residential proposed, contribution required towards outdoor sports provision. 6. If residential proposed, contribution required towards allotments/growing space. Water Environment: 7. SFRA identifies flood risk - Benefits of Drumchapel SWMP Phase 1 Works needs to be assessed. Policy 17 applies. Heat Networks: 8. Site is within an indicative Heat Network Zone.
8 Halgreen Road, former Argo community centre Site Ref: VDL4214	Brownfield Development Opportunity Area (ha): 0.22	Natural Environment: 1. If loss of trees is justified, compensatory planting will be required, preferably onsite. Sustainable Transport: 2. If redevelopment of site constitutes a development type and scale identified in Policy 14.1 as requiring active travel developer contributions. A financial contribution towards the delivery of City Network active travel infrastructure will be required. Open Space: 3. If residential proposed, contribution towards meeting the Quality Standard at Drumchapel Park. 4. If residential proposed, contribution required towards outdoor sports provision. 5. If residential proposed, contribution required towards allotments/growing space. Heat Networks: 6. Site is within an indicative Heat Network Zone.
Dalsetter Crescent/ Dalsetter Drive Site Ref: IL161804_B	Brownfield Development Opportunity Area (ha): 0.20	Natural Environment: 1. If loss of trees is justified, compensatory planting will be required, preferably onsite. Sustainable Transport: 2. If redevelopment of site constitutes a development type and scale identified in Policy 14.1 as requiring active travel developer contributions. A financial contribution towards the delivery of City Network active travel infrastructure will be required. Open Space: 3. If residential proposed, contribution towards meeting the Quality Standard at Drumchapel Park. 4. If residential proposed, contribution required towards outdoor sports provision. 5. If residential proposed, contribution required towards allotments/growing space.

		Heat Networks: 6. Site is within an indicative Heat Network Zone.

4.9: Central Drumchapel

[Insert placemaking map and Infographic overview of development potential of area of change (numbers of houses etc)]

Vision

Central Drumchapel will be a pleasant and well-connected place, where day-to-day needs are catered for with good quality spaces for social interaction, recreation, work and education. Major housing-led regeneration at Kinfauns Drive will deliver a substantial number of new family homes complemented by new open spaces, improved public realm, local shopping facilities and improved active travel connections to an improved Drumchapel town centre. Drumchapel's distinctive identity will be reinforced through creative design that reflects the local landscape.

Context for Change

The Central Drumchapel Area of Change covers a substantial residential portion of Drumchapel located to the northeast of the town centre. This area, like the wider neighbourhood, was developed during the 1950s as part of the vision for Drumchapel to function as a self-contained peripheral community. Historically, it was characterised predominantly by residential development alongside local schools. While much of this residential character remains through the retention of both original and modern housing, the area has been significantly affected by long-term population decline. This has resulted in widespread housing clearance and the demolition of several schools, leaving a fragmented urban form and large amounts of vacant land.

Drumchapel has a rich historical and cultural heritage predating its development as a peripheral neighbourhood, including significant - though now lost - heritage assets such as Garscadden House, the "Girnin Gates," the Peel of Drumry, and the Antonine Wall. Drumchapel's present-day setting, shaped by an original post-war vision centred on creating a healthy, green environment away from the centre of the city. Future development within the area has the opportunity to a create a distinctive and positive identity for the area that utilises its verdant setting as a catalyst for creative, sustainable design that works with the local topography and addresses local issues such as a flood risk To that end, water-management infrastructure to reduce flood risk has been identified for the area and should be designed to maximise amenity benefits for surrounding communities.

The principal regeneration opportunity in the area centres on the two large vacant sites on either side of Kinfauns Drive. These sites are identified as priority locations for new residential, family-focused residential development that requires a masterplanned approach to ensure future development addresses local needs and provides maximum benefit to new and existing residents and the wider Drumchapel neighbourhood.

The development should provide high-quality housing - primarily for families - but at a density that supports the provision of local shops, services, and facilities. In addition to new retail space and community infrastructure, the regeneration should incorporate accessible open spaces and new high-quality public space at Barnkirk Avenue/Bayfield Terrace around the listed St Pius X church building. Improving connections to existing natural assets and open spaces will be essential in ensuring the development is well integrated with the evolving identity of the wider neighbourhood.

Policy Requirements

Development proposals will:

1. Take into account the Drumchapel Local Development Framework.
2. Reflect and celebrate the heritage of Drumchapel through incorporation of landscaping, design, naming and public art that reflects and reinstates elements of the area's cultural and historical character - including references to the Antonine Wall, Garscadden House, the "Girnin Gates," and the Peel of Drumry.
3. Address flooding issues through creative and innovative design solutions and where appropriate, unlock sites currently undevelopable due to drainage constraints.
4. Develop a new distinctive identity capitalising on the area's excellent access to the natural environment, wider green network and open space, establishing on-site links to nature network/green infrastructure
5. Address gaps and housing provision including family homes, including dwellings with 4 or more bedrooms and above and independent living for those with additional accessibility requirements and housing for the elderly.
6. Deliver new local shopping facilities and community facilities and enhance the Local Shopping Facility at Summerhill.
7. Create a new public square at Barnkirk Avenue/Bayfield Terrace around the listed St Pius X church building.

Central Drumchapel Sites

Site Details	Land Use	Site Requirements
15-45 Northmuir Road Site Ref: VDL4096	Brownfield Development Opportunity Area (ha): 0.53	Natural Environment: 1. Protect, manage and augment existing Nature Network elements (woodland and grassland). 2. Irreplaceable trees of High Nature Conservation Value on site - protected by NPF4, must not be removed. Sustainable Transport: 3. If redevelopment of site constitutes a development type and scale identified in Policy 14.1 as requiring active travel developer contributions. A financial contribution towards the delivery of City Network active travel infrastructure will be required. Open Space: 4. If residential proposed, contribution towards meeting the Quality Standard at Jedworth Avenue. 5. If residential proposed, contribution required towards outdoor sports provision. 6. If residential proposed, contribution required towards allotments/growing space. Water Environment: 7. SFRA identifies flood risk - Development proposals should avoid predicted pluvial flood risk areas, and not increase risk locally at know flooding hotspots. Policy 17 applies. Heat Networks: 8. Site is within an indicative Heat Network Zone.
Kinfauns Drive/ Kinclaven Avenue, New Neighbourhood Initiative Site B Site Ref: HL2837A	Housing Area (ha): 6.91 Indicative Capacity: 280	Natural Environment: 1. If loss of trees is justified, compensatory planting will be required, preferably onsite. 2. Site may contain Open Mosaic on Previously Developed Land habitat and this should be considered during survey by a qualified ecologist. Sustainable Transport: 3. Financial contribution towards the delivery of City Network active travel infrastructure required. 4. Ensure the provision of accessible, conveniently located bus stops on site 5. Enhance walking and cycling connections to, from and within the site, providing legible and pedestrian friendly connections between the site and proposed Drumchapel City Link City Network active travel route on Kinfauns Drive. 6. Establish a safe, inclusive, attractive and integrated on-site movement network, enabling direct pedestrian connections to on-site bus stops. Open Space: 7. Contribution required for outdoor sports provision. 8. Contribution required for allotments/growing space. 9. Contribution towards meeting the Accessibility Standard by delivery of new Community Space on site. 10. Compensation required for loss of existing protected sports pitch. Heat Networks: 11. Site is within an indicative Heat Network Zone.

Kinfauns Drive/ Kinclaven Avenue, New Neighbourhood Initiative Site C Site Ref: HL1504	Housing Area (ha): 9.65 Indicative Capacity:279	Natural Environment: 1. Irreplaceable trees of High Nature Conservation Value on site - protected by NPF4, must not be removed. 2. Site may contain Open Mosaic on Previously Developed Land habitat and this should be considered during survey by a qualified ecologist. Community Facilities: 3. Site identified as lacking access to food shop, see Policy 19.11. Sustainable Transport: 4. Financial contribution towards the delivery of City Network active travel infrastructure required. 5. Ensure the provision of accessible, conveniently located bus stops on site 6. Enhance walking and cycling connections to, from and within the site, providing legible and pedestrian friendly connections between the site and proposed Drumchapel City Link City Network active travel route on Kinfauns Drive. 7. Establish a safe, inclusive, attractive and integrated on-site movement network, enabling direct pedestrian connections to on-site bus stops. Open Space: 8. Contribution towards meeting the Quality Standard at Summerhill Rd/Peel Glen Rd and/or Jedworth Avenue. 9. Contribution required towards allotments/growing space unless this can be provided on site. 10. Contribution required towards outdoor sports provision. Heat Networks: 11. Site is within an indicative Heat Network Zone.
Kinfauns Drive/ Airgold Drive, New Neighbourhood Initiative Site E Site Ref: HL2837D	Housing Area (ha): 3.97 Indicative Capacity: 100	Natural Environment: 1. If loss of trees is justified, compensatory planting will be required, preferably onsite. Sustainable Transport: 2. Financial contribution towards the delivery of City Network active travel infrastructure required. 3. Enhance walking and cycling connections to, from and within the site, providing legible and pedestrian friendly connections between the site and proposed Drumchapel City Link City Network active travel route on Kinfauns Drive. 4. Establish a safe, inclusive, attractive and integrated on-site movement network, enabling direct pedestrian connections to bus stops on Kinfauns Drive. Open Space: 5. Contribution required for outdoor sports provision. 6. Contribution required for allotments/growing space. 7. Contribution towards meeting the Accessibility Standard. Water Environment: 8. SFRA identifies flood risk - Site vulnerable to flooding from Garscadden Burn (North), FRA to consider requirement to upgrade culvert. Policy 17 applies. Heat Networks: 9. Site is within an indicative Heat Network Zone.

4.10: Finnieston

[Insert placemaking map and Infographic overview of development potential of area of change (numbers of houses etc)]

Vision

Finnieston will continue to evolve into a vibrant neighbourhood with a distinctive identity shaped by its rich industrial heritage and diverse cultural offerings. Its population will grow through new residential developments bringing wider benefits to the area, including publicly accessible open spaces, and streetscape improvements such as traffic-calming measures and enhanced pedestrian crossing points.

Context for Change

Finnieston is a neighbourhood with an identity tied to Glasgow's maritime history and industrialisation in the 19th century. Throughout the 1800s the area was transformed from a 'planned village' to an industrial and maritime powerhouse characterised by shipbuilding infrastructure, workshops, warehouses, glassworks, engineering works and dense tenement housing to house those working on the shipyards and adjacent industries. Deindustrialisation in the post-war period greatly affected the area with the decline of the shipyards and other heavy industries, resulting in the deterioration of many of the buildings and eventual demolition of much of the industrial buildings in the area as part of the Comprehensive Development Areas to make way for new road infrastructure including the construction of the Clydeside Expressway which created a severance between the north of the neighbourhood (captured in this Area of Change boundary) and the former docklands in the south which today comprise the Scottish Events Campus.

The neighbourhood's position at the edge of activity generated by the still expanding SEC campus and the long-established cultural pull of the West End has, together with Finnieston's own strong cultural and historic identity, shaped its contemporary character. The area's industrial heritage remains clearly legible through surviving landmarks, most notably via views of the iconic Finnieston Crane, which anchors its sense of place. The combination of the emerging culture and tourism economy to the south and the preserved historic fabric has seen Finnieston evolve organically into one of the UK's most fashionable neighbourhoods.

Residential demand in Finnieston has grown considerably, reflected in the number of significant housing developments both completed and underway, as well as several key sites allocated for future housing delivery. To ensure this growth supports a well-functioning, sustainable neighbourhood, it is essential that future development is guided by a coordinated approach - one that delivers the necessary infrastructure, amenities, and place shaping elements required to sustain a high-quality liveable neighbourhood in the 21st century.

The improvements required in the urban environment to support Finnieston's continued success are centred upon improving the amenity and accessibility of the wider area. This includes the provision of new open space, improvements to the pedestrian environment including traffic calming and streetscape improvements to reduced car

dominance along Argyle Street and improving connections across/under the expressway.

Policy Requirements

- The Council is supportive of measures that would improve pedestrian connectivity across the Clydeside Expressway, including the Sandyford Bridge, to create easier links to the SEC and surrounding Clyde Waterfront.
- The Council is supportive of measures that would improve access to the SEC from Finnieston along Finnieston Street.
- This policy must be read in conjunction with Policy 2 River Clyde Spatial Strategy and Policy 2.4 SEC Yorkhill Quay, Pacific Quay and Graving Docks.

Development proposals will:

1. Take into account the River Corridor Strategic Development Framework and Placemaking Guidance: SEC and Wider Area and Govan and Partick Strategic Development Framework.
2. Take into account the Anderston Matters Local Place Plan.
3. Improve connections across/under the Clydeside expressway, creating better access to the Clyde waterfront and SEC campus.
4. Be proposed in accordance with the Clyde Mission Strategic Masterplan (Major Developments).
5. Demonstrably contribute to the delivery of the projects, priorities and principles set out in the Yorkhill to Anderston Neighbourhoods Stage 1, in a proportionate and appropriate manner. Including contribution to the delivery of the following projects:
    - Mitchell Library to the Riverfront a Cultural Avenue
    - Prioritising Streets For People and Local Town Centres
    - Focussing on Areas of Significant Opportunity and Promoting Inclusive Design For All

Finnieston Sites

Site Details	Land Use	Site Requirements
11 Minerva Way Site Ref: HL5127	Housing Area (ha): 1.57 Indicative Capacity: 391	Natural Environment: 1. If loss of trees is justified, compensatory planting will be required, preferably onsite. Community Facilities: 2. Developer contribution for Education very likely. Pre-application discussion required. Sustainable Transport: 3. Financial contribution towards the delivery of Connecting Glasgow active travel infrastructure required. 4. Establish a safe, inclusive, attractive and integrated on-site movement network, enabling direct pedestrian connections to Exhibition Centre train station

		Open Space: 5. Contribution towards the delivery of the River Park. 6. Contribution required towards allotments/growing space. 7. Contribution required towards outdoor sports provision.
131 Minerva Street Site Ref: HL5201	Housing Area (ha): 0.15 Indicative Capacity: 64	Natural Environment: 1. If loss of trees is justified, compensatory planting will be required, preferably onsite. Community Facilities: 2. Developer contribution for Education very likely. Pre-application discussion required. Sustainable Transport: 3. Financial contribution towards the delivery of Connecting Glasgow active travel infrastructure required. Open Space: 4. Contribution towards the delivery of the River Park. 5. Contribution required towards allotments/growing space. 6. Contribution required towards outdoor sports provision. Heat Networks: 7. Site is within an indicative Heat Network Zone.
69 Houldsworth Street Site Ref: HL3667	Housing Area (ha): 0.07 Indicative Capacity: 34	Community Facilities: 1. Developer contribution for Education very likely. Pre-application discussion required. Sustainable Transport: 2. Financial contribution towards the delivery of Connecting Glasgow active travel infrastructure required. Open Space: 3. Contribution towards the delivery of the River Park. 4. Contribution required towards provision of allotments/growing space. 5. Contribution required towards outdoor sports provision. Heat Networks: 6. Site is within an indicative Heat Network Zone.
8-12 Corunna Street Site Ref: HL2748	Housing Area (ha): 0.07 Indicative Capacity: 15	Natural Environment: 1. If loss of trees is justified, compensatory planting will be required, preferably onsite. Community Facilities: 2. Developer contribution for Education very likely. Pre-application discussion required. Sustainable Transport: 3. Financial contribution towards the delivery of Connecting Glasgow active travel infrastructure required. Open Space: 4. Contribution towards the maintenance of Kelvingrove Park. 5. Contribution towards meeting the Quantity Standard. 6. Contribution required towards allotments/growing space. 7. Contribution required towards outdoor sports provision. Water Environment:

		8. SFRA identifies flood risk - Detailed FRA required. Policy 17 applies. Heat Networks: 9. Site is within an indicative Heat Network Zone Network of Centres: 10. Located in Cranstonhill/Yorkhill town centre. Proposals should contribute to town centre living.
Adjacent to 1017 Argyle Street Site Ref: HL5026	Housing Area (ha): 0.05 Indicative Capacity:14	Community Facilities: 1. Developer contribution for Education very likely. Pre-application discussion required. Sustainable Transport: 2. Financial contribution towards the delivery of Connecting Glasgow active travel infrastructure required Open Space: 3. Contribution towards the maintenance of Kelvingrove Park. 4. Contribution towards meeting the Quantity Standard. 5. Contribution required towards allotments/growing space. 6. Contribution required towards outdoor sports provision. Heat Network: 7. Site is within an indicative Heat Network Zone Network of Centres: 8. Located in Cranstonhill/Yorkhill town centre. Proposals should contribute to town centre living.
Argyle Street, former Cranstonhill Police Station Site Ref: CfS240017	Housing Area (ha): 0.21 Indicative Capacity: 62	Natural Environment: 1. Biodiversity enhancement in densely urban area. Community Facilities: 2. Developer contribution for Education very likely. Pre-application discussion required. Sustainable Transport: 3. Financial contribution towards the delivery of Connecting Glasgow active travel infrastructure required Open Space: 4. Contribution towards the maintenance of Kelvingrove Park. 5. Contribution towards meeting the Quantity Standard. 6. Contribution towards meeting the Accessibility Standard. 7. Contribution required towards allotments/growing space. 8. Contribution required towards outdoor sports provision. Heat Networks: 9. Site is within an indicative Heat Network Zone.
Elliot Street/ Cranston Street Site Ref: UCS240201	Brownfield Development Opportunity Area (ha):0.60	Natural Environment: 1. If loss of trees is justified, compensatory planting will be required, preferably onsite. Sustainable Transport: 2. If redevelopment of site constitutes a development type and scale identified in Policy 14.1 as requiring active travel developer contributions. A financial contribution towards the delivery of Connecting Glasgow active travel infrastructure will be required.

		Open Space 3. If residential proposed, contribution towards the delivery of the River Park. 4. If residential proposed, contribution required towards allotments/growing space. 5. If residential proposed, contribution towards meeting the Accessibility Standard. Heat Networks: 6. Site is within an indicative Heat Network Zone.
Finnieston Street/ Minerva Street Site Ref: HL1314	Housing Area (ha): 0.41 Indicative Capacity: 132	Natural Environment: 1. Retain trees on site in line with planning consent 21/01660/FUL. Community Facilities: 2. Developer contribution for Education very likely. Pre-application discussion required. Sustainable Transport: 3. Financial contribution towards the delivery of Connecting Glasgow active travel infrastructure required. Open Space: 4. Contribution towards the delivery of the River Park. 5. Contribution required towards provision of allotments/growing space. 6. Contribution required towards outdoor sports provision. Heat Networks: 7. Site is within an indicative Heat Network Zone. Network of Centres: 8. Located in Cranstonhill/Yorkhill town centre. Proposals should contribute to town centre living.
Minerva Street/ West Greenhill Place/ Finnieston Street Site Ref: CfS250033	Housing Area (ha): 0.95 Indicative Capacity:161	Natural Environment: 1. Significant site with opportunity for biodiversity enhancement to restore nature to an urban area. Sustainable Transport 2. Financial contribution towards the delivery of Connecting Glasgow active travel infrastructure required. 3. Establish a safe, inclusive, attractive and integrated on-site movement network, enabling direct pedestrian connections to Exhibition Centre train station. Open Space 4. Contribution towards the delivery of the River Park. 5. Contribution required towards allotments/growing space unless to be provided on site. 6. Contribution required towards outdoor sports provision. Heat Networks: 7. Site is within an indicative Heat Network Zone. Network of Centres: 8. Located in Cranstonhill/Yorkhill town centre. Proposals should contribute to town centre living.
Skypark, 8 Elliot Place Site Ref: CfS240156	Brownfield Development Opportunity Area (ha): 2.48	Natural Environment: 1. Significant site with opportunity for biodiversity enhancement to restore nature to an urban area. Particular focus for nature on the southern section of site. 2. If loss of trees is justified, compensatory planting will be required, preferably onsite.

		Sustainable Transport: 3. If redevelopment of site constitutes a development type and scale identified in Policy 14.1 as requiring active travel developer contributions. A financial contribution towards the delivery of Connecting Glasgow active travel infrastructure will be required. 4. Establish a safe, inclusive, attractive and integrated on-site movement network, enabling direct pedestrian connections to Exhibition Centre Station. 5. Improve block permeability by creating shorter, more direct pedestrian routes, strengthening connections between Anderston, Finnieston and the riverfront. Open Space: 6. If residential proposed, contribution towards the delivery of the River Park. 7. If residential proposed, contribution required towards allotments/growing space. 8. If residential proposed, contribution towards meeting the Accessibility Standard. Heat Networks: 9. Site is within an indicative Heat Network Zone.
West Greenhill Place/ Finnieston Street Site Ref: UCS240246	Brownfield Development Opportunity Area (ha): 0.62	Natural Environment: 1. If loss of trees is justified, compensatory planting will be required, preferably onsite. Community Facilities: 2. Developer contribution for Education very likely. Pre-application discussion required. Sustainable Transport: 3. If redevelopment of site constitutes a development type and scale identified in Policy 14.1 as requiring active travel developer contributions. A financial contribution towards the delivery of Connecting Glasgow active travel infrastructure will be required. 4. Enhance the condition of the path that runs along the southern boundary of the site by creating a safe, well-lit and attractive pedestrian connection between Minerva Street and Finnieston Street. Open Space: 5. If housing proposed, contribution towards outdoor sports provision. 6. If housing proposed, contribution required towards allotments/growing space. 7. If housing proposed, contribution towards meeting the Accessibility Standard unless this is to be developed on site. Heat Networks: 8. Site is within an indicative Heat Network Zone.
William Cook Building, 34 Elliot Street Site Ref: CfS240146	Brownfield Development Opportunity Area (ha):0.08	Historic Environment: 1. 34 Elliot Street (William Cook Building/Glasgow Saw Works) - Building at risk – see Policy 9.2. 2. If proposed use of building is likely to require developer contributions (see Policy 14), early discussion with the Council is required through pre-application (fee exempt). 3. Category B listed Building Heat Networks: 4. Site is within an indicative Heat Network Zone

Sites of 9 homes or less (subject to change of capacity at application stage – see Structure of CDP2):

Site Details	Site Reference	Land Use	Area (ha):	Indicative Capacity:
49-52 St Vincent Crescent	HL2520	Housing	0.08	4
Overnewton Place	HL5108	Housing	0.04	4

North West Glasgow – Development and Regeneration Opportunities

4.11: Network Of Centres

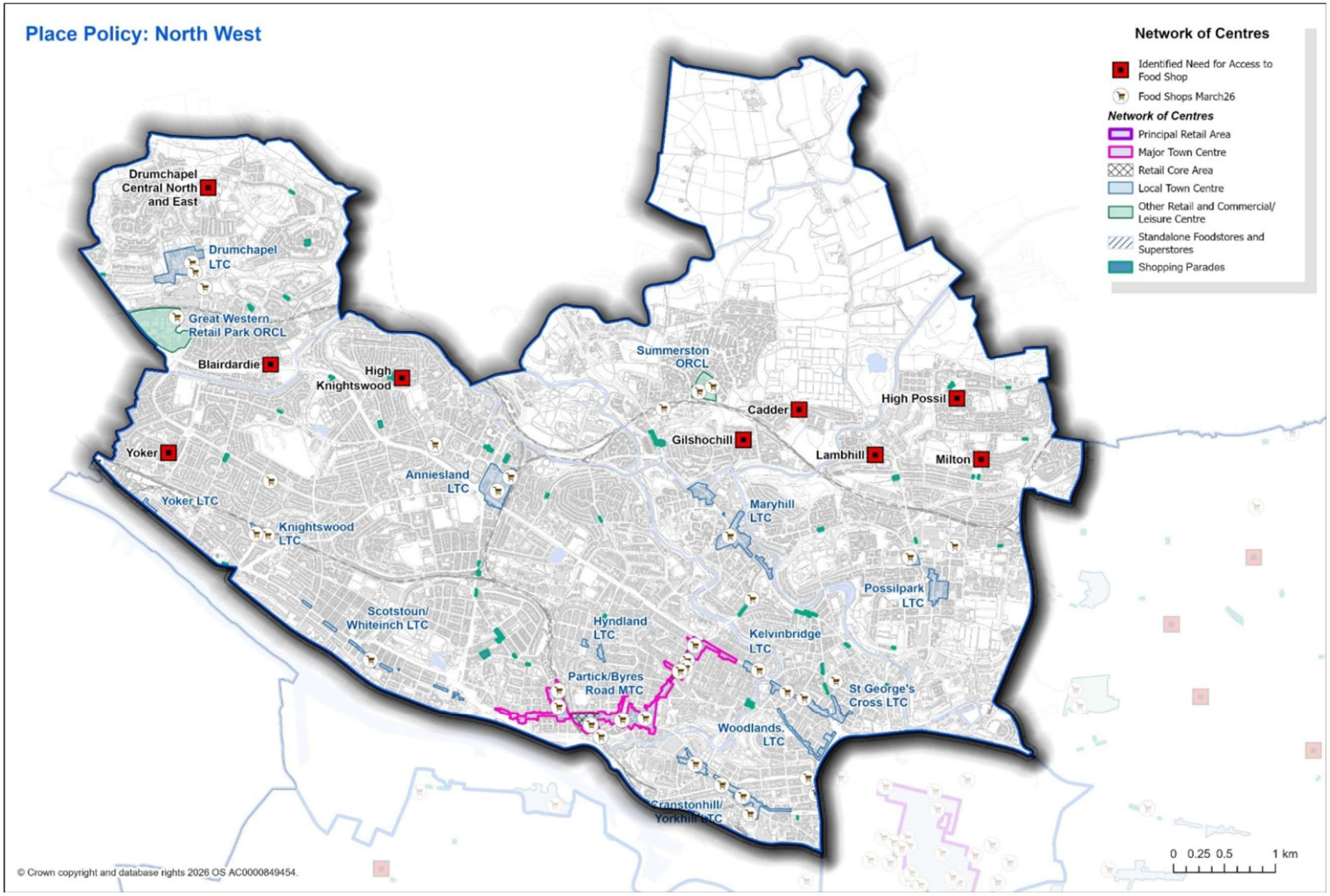


FIGURE 19

Context

Major Centres

Partick/Byres Road is the only major centre in North West, and the largest in the City's network. The area is both a 'destination' major centre for tourism and the night-time economy with a regional catchment, and one that serves a local catchment with essential convenience shopping. There is a wide range of independent and national shops serving local neighbourhoods and Glasgow University. There is a good choice of leisure and cultural facilities and tourist attractions, such as the Kelvin Hall, the Grosvenor Cinema, Oran Mor, Kelvingrove Park, the Botanic Gardens, Kelvingrove Art Gallery and Museum, the Riverside Museum and the Hunterian Museum.

Partick/Byres Road performs a distinct role in the City's Network, with particular concentrations of retail within the Core Areas, and a greater focus on food and drink and night-time uses elsewhere. As shopping and leisure habits have changed, parts of Partick and at the southern end of Byres Road have witnessed a transition towards food and drink premises. Together with the other assets this creates a thriving leisure economy in the area, throughout the day and evening. Byres Road Retail Core Area is the main focus for the centre's retail presence, Partick Retail Core Area is now much more mixed, with a growing café/restaurant and service offer.

Partick/Byres Road is undergoing an extensive public realm improvement programme which is expected to enhance its status as a destination for independent shopping, leisure and tourism related activities. In terms of convenience shopping, there are a number of supermarkets within the centre, both large and smaller metro type units. The Council supports the ongoing implementation of the Glasgow University Campus Masterplan and wider public realm/active travel improvements in the Partick/Bryres Road Major Town Centre. The university is providing key investment through its Campus Masterplan, and, allied to the new Govan/Partick crossing, this has the potential to expand economic activity southwards towards Govan.

Local Town Centres

There are 10 Local Town Centres in the North West area, all of which contribute to Glasgow's neighbourhoods.

All centres, with the exception of the open mall in Drumchapel, and the small purpose-built centre at Knightswood, are based on tenemental streets. They all have a mix of uses with a relatively low retail presence in all of the centres. There are a relatively high number of hot food outlets, betting shops, and public houses in Anniesland, Maryhill, Scotstoun/Whiteinch, St George's Cross and Yoker, which can impact on the health and well-being of these communities. Vacancy in Possilpark and Yoker is relatively high, much of it long-term.

Drumchapel has a relatively high proportion of retail, serving the local population, but also betting shops, hairdressers, a pub and a government office. See Policy 4.8 Drumchapel Town Centre Area of Change for more information.

Many of the inner-city Local Town Centres are connected to one or more of the numerous Local Shopping Facilities, which are relatively small in scale and are spread across the City. These provide an important convenience shopping offer, as well as small food and drink businesses, hot food takeaways and local neighbourhood services. In the outer city, Local Shopping Facilities are often less well connected to Local Town Centres, and this emphasises their importance to local communities in providing the only means of local food shopping. The North West contains 36 Local Shopping Facilities.

There are two Commercial Centres in the North West area, Great Western Retail Park and Summerston. Both centres have a mix of bulky goods with an increasing number of other services.

Policy Requirements

1. Take into account the Drumchapel Local Development Framework at the following town and commercial centres:
    a. Drumchapel
    b. Great Western Retail Park
2. For proposals in Drumchapel, refer to Policy 4.8 Drumchapel Town Centre.
3. Support the wider improvements in and around Drumchapel Town Centre, and a greater mix of uses.
4. Take into account the North Glasgow Strategic Development Framework at the following town and commercial centres:
    a. Maryhill
    b. Possilpark and Edge
    c. St George's Cross
    d. Summerston
5. Take into account the Govan and Partick Strategic Development Framework at the following town and commercial centres:
    a. Cranstonhill/Yorkhill
    b. Hyndland
    c. Kelvinbridge
    d. Partick/Byres Road
    e. Scotstoun/Whiteinch
6. Apply the Town Centre First approach to proposals for additional floorspace in the centres within North West, taking into account their respective roles and functions.
7. Policy 19.3 applies – Partick/Byres Road Retail Core Areas (RCA) – The Council will support the preservation of the existing balance of uses, while protecting residential amenity and managing vacancy.
8. The Council will support the tourism, food and drink and night-time economy in Partick/Byres Road.
9. In Ashton Lane and Vinicombe Street, there is a concentration of food and drink uses serving the day and night-time economy, many with outdoor seating areas. Proposals for vacant units will be supported, where they are not detrimental to place quality and residential amenity, rather than whether they would change the balance between retail and non-retail.
10. The Council will support proposals for the key commercial site at Castlebank Street, which increase footfall, improve connectivity and pedestrian movement between Partick/Byres Road Town Centre, the River Clyde and Govan Town Centre.
11. Policy 19.3 applies – the following local town centres are categorised as:
    a. Retail led – Knightswood, Hyndland and St George's Cross
    b. Mixed / Night time centres – Possilpark, Yoker, Maryhill, Scotstoun/Whiteinch, Kelvinbridge, Anniesland, Woodlands, Cranstonhill/Yorkhill
12. Great Western Retail Park and Summerston - The council supports uses that maintain the existing bulky goods representation.
13. Maintain opportunities for local food and convenience shopping.
14. For all centres, proposals will be supported where they:
    a. maintain a balance of uses that is appropriate to the primary role and function of the centre or (for Partick/Byres Road) Core Areas within the centre;
    b. avoid clustering of uses that could be detrimental to health and wellbeing;
    c. are not detrimental to residential amenity; and
    d. minimise vacancy.

Food Shopping Deficiency Areas

In accordance with Policy 19.11, the following locations in North West Glasgow are identified as having a local shopping or food store deficiency, and therefore do not have good access to shops providing a range of healthy food options:

1. Cadder
2. Gilsochill
3. High Knightswood
4. High Possil
5. Lambhill
6. Milton
7. North and East of Central Drumchapel
8. Old Drumchapel
9. Yoker

4.12: Housing

The following sites will deliver housing within the North West Glasgow Place Policy, in addition to those sites included within the Areas of Change.

Site Details	Land Use	Site Requirements
Temple Gasworks Site Ref: CfS240164	Housing Area (ha): 4.09 Indicative Capacity: 600	1. Masterplan required. Historic Environment: 2. Temple Gasworks: No. 4 and No.5 Gasholders - Building at risk – see Policy 9.2. 3. Category B listed Buildings. Listed buildings should be retained and sensitively adapted – see Policy 8. Natural Environment: 4. Nature Network Core Corridor. Protect, manage and augment Nature Networks (grassland, wetland and woodland). 5. If loss of trees is justified, compensatory planting will be required, preferably onsite. 6. Site may contain Open Mosaic on Previously Developed Land habitat and this should be considered during survey by a qualified ecologist. Community Facilities: 7. Developer contribution for Education very likely. Pre-application discussion required. Sustainable Transport: 8. Establish a safe, inclusive, attractive and integrated on-site movement network, enabling direct pedestrian connections to Kelvindale train station. 9. Enhance walking and cycling connections to, from and within the site, providing legible and pedestrian friendly connections between the site and the existing National Cycle Network Route 754 along the canal. 10. Open Space: 11. Contribution towards meeting the Accessibility Standard unless a community space is to be provided on site. 12. Contribution required towards allotments/growing space. 13. Contribution required towards outdoor sports provision. Water Environment: 14. SFRA identifies flood risk - Pluvial flood risk and proximity to canal requires consideration. Policy 17 applies. Heat Networks: 15. Site is within an indicative Heat Network Zone.
Beith Street/ Beith Way Site Ref: HL0515	Housing Area (ha): 0.97 Indicative Capacity: 424	Natural Environment: 1. Irreplaceable trees of High Nature Conservation Value on site (protected by NPF4) recently removed, compensatory planting required on site. 2. Nature Network Core Corridor. Protect, manage and augment Nature Networks. 3. Site may contain Open Mosaic on Previously Developed Land habitat and this should be considered during survey.

		Community Facilities: 4. Developer contribution for Education very likely. Pre-application discussion required. Sustainable Transport 5. Establish a safe, inclusive, attractive and integrated on-site movement network, enabling direct pedestrian connections to Partick Interchange Open Space: 6. Contribution towards Contribution towards the delivery of the River Park. 7. Contribution required towards allotments/growing space. 8. Contribution required towards outdoor sports provision. Water Environment: 9. SFRA identifies flood risk - Policy 17 applies. Heat Networks: 10. Site is within an indicative Heat Network Zone.
Dalnair Street, Yorkhill Hospitals Site Ref: CfS240221	Housing Area (ha): 7.98 Indicative Capacity: 380	1. Masterplan required to deliver a housing led site with employment and supporting uses. Natural Environment: 2. Nature Network Core Corridor. Protect, manage and augment Nature Networks (woodland and wetland), but grassland should also be considered as part of a future Nature Networks. 3. Irreplaceable trees of High Nature Conservation Value on site - protected by NPF4, must not be removed. Community Facilities: 4. Developer contribution for Education very likely. Pre-application discussion required. Sustainable Transport: 5. Enhance walking and cycling connections to, from and within the site, providing legible and pedestrian friendly connections between the site and existing active travel infrastructure, including the Yorkhill City Link on Old Dumbarton Road and National Cycle Network Route 7 in Yorkhill Park. 6. Establish a safe, inclusive, attractive and integrated on-site movement network that enhances permeability, strengthens pedestrian and active travel connections between the site, the River Clyde waterfront and Kelvingrove, and integrates effectively with Yorkhill Park. Open Space: 7. Contribution towards meeting the Accessibility Standard unless a community space is to be provided on site/Yorkhill Park can be made to meet the Quality Standard with the incorporation of flat land from the development site *or* contribution towards the delivery of the River Park. 8. Contribution to outdoor sports provision. 9. Contribution towards allotments provision. Heat Networks: 10. Site is within an indicative Heat Network Zone.
Northinch Street/ Squire Street Site Ref: HL3526	Housing Area (ha): 0.45	Natural Environment: 1. If loss of trees is justified, compensatory planting will be required, preferably onsite. Open Space:

	Indicative Capacity: 117	2. Contribution towards the maintenance of Victoria Park. 3. Contribution towards meeting the Quantity Standard. 4. Contribution required towards allotments/growing space. 5. Contribution required towards outdoor sports provision. Heat Networks: 6. Site is within an indicative Heat Network Zone.
21 Herschell Street Site Ref: CfS240016	Housing Area (ha): 0.49 Indicative Capacity: 113	Natural Environment: 1. If loss of trees is justified, compensatory planting will be required, preferably onsite. Open Space: 2. Contribution towards meeting the Accessibility Standard. 3. Contribution required towards allotments/growing space. 4. Contribution required towards outdoor sports provision. Heat Networks: 5. Site is within an indicative Heat Network Zone. Network of Centres: 6. Located in Anniesland town centre. Proposals should contribute to town centre living.
37 Cloan Avenue, former Stonedyke Primary School Site Ref: UCS240019	Housing Area (ha): 1.87 Indicative Capacity: 112	Natural Environment: 1. If loss of trees is justified, compensatory planting will be required, preferably onsite. Sustainable Transport: 2. Establish a safe, inclusive, attractive and integrated on-site movement network, enabling direct pedestrian connections to the nearest bus stops on Glenkirk Drive. Open Space: 3. Contribution towards meeting the Quality Standard at Essenside Avenue. 4. Contribution required towards allotments/growing space. 5. Contribution required towards outdoor sports provision. 6. Compensation required for loss of existing protected sports pitch. Heat Networks: 7. Site is within an indicative Heat Network Zone.
Cleddans Court/ Lillyburn Place Site Ref: HL3435	Housing Area (ha): 2.31 Indicative Capacity: 75	Natural Environment: 1. Ensure the development of the site retains the area currently designated as green belt as green belt and delivers a better entrance to the Local Nature Reserve. 2. If loss of trees is justified, compensatory planting will be required, preferably onsite. 3. Nature Network Regional Core Area. Manage and augment Nature Networks. Community Facilities: 4. Site identified as lacking access to food shop, see Policy 19.11. Sustainable Transport:

		5. Establish a safe, inclusive, attractive and integrated on-site movement network, enabling direct pedestrian connections to the nearest bus stops on Fasque Place and Monymusk Place. 6. Enhance walking and cycling connections to, from and within the site, providing legible and pedestrian friendly connections between the site and existing recreational active travel routes in Cleddans Burn Local Nature Reserve to the West and Garscadden Wood Local Nature Reserve, providing a safe and direct active travel link between these routes across the site. Open Space: 7. Contribution towards meeting the accessibility standard. 8. Contribution required towards provision of allotments/growing space. 9. Contribution required towards Outdoor Sports Provision. Heat Networks: 10. Site is within an indicative Heat Network Zone.
Otago Lane Site Ref: HL4595	Housing Area (ha): 0.29 Indicative Capacity: 49	Natural Environment: 1. If loss of trees is justified, compensatory planting will be required, preferably onsite. 2. Nature Network Regional Core Area. Manage and augment Nature Networks. Community Facilities: 3. Developer contribution for Education very likely. Pre-application discussion required. Open Space: 4. Contribution towards the maintenance of Kelvingrove Park. 5. Contribution towards meeting the Quantity Standard. 6. Contribution required towards allotments/growing space. 7. Contribution required towards outdoor sports provision. Heat Networks: 8. Site is within an indicative Heat Network Zone.
25 Burnbank Gardens, former Burnbank House Site Ref: HL4926A	Housing Area (ha): 0.20 Indicative Capacity:48	Open Space: 1. Contribution towards meeting the Quality Standard at the River Kelvin Walkway at Kelvinbridge. 2. Contribution required towards allotments/growing space. 3. Contribution required towards outdoor sports provision. Heat Networks: 4. Site is within an indicative Heat Network Zone.
West Of 145 Kelvinhaugh Street Site Ref: CfS240201	Housing Area (ha): 0.36 Indicative Capacity:43	Natural Environment: 1. If loss of trees is justified, compensatory planting will be required, preferably onsite. Community Facilities: 2. Developer contribution for Education very likely. Pre-application discussion required. Open Space: 3. Contribution required towards the delivery of the River Park. 4. Contribution required towards allotments/growing space. 5. Contribution required towards outdoor sports provision.

		Heat Networks: 6. Site is within an indicative Heat Network Zone.
26 Lochgoin Avenue, former Lochgoin Primary School Site Ref: CfS240513	Housing Area (ha): 1.53 Indicative Capacity: 43	Natural Environment: 1. If loss of trees is justified, compensatory planting will be required, preferably onsite. 2. Nature Network Regional Core Area. Manage and augment Nature Networks. Community Facilities: 3. Site identified as lacking access to food shop, see Policy 19.11. Sustainable Transport: 4. Establish a safe, inclusive, attractive and integrated on-site movement network, enabling direct pedestrian connections to the nearest bus stops on Lochgoin Avenue. 5. Enhance walking and cycling connections to, from and within the site, providing legible and pedestrian friendly connections between the site and the existing woodland active travel routes to the east of the site, improving their quality as direct active travel links to Kinfauns Drive Open Space: 6. Contribution towards meeting the Accessibility Standard. 7. Contribution required towards allotments/growing space. 8. Contribution required towards outdoor sports provision. Heat Networks: 9. Site is within an indicative Heat Network Zone.
Shannon Street Site Ref: HL2225	Housing Area (ha): 1.18 Indicative Capacity: 30	Natural Environment: 1. If loss of trees is justified, compensatory planting will be required, preferably onsite. Open Space: 2. Contribution towards meeting the Quality Standard at Ruchill Park. 3. Contribution required towards allotments/growing space. 4. Contribution required towards outdoor sports provision.
Ruchill Street/ Shuna Street Site Ref: SHIP26_23	Housing Area (ha): 0.41 Indicative Capacity: 30	Natural Environment: 1. Nature Network Regional Core Area. Deliver biodiversity enhancement. Open Space: 2. Contribution towards meeting the Accessibility Standard. 3. Contribution required towards allotments/growing space. 4. Contribution required towards outdoor sports provision.
30 Cranworth Street, former Baptist Church Site Ref: HL4511	Housing Area (ha): 0.09 Indicative Capacity: 29	Historic Environment: 1. Hillhead Baptist Church (former) - Building at risk – see Policy 9.2 2. If proposed use of building is likely to require developer contributions (see Policy 14), early discussion with the Council is required through pre-application (fee exempt). 3. Category B listed Building Sustainable Transport:

		4.Site may create a risk to Glasgow Subway tunnels and/or stations - discussion with SPT required as part of application process. Heat Networks: 5. Site is within an indicative Heat Network Zone.
56 Craggan Drive, former Yoker Primary School Site Ref: CfS240521	Housing Area (ha): 1.28 Indicative Capacity: 28	Natural Environment: 1. If loss of trees is justified, compensatory planting will be required, preferably onsite. Open Space: 2. Contribution towards meeting the Accessibility Standard. 3. Contribution required towards allotments/growing space. 4. Contribution required towards outdoor sports provision. Sustainable Transport 5. Establish a safe, inclusive, attractive and integrated on-site movement network, enabling direct pedestrian connections to Garscadden train station. Heat Networks: 6. Site is within an indicative Heat Network Zone.
Hawthorn Street/ Saracen Street Site Ref: HL0804	Housing Area (ha): 0.45 Indicative Capacity: 25	Natural Environment: 1. If loss of trees is justified, compensatory planting will be required, preferably onsite. Open Space: 2. Contribution towards meeting the Quality Standard at Bilsland Drive. 3. Contribution required towards allotments/growing space. 4. Contribution required towards outdoor sports provision. Heat Networks: 5. Site is within an indicative Heat Network Zone.
Southeast of 6 Spencer Street, former pitch at Temple Primary School Site Ref: HL5191	Housing Area (ha): 0.25 Indicative Capacity: 24	Natural Environment: 1. If loss of trees is justified, compensatory planting will be required, preferably onsite. Open Space: 2. Contribution towards meeting the Quality Standard at Hemlock St/Greywood St. 3. Contribution required towards allotments/growing space. 4. Contribution required towards outdoor sports provision. Heat Networks: 5. Site is within an indicative Heat Network Zone.
26 Munro Place, Anniesland Site Ref: CfS250010	Housing Area (ha): 0.03 Indicative Capacity: 24	Open Space: 1. Contribution towards meeting the Accessibility Standard. 2. Contribution to outdoor sports provision. 3. Contribution towards allotments. Heat Networks: 4. Site is within an indicative Heat Network Zone.

Shawpark Street Site Ref: HL5067	Housing Area (ha): 0.14 Indicative Capacity: 22	Natural Environment: 1. If loss of trees is justified, compensatory planting will be required, preferably onsite. 2. Nature Network Regional Core Area. Deliver biodiversity enhancement. Open Space: 3. Contribution towards meeting the Accessibility Standard. 4. Contribution required towards allotments/growing space. 5. Contribution required towards outdoor sports provision. Heat Networks: 6. Site is within an indicative Heat Network Zone.
Strachur Street/ Balmore Road (Phase 2) Site Ref: HL0389E	Housing Area (ha): 0.58 Indicative Capacity:21	Historic Environment: 1. Located within the Glasgow Branch of the Forth and Clyde Canal, a scheduled monument. Refer to scheduling document. Scheduled Monument Consent may be required. Consideration needed for effect on the setting of any development on the scheduled monument. Natural Environment: 2. If loss of trees is justified, compensatory planting will be required, preferably onsite. 3. Proximity to Possil Loch requires consideration to be given to the potential impact of the proposals, including any possible cumulative effects of multiple constructions near to the SSSI. Appropriate mitigation to prevent adverse impacts will be required. Community Facilities: 4. Site identified as lacking access to food shop, see Policy 19.11. Open Space: 5. Contribution towards meeting the Quality Standard at Balmore Rd/Knapdale St. 6. Contribution required towards allotments/growing space. 7. Contribution required towards outdoor sports provision.
Former 33 Gilbert Street Site Ref: CfS240175	Housing Area (ha): 0.08 Indicative Capacity: 20	Natural Environment: 1. If loss of trees is justified, compensatory planting will be required, preferably onsite. Community Facilities: 2. Developer contribution for Education very likely. Pre-application discussion required. Open Space: 3. Contribution towards meeting the Accessibility Standard. 4. Contribution to outdoor sports provision. Heat Networks: 5. Site is within an indicative Heat Network Zone.
45 Oran Street/ Oran Gardens, former Day Centre Site Ref: CfS240532	Housing Area (ha): 0.14 Indicative Capacity: 18	Open Space: 1. Contribution towards the maintenance of the Botanic Gardens. 2. Contribution required towards allotments/growing space. 3. Contribution required towards outdoor sports provision. Heat Networks:

		4. Site is within an indicative Heat Network Zone.
1660 Great Western Road Site Ref: SHIP26_45	Housing Area (ha): 0.09 Indicative Capacity: 17	Open Space: 1. Contribution towards meeting the Accessibility Standard. 2. Contribution to outdoor sports provision. 3. Contribution towards allotments. Heat Networks: 4. Site is within an indicative Heat Network Zone. Network of Centres: 5. Located in Anniesland town centre. Proposals should contribute to town centre living.
Craigmont Drive/ Maryhill Road Site Ref: CfS250012	Housing Area (ha): 0.14 Indicative Capacity: 16	Open Space: 1. Contribution towards the maintenance of the Botanic Gardens. 2. Contribution required towards allotments/growing space. 3. Contribution required towards outdoor sports provision. Heat Networks: 4. Site is within an indicative Heat Network Zone. Network of Centres: 5. Located in Maryhill town centre. Proposals should contribute to town centre living.
St. Simons Church Site Site Ref: SHIP26_25	Housing Area (ha): 0.05 Indicative Capacity: 14	Historic Environment: 1. St Simon's Roman Catholic Church: Partick Bridge Street - Building at risk – see Policy 9.2 2. If proposed use of building is likely to require developer contributions (see Policy 14), early discussion with the Council is required through pre-application (fee exempt). 3. Category B listed Building. Heat Networks: 4. Site is within an indicative Heat Network Zone#.
93 Broomhill Drive/ Norby Road, former Broomhill Community Church Site Ref: CfS240047	Housing Area (ha): 0.10 Indicative Capacity:12	Sustainable Transport: 1. Developer contribution towards the delivery of the proposed Woodside City Link City Network Cycle Route. Open Space: 2. Contribution towards the maintenance of Victoria Park. 3. Contribution towards meeting the Quantity Standard. 4. Contribution required towards allotments/growing space. 5. Contribution required towards outdoor sports provision. Heat Networks: 6. Site is within an indicative Heat Network Zone.
Essenside Avenue, former Drumchapel Youth Centre	Housing Area (ha): 0.42	Natural Environment: 1. If loss of trees is justified, compensatory planting will be required, preferably onsite. Sustainable Transport:

Site Ref: CfS240505	Indicative Capacity:12	2. Establish an on-site path network that provides a direct pedestrian connection to the nearest bus stops on Drumchapel Road. 3. Developer contribution towards the delivery of the proposed Drumchapel City Link City Network Cycle Route. Open Space: 4. Contribution towards meeting the Quality Standard at Essenside Avenue. 5. Contribution required towards allotments/growing space. 6. Contribution required towards outdoor sports provision. Heat Networks: 7. Site is within an indicative Heat Network Zone.
Brassey Street Site Ref: SHIP26_20	Housing Area (ha): 0.13 Indicative Capacity: 12	Natural Environment: 1. If loss of trees is justified, compensatory planting will be required, preferably onsite. Open Space: 2. Contribution towards meeting the Quality Standard at Ruchill Park. 3. Contribution to outdoor sports provision. 4. Contribution towards allotments.
9-11 Belsyde Avenue, former Stonedyke Neighbourhood Centre Site Ref: VDL4381	Housing Area (ha): 0.21 Indicative Capacity:12	Natural Environment: 1. If loss of trees is justified, compensatory planting will be required, preferably onsite. Sustainable Transport: 2. Establish an on-site path network that provides a direct pedestrian connection to the path network leading to Drumchapel train station. 3. Establish an on-site path network that enables a direct pedestrian connection to the nearest bus stops on Glenkirk Drive. 4. Developer contribution towards the delivery of the proposed Drumchapel City Link City Network Cycle Route. Open Space: 5. Contribution towards meeting the Quality Standard at Belsyde Avenue. 6. Contribution to outdoor sports provision. 7. Contribution towards allotments. Heat Networks: 8. Site is within an indicative Heat Network Zone.

Sites of 9 homes or less (subject to change of capacity at application stage – see Structure of CDP2). Proximity to Possil Marsh SSSI means consideration to required be given to the potential impact of the Strachur St proposal on the SSSI.

Site Details	Site Reference	Land Use	Area (ha):	Indicative Capacity:
26-36 Cottar Street	VDL3761	Housing	0.19	9
Strachur Street/ Balmore Road (Phase 2) 'Strachur Wharf'	HL0389G	Housing	0.13	8

26 Glenfarg Street	HL1012	Housing	0.04	8
11 Queens Crescent	HL5222	Housing	0.05	8
45/51 Windsor Street	SHIP26_36	Housing	0.04	8
122 Glenkirk Drive	VDL4098	Housing	0.13	8
Shuna Lock Ups	SHIP26_24	Housing	0.06	6
529 Balmore Road/ Ashgill Road	VDL4258	Housing	0.17	6
19 Park Circus	HL5169	Housing	0.05	5
2 Botanic Crescent Lane	HL4871	Housing	0.08	4
Garscube Road Shops	SHIP26_41	Housing	0.02	4

4.13: Economic Development

North West Glasgow has 16 Economic Development Areas (EDA) covering 220 hectares that contribute to the city's economy. Most areas in this part of the city focus on delivering the Everyday City demands of the economy but some have a wider role including Glasgow Riverside Innovation District (University of Glasgow) campus, Gartnaval General Hospital campus and the West of Scotland Science Park.

Land accounting for 14.06 hectares has been identified with the potential for development for economic development purposes. Sites are therefore identified for development in this policy.

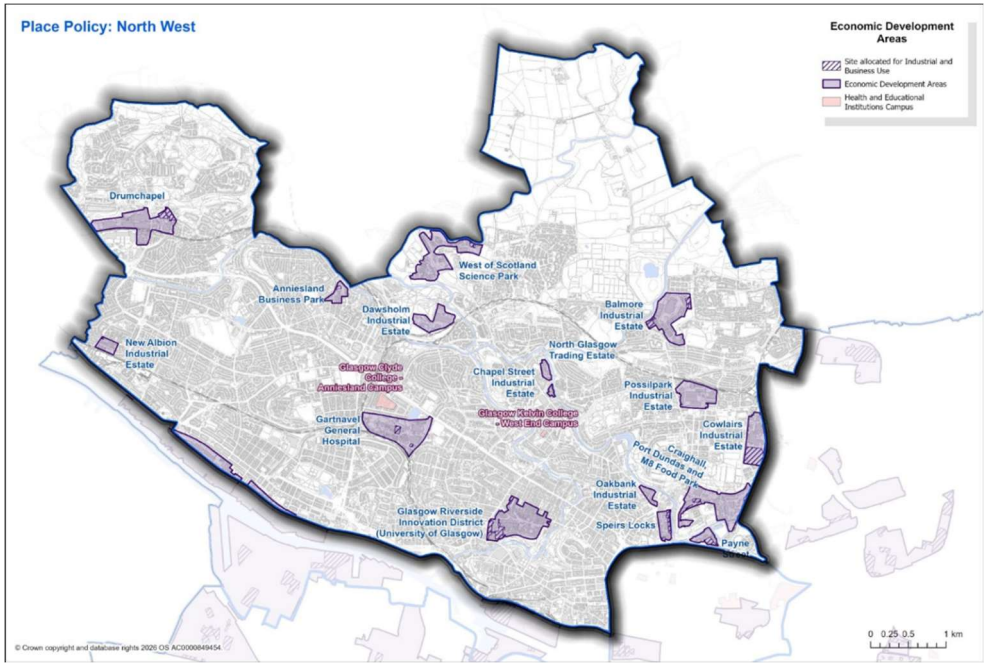


FIGURE 20

Glasgow Riverside Innovation District (University of Glasgow)

Context

Key educational cluster, including the Church Street masterplan area and the University of Glasgow's Gilmourhill campus, in the North West of the city. The location functions as the core of a wider Glasgow Riverside Innovation District (GCID) being led by the University of Glasgow as a global hub for innovation-led growth.

The location has a mix of traditional sandstone, 20th century, and new buildings of varying heights and styles. The location has excellent pedestrian transport links and public realm but older buildings are likely to require investment to enable their transition to net zero.

Policy Requirements:

1. Take into account the Govan and Partick Strategic Development Framework.
2. The Council will support the longer-term development of a new campus plan that sets out a phased development of the University focussing on the key role the institution plays as an employer, place of learning, research, development and innovation hub and generator of start-up businesses. The campus plan should recognise the value of the heritage buildings, the importance of the public realm, and the natural setting of the campus, and should consider the transitional spaces between the campus and neighbouring areas. The Council will support proposals which align with an approved campus plan, where it meets the requirements above.
3. In lieu of an approved campus plan The Council will continue to support the development of the Church Street campus plan and support other proposals relating to the location's key role for

educational purposes. Development proposals should enable a positive transition to net zero.

Sites:

Site Details	Land Use
Church Street Masterplan (east) Site Ref: UCS240219	Education-related Area (ha): 1.63
Church Street Masterplan (west) Site Ref: HL4873	Education-related Area (ha): 1.15
Lilybank Gardens Site Ref: CfS250018	Education-related Area (ha): 0.33

Gartnavel General Hospital

Key hospital campus set in mature green landscape and including important listed buildings in the North West of the city. The location has a mix of traditional sandstone, 20th century, and newer buildings of varying heights and styles and in some cases these are remote from each other. Older buildings are likely to require investment to enable their transition to net zero.

Policy Requirements:

1. The Council will support the development of a new campus plan that sets out a redevelopment of the land and redundant vacant buildings within the Stobhill campus. The campus plan should not adversely impact the operation of the hospital's health care and associated services and it should recognise the value of the heritage buildings and the natural setting of the campus. Given the established cluster of public sector health facilities, the campus plan should also consider parking and circulation and how the area might satisfy the market demand for additional laboratory space. The Council will support proposals which align with an approved campus plan, where it aligns with the requirements above.
2. In lieu of an approved campus plan the Council will support proposals for economic development purposes. In particular, development proposals should enable a positive transition to net zero via the re-use and refurbishment of existing buildings.
3. Listed buildings contained within Church Street Masterplan (west) associated site ref: HL4873 at 38 Church St, 10A Dumbarton Rd, Western Infirmary, Tennent Memorial Building incl Boundary Walls and Railings; 62 Church St, 10C Dumbarton Rd, Western Infirmary, Outpatients And Dispensary, incl Chapel; 78 Church Street, 10B Dumbarton Road, Western Infirmary, Pathological Block and Boundary Wall should retained and sensitively adapted. The setting of listed buildings should be protected.

Sites:

Site Details	Land Use
East House, Gartnavel Hospital Site Ref: CfS250030	Class 4, health-related, retention of building Area (ha): 0.69
Former Block BD, Gartnavel Royal Hospital Site Ref: CfS250031	Class 4, lab space Area (ha): 0.14

Craighall, Port Dundas and M8 Food Park

Context

Agglomeration of independent businesses and managed estates, located between the masterplanned neighbourhoods at Sighthill, Port Dundas and Cowlairs, in the North West of the city. The location includes Craighall Business Park (DM Hall), accessed from Craighall Road in the west; 100 Borron Street (also known as Port Dundas Business Park and managed by Igloo and Scottish Canals) on Borron

Street, which transects the location; and Port Dundas Trading Estate (Rutterford Ltd) accessed from North Canal Bank Street in the southwest. The location has a role in the circular economy sector as it hosts a Biffa waste management facility. It also comprises a series of independent food sector-related businesses including Graham's Dairies, JP Foods and Booker Wholesale, as well as McGhees Bakeries, Bernard Corrigan (seafood), Lomond Fine Foods, and McQueen Dairies reflecting its former marketing as the M8 Food Park. Units are of various size, design and age including historic and modern large warehousing, modern office pavillions, and smaller stores and workshops and some diversification of older buildings has been established including the formation of a skatepark, gymnasium and health centre in former industrial units.

Policy Requirements:

1. This policy must be read in conjunction with Policy 4.2 Port Dundas.
2. The Council will support proposals for economic development purposes including the re-use and refurbishment of existing buildings. Development proposals, on the sites listed below, should take account of the aspirations set out in the Port Dundas, Cowlairs and Sighthill Masterplans, recognising the opportunity for an intensification of employment generating uses which would make local working more attractive to those who begin to live in the new neighbourhoods.
3. Development proposals, particularly those adjacent to the new neighbourhoods, should demonstrate clearly how they would improve the transition through the area to the adjacent neighbourhoods and this could involve the introduction of high-quality working spaces, advanced manufacturing and commercial uses along the established, and any new, pedestrian routes between the new neighbourhoods.
4. The agent of change will be of relevance to any proposals at the perimeter of the area to ensure future residents and existing businesses are not impacted by new development and we encourage development proposals to contribute to any approved, locally-led, improvement plans, that could promote development opportunities, landscape and active travel proposals, to create a more integrated, attractive and sustainable business environment.

Sites:

Site Details	Land Use
West of 23 Eagle Street Site Ref: IL112401	Class 4 Area (ha): 0.47
East of 8 Eagle Street Site Ref: IL112402	Class 4 Area (ha): 0.24
Southeast of 75 Keppochhill Drive Site Ref: VDL3756	Class 5, 6 Area (ha): 0.22
West of 29 Eagle Street Site Ref: CfS250040	Class 4 Area (ha): 0.14

Drumchapel

Agglomeration of independent businesses and managed estates in the North West of the city. Located between Drumchapel Town Centre and Great Western Retail park, east and west of Duntreath Avenue. The location includes Great Western Business Park (City Property) in the southwest and Dalsetter Business Centre (GCC) in the east. It also comprises the Edrington Complex, Morton's Bakery and a series of independent businesses. Excluding the Edrington complex, the existing floorspace is assessed as office (7%), factory/workshops (86%), warehouse/stores (4%) and other (3%) including showrooms, a club and a day centre. The majority of units are 35 to 55 years old (1970-1990), with some newer units (post 1990).

Policy Requirements:

1. This policy must be read in conjunction with: Policy Area of Change: Drumchapel Town Centre.
2. Take into account the Drumchapel Local Development Framework.
3. The Council will continue to support the effective management of the business park and business centre for economic development purposes, including via the re-use and adaption of existing buildings.
4. Development proposals should enable a positive transition to net zero and contribute to an improvement of the location's environment, access arrangements and parking arrangements, in particular, at the places which transition to the new town centre and retail park.
5. Dalsetter Avenue / Garscadden Road (Plot1). Site Ref: IL161801. SFRA identifies flood risk - Fluvial flood risk requires assessment. Policy 17 applies.

Sites:

Site Details	Land Use
Dalsetter Avenue / Garscadden Road (Plot1) Site Ref: IL161801	Class 4, 5, 6 Area (ha): 1.09
Dalsetter Avenue / Garscadden Road (Plot 2) Site Ref: IL161804	Class 4, 5, 6 Area (ha): 0.82

West of Scotland Science Park

Context

Science Park located within an ancient woodland setting and managed across two campuses located either side of Maryhill Road in the North West of the city. The Kelvin campus (Speyroc/University of Glasgow), in the west, and the Todd campus (Scottish Enterprise/Speyroc/University of Glasgow/Kadans Science Partners), in the east, are now well-established as a host for the biotech, photonics and medical research sectors including occupation by Bioreliance Biotech, Merck, Iomart, Aptuit, and Alba Ultrasound. Outstanding environment with new, recent, and established, buildings. The Kelvin campus has gated vehicle access and a hub building serving the location.

Policy Requirements:

1. Take into account the North Glasgow Strategic Development Framework.
2. The Council will continue to support development that would generate additional local jobs through the effective management of the science park for economic development purposes noting the environmental constraints of the location.
3. In particular, the Council will support proposals for the re-use, refurbishment and densification of existing buildings recognising the importance of the location for specialist functions like laboratories and support for start-up and spin-out businesses.
4. Development proposals should enable a positive transition to net zero including via improved active travel connections and pedestrian integration with adjacent areas and should recognise the irreplaceable value of the ancient woodland setting.
5. West of Block 10, 45 Acre Road, West of Scotland Science Park. Site Ref: IL100215. SFRA identifies flood risk - Northern area of site predicted to be vulnerable to flooding from River Kelvin. Policy 17 applies.

Sites:

Site Details	Land Use
East of Block K, 45 Acre Road, West of Scotland Science Park Site Ref: IL100212	Class 4, 5, 6, lab uses Area (ha): 0.28

West of Block 10, 45 Acre Road, West of Scotland Science Park Site Ref: IL100215 In use for Industrial or Business purposes but with no physical development (buildings)	Class 4, 5, 6, lab uses Area (ha): 0.10

Balmore Industrial Estate

Context

Large, managed industrial estate comprised of 93 units across 31 buildings in the North West of the city. The location is marketed as Balmore Industrial Estate (City Property/Rydens) and is occupied by Allied Bakeries/Kingsmill, Mim's Enterprises, Scottish Media Group, University of Glasgow and Cadder Housing Association amongst others. Existing floorspace is assessed as factory/workshops (72%), warehouse/stores (24%) office (1%) and other (3%) including a showroom, shop and nursery. Unit sizes range from 538 sq ft to 376,736 sq ft at the Allied Bakeries unit. The estate contains a variety of industrial buildings of varying age and quality but units are typically more than 35 years old (pre 1990), with some built more than 55 years ago (pre 1970). The estate has vehicular access from Strathmore Road, off Balmore Road, in the south, and from Birsay Road in the east.

Policy Requirements:

1. This policy must be read in conjunction with Policy 4.7 Milton
2. The Council will continue to support the effective management of the industrial estate for economic development purposes including the re-use, refurbishment, adaption and replacement of existing buildings. In particular, the Council will support proposals that would enable a positive transition to net zero and that would contribute to an improvement of the estate's environment, legibility, pedestrian links and vehicle access, circulation, and parking arrangements.
3. Development proposals should recognise the canal-side setting of the estate.

Sites:

Site Details	Land Use
West of 5 Drynoch Place Site Ref: VDL4191	Class 4, 5, 6 Area (ha): 1.09
South of 301 Glentanar Road Site Ref: VDL309	Class 4, 5, 6 Area (ha): 0.65

Cowlairs

Context

Agglomeration of independent businesses in the North West of the city. The location includes Morrison Bowmore/Suntory distillery, NHS, Kelly Communications, David Auld Valves and is accessed off, and abuts, Carlisle Street. The existing floorspace is assessed as office (2%), factory/workshops (7%), warehouse/stores (75%), garage/depot/yard (3%) and other (15%) including an NHS sterilisation unit. The majority of units are 35 to 55 years old (1970-1990), with some older units (pre 1970).

Policy Requirements:

1. Take into account the North Glasgow Strategic Development Framework.
2. The Council will continue to support development that would generate additional jobs and which would make local working more attractive.
3. Development proposals should consider the aspirations set out in the adjacent Cowlairs Masterplan and contribute to a smooth transition between the new neighbourhood and the established

businesses within the area, including through the upgrading of the unadopted stretch of Carlisle Street and the introduction of ground floor commercial activity and supporting facilities along Carlisle Street.

4. Development proposals should enable a positive transition to net zero, including the re-use and refurbishment of existing buildings, and they should contribute to an improvement of the area's visual appeal, particularly in reference to the redevelopment of the available land and with reference to any approved locally-led improvement plan aimed at creating a more attractive and sustainable business environment.
5. Where appropriate, development proposals should take into account the agent of change process as an important factor in the introduction of new uses in proximity to the distillery.

Sites:

Site Details	Land Use
South of 200 Carlisle Street Site Ref: IL113901	Class 4, 5, 6 Area (ha): 5.40

Possilpark Industrial Estate

Context

Two managed estates (Possilpark Industrial Estate, Denmark Street Industrial Area), clustered with an Allied Vehicles campus, and BT telephone engineering centre, located in the North West of the city. The managed estates and Allied Vehicle campus are accessed from Hawthorn Street via Denmark Street and Lomond Road respectively. The BT centre is accessed from Ashfield Street in the east. Possilpark Industrial Estate comprises 20 units across 4 terraced single storey buildings, many in use by Allied Vehicles, Denmark Street Industrial Area comprises 16 units across 2 terraced, single storey buildings. Existing floorspace was assessed as factory/workshops (80%), warehouse/stores (19%) and garage/depot (1%). Majority of units are 35 to 55 years old (1970-1990), with some older units (pre 1970).

Policy Requirements:

1. Take into account the North Glasgow Strategic Development Framework.
2. The Council will support proposals for economic development purposes including the re-use and refurbishment of existing buildings. In particular, the Council will support proposals that would enable a positive transition to net zero and that would contribute to an improvement of the area's visual appeal, particularly in reference to the maintenance and improvement of the road and path network, parking, circulation and pedestrian arrangements.
3. The Council will support visually attractive supporting uses, such as landscaping onto Hawthorn Street, and will encourage development proposals to contribute to locally-led improvement plans to create a more attractive and sustainable business environment.

Dawsholm Industrial Estate

Context

Agglomeration of independent businesses, a managed estate (Dalsholm Industrial Estate (City Property/Graham and Sibbald)) and a council recycling facility, located in the North West of the city. The area is accessed via a single vehicular access from Dalsholm Road and comprises 16 units across 8 buildings as well as the recycling complex. Existing floorspace is assessed as factory/workshops (77%), warehouse/stores (5%) and waste recycling (18%). Majority of units are 35 to 55 years old (1970-1990), with some newer units (post 1990). Notable occupiers include Cullen Packaging, GCC Waste Recycling Centre, and Hoist and Access Services amongst others.

Policy Requirements:

1. The Council will continue to support the effective management of the industrial estate for economic development purposes.
2. The Council will support proposals that would enable a positive transition to net zero, including those that would support or enhance the locations role in the circular economy noting the importance of the location for that sector.
3. The Council will support the re-use and adaption of existing buildings and will expect development proposals to contribute to an improvement of the location's environment, legibility, pedestrian links, and vehicle access, circulation and parking arrangements.

Speirs Lock

Context

Key creative sector hub close to the city centre in the North West of the city. The location hosts Scottish Opera, the Royal Conservatoire, and The Glue Factory and Burns Street studio spaces, as well as an agglomeration of independent businesses such as Mathews Foods, Chubb Fire and Security and Dulux Decorating Centre. The location is accessed off, and abuts, Garscube Road in the west, with the canal forming the eastern boundary. The existing floorspace is assessed as office (3%), factory/workshops (67%), warehouse/ stores (26%), and garage/depot/yard (3%). The majority of units are 35 to 55 years old (1970-1990), with some newer units (post 1990).

Policy Requirements:

1. This policy must be read in conjunction with Policy 4.2 Port Dundas.
2. The Council will continue to support development that would generate additional local jobs, in particular those that would support the expansion of the arts sector, recognising the importance of the location as host to the Scottish Opera and Royal Conservatoire. Development proposals should enable a positive transition to net zero including via the re-use, refurbishment and densification of existing buildings and vacant land, and they should demonstrate improved streetscape, active travel connections, and pedestrian integration with adjacent areas, taking cognisance of the canal-side location. We encourage development proposals to contribute to locally-led improvement plans, that could promote development opportunities, landscape and active travel proposals, to create a more attractive and sustainable business environment. If loss of trees is justified, compensatory planting will be required, preferably on-site.

Sites:

Site Details	Land Use
East of 40 Edington Street, New Rotterdam Wharf Site Ref: VDL2185	Education and creative sector-related Area (ha): 0.55
East of 22 Farnell Street Site Ref: IL108501	Education and creative sector-related Area (ha): 0.26
Southwest of Civic Street Site Ref: CfS240340	Energy-related Area (ha): 0.18
27 Sawmillfield Street Site Ref: VDL2712	Education and creative sector-related Area (ha): 0.15

Anniesland Business Park

Context

Self-contained, managed estate comprising 66 units across 14 terraced buildings, located off Netherton Road in the North West of the city. The location is marketed as Anniesland Business Park (Indurent) and is prime trade location occupied by Toolstation, Screwfix Direct, CEF, Howdens and Plumb Centre amongst others.

The existing floorspace was assessed as office (5%), factory/workshops (20%), warehouse/stores (72%), and depot/garage/yard (4%). The majority of units are more than 55 years old (pre-1970), with some newer units (post 1990). The estate offers a variety of business space solutions with units ranging from small industrial trade units of 1,000 sq ft up to larger warehouse units of 12,500 sq ft. The estate benefits from manned security, CCTV and is fully secured with a large perimeter palisade fence and gated entrance.

Policy Requirements:

1. The Council will continue to support the effective management of the business park for economic development purposes, including via the re-use and adaption of existing buildings.
2. The Council will support proposals that would enable a positive transition to net zero or that would contribute to an improvement of the location's environment, access arrangements and parking arrangements, in particular at the places which transition to the surrounding residential areas.

Sites:

Site Details	Land Use
242 Netherton Road, Anniesland Business Park Site Ref: IL164401	Class 4, 5, 6 Area (ha): 0.29

Payne Street

Context

Agglomeration of independent businesses and a managed estate (Payne Street Flexible Workspace (Ryden)) located on the canal-side close to the city centre in the North West of the city. It comprises 32 units across 8 buildings of various age and design and is accessed via a single vehicular access from Craighall Road. Existing floorspace is assessed as factory/workshops (35%), warehouse/stores (41%), office (15%) and other (10%) including a church and showroom. The Payne Street Flexible Workspace units are of steel frame design with profile metal cladding over a lower level of brickwork under a pitched roof incorporating translucent panels. The units range from 1,378 sq ft to 3,800 sq ft with communal yard and car parking. Notable occupiers include Russell Transport, ID Systems, and Prime Secure Systems amongst others. The location is close to junction 16 of the M8 motorway.

Policy Requirements:

1. This policy must be read in conjunction with Policy 4.2 Port Dundas.
2. The Council will support proposals for economic development purposes including the re-use and refurbishment of existing buildings.
3. The Council will support the activation of the available land taking account of the wider aspirations set out in the adjacent Port Dundas and Sighthill Masterplans.
4. In particular, the Council will support proposals that would enable a positive transition to net zero and that would contribute to an improvement of the area’s visual appeal, particularly in reference to canal-side locations and active travel routes.
5. The redevelopment of the available land should make local working more attractive we encourage development proposals to contribute to locally-led improvement plans, that could promote development opportunities, landscape and active travel proposals, to create a more attractive and sustainable business environment.
6. The Council will support the potential for the area to play a key role in the storage and distribution sector, especially the hub to home sector, noting the proximity of the motorway and the city centre.

Sites:

Site Details	Land Use
100 Townsend Street Site Ref: CfS250019	Class 4, 5, 6 Area (ha): 0.98

New Albion Industrial Estate

Context

Managed industrial estate comprised of 35 units across 8 buildings, accessed off Halley Street in the North West of the city. The location is marketed as New Albion Industrial Estate (Ryden's/Colliers) and is occupied by NHS, Overtone Brewing, and Rocket Exhibitions and Events amongst others. Existing floorspace is assessed as factory/ workshops (50%), warehouse/stores (6%) and depot/garage/yard (4%). Built form comprises single storey terraced units with brick infill walls, concrete floors and profile metal sheeted roofs. Majority of units are 35 to 55 years old (1970-1990), with some older units (pre 1970). The estate includes car parking spaces and a CCTV security system.

Policy Requirements:

1. The Council will continue to support the effective management of the industrial estate for economic development purposes, including via the re-use and adaption of existing buildings and the development of vacant land and areas of storage.
2. The Council will support proposals that would enable a positive transition to net zero or that would contribute to an improvement of the location's environment, access arrangements and parking arrangements.

Sites:

Site Details	Land Use
Hawick Street / Halley Street	Class 4, 5, 6
Site Ref: UCS240262	Area (ha): 0.09

Oakbank Trading Estate

Context

Self-contained trading estate comprised of 30 units across 8 buildings, accessed off Garscube Road, north of the city centre. Existing floorspace is assessed as warehouse (82%) and workshops (18%). Built form comprises mainly modern (post 1990), single storey, industrial units with brick / block walls and pitched metal sheeting roof. Access to units is via both a pedestrian door and roller shutter door. The estate has on-street and business-side parking arrangements with shared yard space. Units range from 800-13,000 sq ft and multiple units have undergone recent refurbishment works including recladding and the installation of EV charging points.

Policy Requirements:

1. This policy must be read in conjunction with Policy 4.4 Hamiltonhill.
2. The Council will continue to support the effective management of the trading estate for economic development purposes including the re-use and refurbishment of existing buildings. In particular, the Council will support proposals that would continue to enable a positive transition to net zero, that would contribute to an improvement of the trading estate's access and parking arrangements, and that would enhance its environment with particular reference to the canal-side location.

North Glasgow Trading Estate

Context

Managed trading estate comprised of 26 units across 9 buildings near Maryhill town centre, in the North West of the city. The location is marketed as North Glasgow Trading Estate (Vine) and is occupied by BBC Scotland, The Comedy Unit Ltd, Climbing Academy, and GT Omega Racing amongst others. Existing floorspace is assessed as factory/workshops (28%), warehouse/stores (59%) and other (12%) including the climb centre sports facility. Unit sizes range from 1,072 sq ft to 20,210 sq ft and are typically of steel portal frame construction with profile sheet cladding and pitched roof. The estate has communal hard standing yards, circulation areas and car parking, 24 hour CCTV surveillance, perimeter fence, on-site security presence and gated access from Shawpark Street. All units are more than 55 years old (pre 1970). Previously marketed as "Enterprise West Media Park".

Policy Requirements:

1. Take into account the North Glasgow Strategic Development Framework.
2. The Council will continue to support the effective management of the trading estate for economic development purposes including the re-use and adaption of existing buildings. In particular the Council will support proposals that would enable a positive transition to net zero or that would contribute to an improvement of the trading estate's environment, access and parking arrangements especially in relation to any further uses which would be expected to attract increases in pedestrian movements.

Chapel Street Industrial Estate

Context

Managed industrial estate comprised of 24 units across 6 buildings near Maryhill town centre, in the North West of the city. The location is marketed as Chapel Street Industrial Estate (City Property) and is occupied by P J Foods Ltd amongst others. Existing floorspace is assessed as factory/workshops (42%), warehouse/stores (39%) and other (19%) including a clinic. Unit sizes range from 538 sq ft to 4,305 sq ft and are typically single storey with concrete floor overlaid with laminate surmounted by a steel truss roof. Units typically have an electrically operated roller shutter door. The estate has communal hard standing yards, circulation areas and car parking, accessed from Ruchill Street. All units are more than 35 years old (1970-1990).

Policy Requirements:

1. Take into account the North Glasgow Strategic Development Framework.
2. The Council will continue to support the effective management of the industrial estate for economic development purposes including the re-use and adaption of existing buildings. In particular the Council will support proposals that would enable a positive transition to net zero or that would contribute to an improvement of the estate's environment, access and parking arrangements.
3. Development proposals should recognise and improve the canalside setting of the estate.

Health and Tertiary Education Campuses

The Council will support development proposals on the following campuses in accordance with Policy 17. Economic Development.

h. Gartnavel Hospital Campus
i. Yorkhill / West Glasgow Ambulatory Care Hospital
j. University of Glasgow - Gilmorehill (West End) and secondary campus at Garscube (Maryhill)
k. Glasgow Clyde College

4.14: Brownfield Development Opportunities

The following sites are Brownfield Development Opportunities, in accordance with Policy 9, within the North West Glasgow Place Policy, in addition to those sites included within the Areas of Change.

Site Details	Land Use	Site Requirements
South of 186 Morraine Avenue, former sports centre Site Ref: CfS240523	Brownfield Development Opportunity Area (ha): 0.75	Natural Environment: 1. Nature Network Core Corridor. Protect, manage and augment Nature Networks. Open Space: 2. If residential proposed, contribution towards meeting the Quality Standard at Gorget Avenue. 3. If residential proposed, contribution required towards allotments/growing space. 4. If residential proposed, contribution required towards outdoor sports provision. Sustainable Transport: 5. Establish a safe, inclusive, attractive and integrated on-site movement network, enabling direct pedestrian connections to the nearest bus stops on Rotherwood Avenue. 6. Enhance walking and cycling connections to, from and within the site, providing legible and pedestrian friendly connections between the site and the existing National Cycle Network 754 Route along the canal. Water Environment: 7. SFRA identifies flood risk - FRA required to assess developable area. Policy 17 applies. Heat Networks: 8. Site is within an indicative Heat Network Zone.
Kinfauns Drive, former Pinewood Primary School Site Ref: CfS240514	Brownfield Development Opportunity Area (ha): 1.17	Natural Environment: 1. Nature Network Core Area. Protect, manage and augment Nature Networks. 2. If loss of trees is justified, compensatory planting will be required, preferably onsite. Sustainable Transport: 3. Establish a safe, inclusive, attractive and integrated on-site movement network, enabling direct pedestrian connections to the nearest bus stops on Kinfauns Drive. 4. Enhance walking and cycling connections to, from and within the site, providing legible and pedestrian friendly connections between the site and existing recreational active travel path in Garscadden Wood. Open Space: 5. If residential proposed, contribution towards meeting the Quality Standard at Jedworth Avenue. 6. If residential proposed, contribution required towards allotments/growing space. 7. If residential proposed, contribution required towards outdoor sports provision. Water Environment:

		8. SFRA identifies flood risk - Parts of site vulnerable to predicted flooding from Garscadden Burn (North) which crosses NE corner of site in culvert. Impact of existing and planned water management works requires assessment. Policy 17 applies. Heat Networks: 9. Site is within an indicative Heat Network Zone.
46-62 Glenkirk Drive Site Ref: VDL4097	Brownfield Development Opportunity Area (ha): 0.57	Natural Environment: 1. Nature Network Core Area. Protect, manage and augment Nature Networks. 2. If loss of trees is justified, compensatory planting will be required, preferably onsite. Open Space: 3. If residential proposed, contribution towards meeting the Quality Standard at Belsyde Avenue. 4. If residential proposed, contribution required towards allotments/growing space. 5. If residential proposed, contribution required towards outdoor sports provision. Heat Networks: 6. Site is within an indicative Heat Network Zone.
South Woodside Road - Kelvinbridge Underground's surface level car park Site Ref: CfS240004	Brownfield Development Opportunity Area (ha): 0.41	Natural Environment: 1. Nature Network Core Corridor. Protect, manage and augment Nature Networks (woodland and wetland) + potential for grassland to create new stepping stone in urban area. Sustainable Transport: 2. Assessment of impact of removal of car parking required before development can be considered. 3. Site may create a risk to Glasgow Subway tunnels and/or stations - discussion with SPT required as part of application process. Open Space: 4. If residential proposed, contribution towards meeting the Quality Standards at River Kelvin Walkway. 5. If residential proposed, contribution required towards allotments/growing space. 6. If residential proposed, contribution required towards outdoor sports provision. Water Environment: 7. SFRA identifies flood risk - site increasingly vulnerable to flooding from the River Kelvin. Policy 17 applies.
34 Shuna Place Site Ref: VDL4249	Brownfield Development Opportunity Area (ha): 0.33	Historic Environment: 1. Located within the Glasgow Branch of the Forth and Clyde Canal, a scheduled monument. Refer to scheduling document. Scheduled Monument Consent may be required. Consideration needed for effect on the setting of any development on scheduled monument. Natural Environment: 2. Nature Network Core Corridor. Protect, manage and augment existing Nature Networks (grassland, wetland and woodland). 3. If loss of trees is justified, compensatory planting will be required, preferably onsite. Open Space:

		4. If residential proposed, contribution towards meeting the Accessibility Standard. 5. If residential proposed, contribution required towards allotments/growing space. 6. If residential proposed, contribution required towards outdoor sports provision. Heat Networks: 7. Site is within an indicative Heat Network Zone.
15-17 Shakespear Street/ 1092 Maryhill Road (land around MacIntosh Halls) Site Ref: VDL3893	Brownfield Development Opportunity Area (ha): 0.36	Historic Environment: 1. Category A and B listed buildings within development site. Listed buildings should be retained and sensitively adapted. See Policy 8 and 9. Natural Environment: 2. Nature Network Core Corridor. Protect, manage and augment existing Nature Networks (grassland, wetland and woodland). 3. If loss of trees is justified, compensatory planting will be required, preferably onsite. Open Space: 4. If residential proposed, contribution towards the maintenance of the Botanic Gardens. 5. If residential proposed, contribution required towards allotments/growing space. 6. If residential proposed, contribution required towards outdoor sports provision. Heat Networks: 7. Site is within an indicative Heat Network Zone. Network of Centres: 8. Located in Maryhill town centre.
97 Cleveden Road (former Rannoch House) Site Ref: HL5224	Brownfield Development Opportunity Area (ha): 0.33	Natural Environment: 1. If loss of trees is justified, compensatory planting will be required, preferably onsite. Open Space: 2. If residential proposed, contribution towards meeting the Accessibility Standard. 3. If residential proposed, contribution towards outdoor sports provision. 4. If residential proposed, contribution required towards allotments/growing space. Heat Networks: 5. Site is within an indicative Heat Network Zone.
99-101 Jedworth Avenue Site Ref: VDL3664	Brownfield Development Opportunity Area (ha): 0.24	Natural Environment: 1. If loss of trees is justified, compensatory planting will be required, preferably onsite. 2. Nature Network Core Area. Protect, manage and augment existing Nature Networks (grassland, wetland and woodland). Open Space: 3. If residential proposed, contribution towards meeting the Quality Standard at Jedworth Avenue. 4. If residential proposed, contribution towards outdoor sports provision. 5. If residential proposed, contribution required towards allotments/growing space. Heat Networks: 6. Site is within an indicative Heat Network Zone.

26-28 Inchfad Drive Site Ref: VDL3404	Brownfield Development Opportunity Area (ha): 0.19	Natural Environment: 1. If loss of trees is justified, compensatory planting will be required, preferably onsite. Open Space: 2. If residential proposed, contribution towards meeting the Quality Standard at Drumchapel Park. 3. If residential proposed, contribution towards outdoor sports provision. 4. If residential proposed, contribution required towards allotments/growing space. Heat Networks: 5. Site is within an indicative Heat Network Zone.
Balmore Road/ Mansion Street Site Ref: VDL4075	Brownfield Development Opportunity Area (ha): 0.16	Natural Environment: 1. Priority area for increasing tree canopy - opportunities for tree planting should be identified. Open Space: 2. If residential proposed, contribution towards meeting the Quality Standard at Bilsland Drive. 3. If residential proposed, contribution required towards allotments/growing space. 4. If residential proposed, contribution required towards outdoor sports provision. Heat Networks: 5. Site is within an indicative Heat Network Zone.
18-20 Meadow Road Site Ref: HL3160	Brownfield Development Opportunity Area (ha): 0.15	Natural Environment: 1. If loss of trees is justified, compensatory planting will be required, preferably onsite. Open Space: 2. If residential proposed, contribution towards the delivery of the River Park. 3. If residential proposed, contribution required towards allotments/growing space unless this can be provided on site. 4. If residential proposed, contribution required towards outdoor sports provision. Water Environment: 5. SFRA identifies flood risk - Ground floor uses should take into account pluvial flood risk. Policy 17 applies. Heat Networks: 6. Site is within an indicative Heat Network Zone. Network of Centres: 7. Located in Partick/Byres Road town centre.
7-19 Crusader Avenue Site Ref: VDL4373	Brownfield Development Opportunity Area (ha): 0.13	Natural Environment: 1. If loss of trees is justified, compensatory planting will be required, preferably onsite. Open Space: 2. If residential proposed, contribution towards meeting the Quality Standard at Friarscourt Avenue. 3. If residential proposed, contribution required towards allotments/growing space. 4. If residential proposed, contribution required towards outdoor sports provision. Heat Networks: 5. Site is within an indicative Heat Network Zone.

Kelbourne Street (east) Site Ref: HL1079	Brownfield Development Opportunity Area (ha): 0.11	Natural Environment: 1. If loss of trees is justified, compensatory planting will be required, preferably onsite. Open Space: 2. If residential proposed, contribution towards the maintenance of the Botanic Gardens. 3. If residential proposed, contribution required towards allotments/growing space. 4. If residential proposed, contribution required towards outdoor sports provision. Water Environment: 5. SFRA identifies flood risk - Policy 17 applies. Heat Networks: 6. Site is within an indicative Heat Network Zone.
426 Balmore Road, former Possil School Gymnasium Block Site Ref: CfS240502	Brownfield Development Opportunity Area (ha): 0.11	Historic Environment: 1. Possil School Gymnasium Block (former) - Building at risk – see Policy 9.2 2. If proposed use of building is likely to require developer contributions (see Policy 14), early discussion with the Council is required through pre-application (fee exempt). 3. Category C listed building
263-267 Wilton St Site Ref: CfS240105	Brownfield Development Opportunity Area (ha): 0.10	Natural Environment: 1. Nature Network Core Corridor. Protect, manage and augment existing Nature Networks. 2. If loss of trees is justified, compensatory planting will be required, preferably onsite. Open Space: 3. If residential proposed, contribution required towards maintenance of Botanic Gardens. 4. If residential proposed, contribution required towards meeting the Quality Standard. 5. If residential proposed, contribution required towards allotments/growing space. 6. If residential proposed, contribution required towards outdoor sports provision. Heat Networks: 7. Site is within an indicative Heat Network Zone.
Ardery Street Site Ref: CfS240530	Brownfield Development Opportunity Area (ha): 0.05	Open Space: 1. If residential proposed, contribution towards the delivery of the River Park. 2. If residential proposed, contribution required towards allotments/growing space unless this can be provided on site. 3. If residential proposed, contribution required towards outdoor sports provision. Heat Networks: 4. Site is within an indicative Heat Network Zone. Network of Centres: 5. Located in Partick/Byres Road town centre.

Policy 5. North East Glasgow

5.1 North East Glasgow Spatial Strategy

Spatial Context

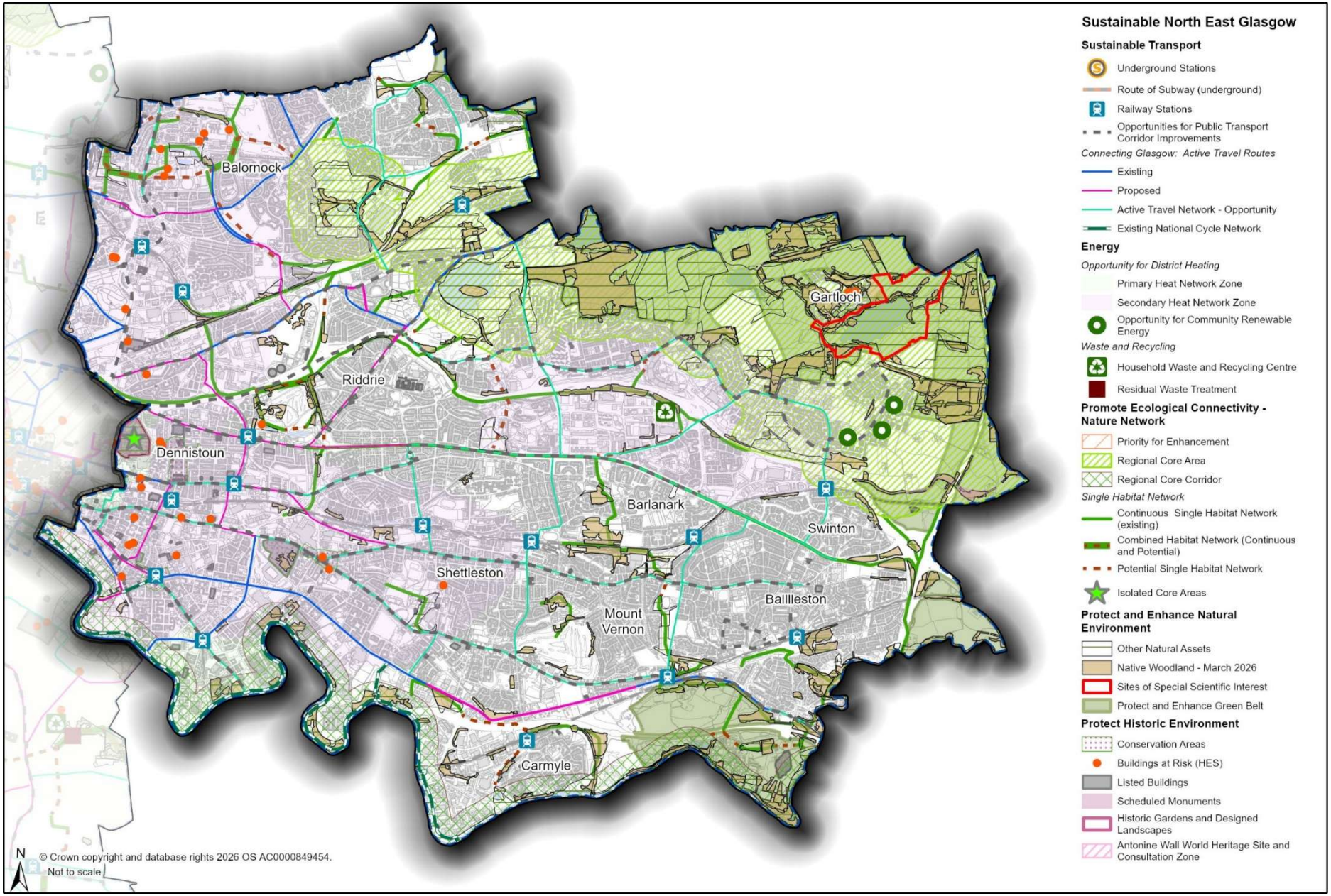
North East Glasgow is a diverse area shaped by successive phases of the city's development, from industrial growth and post-war expansion to population change and ongoing regeneration. It extends from historic inner-city neighbourhoods, planned post-war communities, and to newer residential areas at the city's edge.

The Inner East is characterised by historic neighbourhoods, traditional town centres, pockets of modern housing, and major sporting and cultural destinations. It is within this area that Glasgow's highly industrialised past is most apparent creating a mix of development opportunities and spatial planning challenges. The area has had significant regeneration over many decades. Further east, the built environment transitions to an urban form defined by interwar neighbourhoods and post-war planned estates. While different in character from the Inner East, these neighbourhoods have similar challenges associated with extensive vacant and additional issues around movement, public transport accessibility and local access to services and facilities.

Further east, the built environment transitions to an urban form defined by interwar neighbourhoods and post-war planned estates, particularly across Greater Easterhouse. While different in character from the Inner East, these neighbourhoods have similar challenges associated with extensive vacant and additional issues around movement, public transport accessibility and local access to services and facilities.

Delivering the Spatial Objectives for North East Glasgow

The North East Glasgow Spatial Strategy maps and accompanying description shows the existing, proposed and potential sites, locations and connections which will deliver the spatial outcomes and objectives (Policy 1) over a 20-year period.


Sustainable North East Glasgow
Sustainable Transport
Underground Stations
Route of Subway (underground)
Railway Stations
Opportunities for Public Transport Corridor Improvements
Connecting Glasgow: Active Travel Routes
Existing
Proposed
Active Travel Network - Opportunity
Existing National Cycle Network
Energy
Opportunity for District Heating
Primary Heat Network Zone
Secondary Heat Network Zone
Opportunity for Community Renewable Energy
Waste and Recycling
Household Waste and Recycling Centre
Residual Waste Treatment
Promote Ecological Connectivity - Nature Network
Priority for Enhancement
Regional Core Area
Regional Core Corridor
Single Habitat Network
Continuous Single Habitat Network (existing)
Combined Habitat Network (Continuous and Potential)
Potential Single Habitat Network
Isolated Core Areas
Protect and Enhance Natural Environment
Other Natural Assets
Native Woodland - March 2026
Sites of Special Scientific Interest
Protect and Enhance Green Belt
Protect Historic Environment
Conservation Areas
Buildings at Risk (HES)
Listed Buildings
Scheduled Monuments
Historic Gardens and Designed Landscapes
Antonine Wall World Heritage Site and Consultation Zone
Balornock
Riddrie
Dennistoun
Gartloch
Barlanark
Swinton
Shettleston
Mount Vernon
Baillieston
Carmyle
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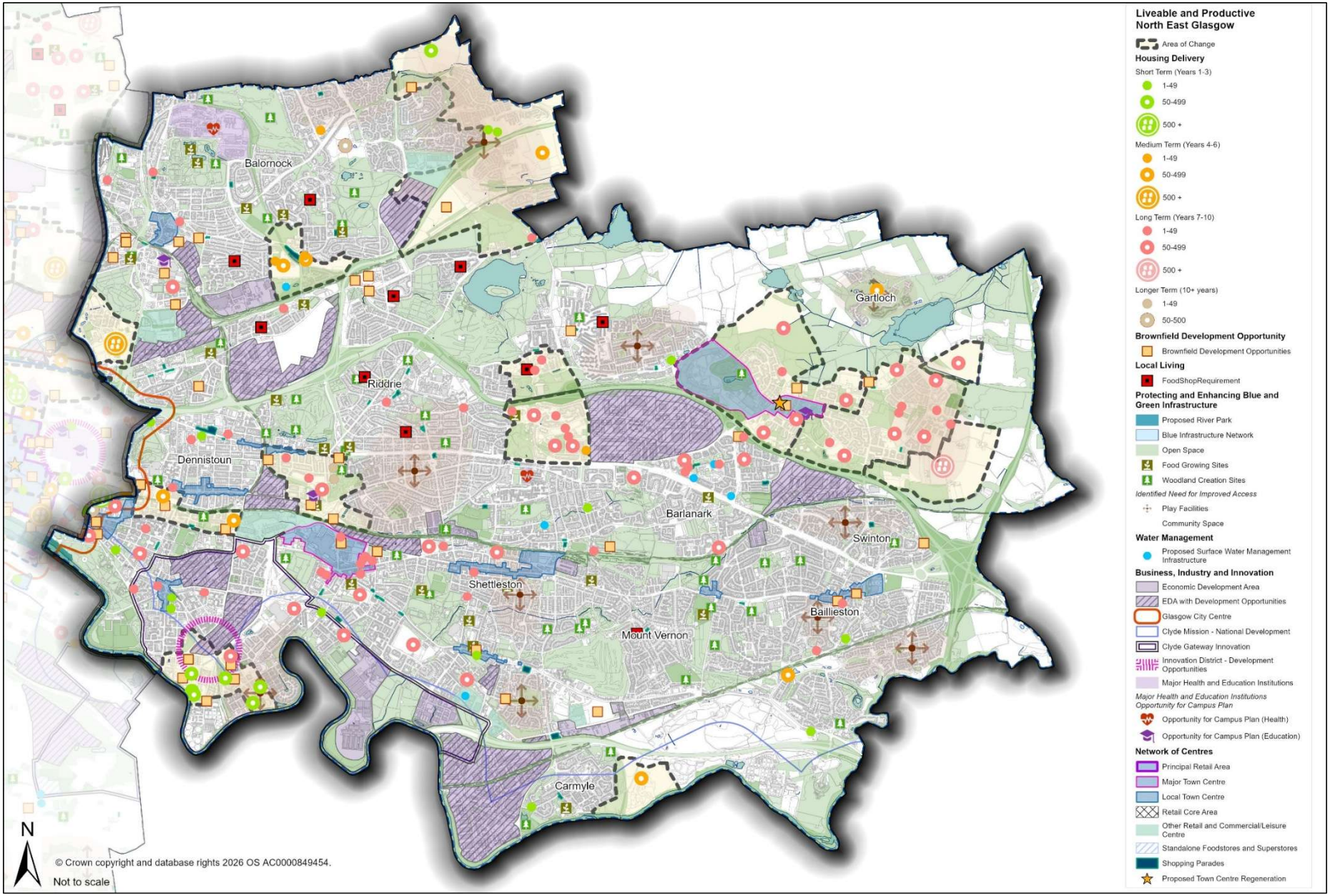
Not to scale

FIGURE


Liveable and Productive
North East Glasgow
Area of Change
Housing Delivery
Short Term (Years 1-3)
1-49
50-499
500 +
Medium Term (Years 4-6)
1-49
50-499
500 +
Long Term (Years 7-10)
1-49
50-499
500 +
Longer Term (10+ years)
1-49
50-500
Brownfield Development Opportunity
Brownfield Development Opportunities
Local Living
FoodShopRequirement
Protecting and Enhancing Blue and Green Infrastructure
Proposed River Park
Blue Infrastructure Network
Open Space
Food Growing Sites
Woodland Creation Sites
Identified Need for Improved Access
Play Facilities
Community Space
Water Management
Proposed Surface Water Management Infrastructure
Business, Industry and Innovation
Economic Development Area
EDA with Development Opportunities
Glasgow City Centre
Clyde Mission - National Development
Clyde Gateway Innovation
Innovation District - Development Opportunities
Major Health and Education Institutions
Major Health and Education Institutions Opportunity for Campus Plan
Opportunity for Campus Plan (Health)
Opportunity for Campus Plan (Education)
Network of Centres
Principal Retail Area
Major Town Centre
Local Town Centre
Retail Core Area
Other Retail and Commercial/Leisure Centre
Standalone Foodstores and Superstores
Shopping Parades
Proposed Town Centre Regeneration
Balornock
Riddrie
Gartloch
Dennistoun
Barlanark
Swinton
Shettleston
Baillieston
Mount Vernon
Carmyle
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Not to scale

FIGURE

Spatial Objective 2: Nature and Biodiversity Recovery and Restoration

Policy 1 Spatial Strategy identifies an extensive Nature Network to enhance ecological connectivity. Key components in the North East include Seven Lochs Wetland Park, Robroyston Park and other parks form regional core areas, alongside the River Clyde corridor as a strategic ecological link. Beyond these, tree-lined streets, road and rail corridors provide important green connections across the urban area, while the Glasgow Necropolis is recognised as an isolated core site of ecological value large.

The Spatial Strategy identifies Seven Lochs Wetland Park that spans Easterhouse and Robroyston which is one of Scotland's largest urban nature parks, comprising lochs, wetlands, woodland and farmland. The CDP2 spatial strategy supports its long-term vision as a regionally significant green asset, providing rich habitats, active travel routes, outdoor recreation, flood management and climate resilience, while ensuring development in and around the park aligns with and strengthens this vision. Much of this landscape is designated Green Belt, the integrity of which is essential to supporting sustainable regeneration on brownfield land across the North East.

The largest known population of terrestrial water voles in Britain is in and around northeast Glasgow, whose habitat (places of shelter or protection) is protected under the Wildlife and Countryside Act 1981 (as amended). To enable sustainable redevelopment, a coordinated and strategic approach is essential - one that aligns new development with existing nature networks, identifies opportunities for habitat protection and enhancement, and supports the creation and management of suitable sites where water voles need to be moved and released. The approach, set out in Policy 7.3 and site requirements for sites in North East Glasgow, will help unlock priority brownfield housing sites while maintaining habitat connectivity and ensuring the long-term protection and resilience of the local water vole population.

The spatial strategy also supports new tree planting in appropriate locations across the policy area, helping to enhance local environments and support wider climate and biodiversity objectives.

Spatial Objective 4: Energy Efficiency and District Heating

The Spatial Strategy identifies general zones where district heating will be explored. In the North East, opportunities are present across much of the Inner East, Greater Easterhouse and the wider Springburn and Barmulloch area in the north of the policy area.

Spatial Objective 5: Renewable Energy Generation, Storage and Distribution

Three Community Renewable Energy Framework (CREF) opportunity sites in Easterhouse are supported at Dunphail Road, Dalswinton Street and Dungeonhill Road.

Spatial Objective 7: Sustainable Transport

The North East policy area is served by a varied public transport network alongside a growing system of active travel. Public transport is comprised of the suburban railway network and bus corridors extend east and north from the city centre, providing varying levels of accessibility and playing a vital role for neighbourhoods without rail access. The North East Spatial Strategy identifies key corridors where long-term public transport priority and service frequency improvements are supported.

Active travel infrastructure is increasingly important across the North East. Areas in the south benefit from access to National Cycle Route

75 along the River Clyde, with a range of strategic and local routes elsewhere in the policy area. The Spatial Strategy prioritises delivery of active travel routes identified through the Connecting Glasgow programme, strengthening orbital connections between inner neighbourhoods and creating high-quality radial links between outer areas and the city centre. Wider opportunities to connect the core Connecting Glasgow active travel network to the outer urban neighbourhoods are supported through delivery of the wider City Network programme.

Spatial Objective 8: Historic Environment

Policy 1 Spatial Strategy supports the repair, adaptation and reuse of historic assets and encourages new development and regeneration to reflect and celebrate North East Glasgow's cultural and industrial heritage where buildings have been lost. The North East policy area contains three designated conservation areas - Dennistoun, Bridgeton Cross and Parkhead Cross - each comprising distinctive groupings of built heritage, including both listed and unlisted buildings which have been designated to protect their unique qualities. These conservation areas are mixed-use residential in character and contain tenemental town centres.

The North East policy area contains three designated conservation areas - Dennistoun, Bridgeton Cross and Parkhead Cross - each comprising distinctive groupings of built heritage, including both listed and unlisted buildings which have been designated to protect their unique qualities. These conservation areas are mixed-use residential in character and contain tenemental town centres. Development proposals in conservation areas must refer to Topic Policy 8: Historic Environment.

Liveable North East

Spatial Objective 10: Brownfield, Vacant and Derelict Land and Empty Buildings

The North East policy area contains 46 buildings and sites allocated as Brownfield Development Opportunities. These have been identified through the plan-making process as having potential for redevelopment. The majority are located within the designated Areas of Change and comprise former industrial sites or previously developed housing sites that have been cleared due to sub-standard conditions. There is a particular concentration of brownfield and building regeneration opportunities around Springburn town centre.

The Council supports the repurposing of vacant buildings and upper floors where there is no longer a demand for the previous use, subject to other relevant policy tests.

The Council supports the retention and reuse of unallocated Buildings at Risk (see Policy 9.3) at:

Name	Address
St Rollox Locomotive Works	130 Springburn Road
Mosesfield and Coachhouse	Belmont Road
Calton Police Building (Former)	92-106 Tobago Street
Gartloch Hospital Mortuary (Former)	Gartloch Road
17 Westmuir Street	17 Westmuir Street
St Clement's Church Former)	63-71Brook Street
Springburn Nursery School Janitor's Lodge (Former)	48 Gourlay Street
Springburn Nursery School	Gourlay Street
Springburn Park Column	Springburn Park
Stobhill Hospital Medical Superintendent's House (Former)	Balornock Road
Alexandra Park Fountain	Alexandra Park

Royston School Janitor's Lodge	102Royston Road
Sighthill Cemetery Lodge	Springburn Road
Sighthill Cemetery, Gatepiers and Cast-iron Gateway	Springburn Road
78-80Tollcross Road	78-80Tollcross Road

Spatial Objective 11: Infrastructure First

The Spatial Strategy identifies Easterhouse Community Health Centre as a Health Infrastructure priority in recognition of existing and projected healthcare demand requirements.

Spatial Objective 12: Housing

The spatial strategy identifies the potential for over 9,000 new homes in North East Glasgow, based on the indicative capacity of sites that have been assessed through the plan making process. The spatial strategy identifies the inner east and Greater Easterhouse as high growth areas in the longer term (10+ years).

The North East Policy Area is identified as a key location for housing growth in Glasgow. In the short term (1–3 years), a significant number of new homes are expected in Dalmarnock, where Clyde Gateway's coordinated approach has unlocked major development potential. Other smaller-scale housing development opportunities are projected to be delivered at various locations throughout the east of the city and in Robroyston where the final phases of the Community Growth Area will be completed. Medium-term housing delivery (4–6 years) is more focused, with key opportunities at the Gallowgate and to the south of Barmulloch, including the former Red Road estate. Much of the medium-term housing development will be delivered through the Transformational Regeneration Area programme. The majority of housing growth across the North East is expected in the longer term (7–10 years).

Spatial Objective 15: Areas of Change

The Spatial Strategy identifies 12 Areas of Change:

Area of Change	Development Profile
Gallowgate	Housing-led, mixed use regeneration including leisure
Haghill	Housing-led regeneration
Dalmarnock	Mixed-use regeneration, housing and economic
Carmyle	Housing
Cranhill	Housing-led regeneration
Ruchazie	Housing-led regeneration
Easterhouse Town Centre	Town centre regeneration, town centre living
Central Easterhouse	Housing-led regeneration
Heatheryknowe	Housing-led, mixed use including community facilities
Lochend	Housing-led, mixed use including community facilities
Red Road	Housing-led regeneration
Robroyston	Housing-led regeneration

Spatial Objective 16: Water Management

Six sites have been identified for water management infrastructure, four along the Camlachie Burn, one at Petershill Drive and one at Battle Burn.

Spatial Objective 17: Blue and Green Infrastructure

Policy 1 the Spatial Strategy seeks to protect and enhance the diverse and distinctive open spaces and natural environments in the North East. These range from historic urban parks serving long-established neighbourhoods to expansive wetlands and open landscapes at the city's edge. In historic neighbourhoods, parks such as Glasgow

Green, Alexandra Park and Springburn Park are well integrated with surrounding communities and remain essential local and, in the case of Glasgow Green, regional assets. The spatial strategy identifies their protection and seeks to enhance their quality as a priority. Further north and east, there is an abundance of open space and parkland, though opportunities exist to improve their connectivity and contribution to community life, particularly around Barmulloch, Red Road and Robroyston.

The CDP2 Spatial Strategy seeks to protect and enhance the vital network of natural spaces which includes formal parks, nature reserves, waterways and open spaces.

The Spatial Strategy identifies several areas where improvements are needed, including a significant portion of Carntyne and other lower-density post-war and modern residential neighbourhoods across the East End. Robroyston also has limited access to high-quality outdoor community spaces and play provision; however, the completion of the Community Growth Area and related development offers an opportunity to deliver new, well-designed open spaces to support the growing community. Similar challenges are identified in eastern parts of Easterhouse, where future Community Growth Area initiatives provide opportunities to create new multi-functional open spaces and improve accessibility to existing natural assets, including Seven Lochs Wetland Park. Strengthening access to blue and green infrastructure across the North East will be key to supporting healthier, more connected and resilient communities.

There is also identified demand across the North East Policy Area for community food growing and allotments. The Spatial Strategy promotes opportunities for food growing within several existing open spaces across the North East policy area.

Productive North East

Spatial Objective 20: Business, Industry and Innovation

The North East Policy Area contains a significant concentration of Glasgow's Economic Development Areas (EDAs), with 22 designated areas covering approximately 526 hectares that make an important contribution to the city's economy. Most EDAs are small to medium-scale business and industrial estates that provide local employment and support neighbourhood-level economic activity across the area. Alongside these, other large-scale EDAs play a strategic role in the wider city economy. These include key locations within the Clyde Gateway operating area and major employment estates with strong access to the trunk road network, such as Cambuslang Investment Park, Queenslie Industrial Estate and Blochairn Industrial Estate. The Spatial Strategy recognises the importance of these locations in supporting inward investment, job creation and the long-term economic growth of Glasgow.

The following EDAs include development opportunities:

- Queenslie Industrial Estate
- Atlas Industrial Estate
- Glasgow Business Park
- Duke Street North/South
- Blochairn Industrial Estate
- Brook Street/Crown Point Road/London Road
- Shettleston Road-St Rollox/Charles Street
- Cambuslang Investment Park
- Nova Business Park
- Clyde Gateway

The Spatial Strategy identifies two opportunities for Health Campus Plans to be brought forward at Stobhill Hospital and Lightburn Medical Centre to support the expansion of healthcare provision. It also

identifies opportunities for Education Campus Plans at Glasgow Kelvin College and City Building Training College, helping to strengthen skills development, training capacity and links between education, employment and surrounding communities.

Clyde Gateway Urban Regeneration Company is active across parts of the Policy Area, including Dalmarnock and Bridgeton. Its work supports physical regeneration, inward investment and economic development, driving social, economic and environmental improvement across the East End. The Spatial Strategy supports Clyde Gateway in delivering these objectives, with policies contributing to its aims through:

- Support for Clyde Gateway Innovation - a mixed-use, market-focused partnership initiative that builds an innovation ecosystem for companies, institutions and tenants (see Policy 5.4: Dalmarnock and Policy 5.16: Economic Development).
- Economic Development Area Policy requirements - guiding new development within EDAs located in the Clyde Gateway operational area, including Mile End Business District, Clyde Gateway and Clyde Gateway East to contribute to the delivery of the aims of Clyde Gateway (see Policy 5.16: Economic Development).

Spatial Objective 21: Town Centres

The North East Policy Area contains a network of town centres and commercial areas that vary in scale, character and function. These centres play a vital role in supporting local living by providing retail, services, employment, and social and cultural opportunities for surrounding communities. The form and character of centres across the North East generally reflect the historic development of their neighbourhoods. Many inner-east and historic neighbourhoods are structured around traditional Local Town Centres, typically tenemental in form and closely integrated with surrounding residential areas. These centres act as focal points for daily activity and community life. The Inner East also includes The Barras Local Town Centre, a distinctive cultural destination anchored by the Barrowlands Ballroom and Barras market activity, which continues to evolve as a vibrant cultural hub while providing essential services. Springburn Local Town Centre shares many historic characteristics, although the loss of parts of the traditional centre and the development of Springburn Shopping Centre in 1981 has resulted in a more fragmented built form and ongoing challenges related to vacancy and physical condition.

The North East Policy Area includes two designated Major Town Centres: Parkhead and Easterhouse. Both comprise large-scale retail and leisure destinations alongside more locally focused town centre components. The Spatial Strategy supports strengthening the role and performance of these centres, including improved integration between large commercial retail and leisure uses and adjacent town centre areas such as Parkhead Cross and the Lochs Shopping Centre. Easterhouse is identified as a town centre regeneration priority, with opportunities for transformational regeneration to create a more accessible, well-functioning and diverse town centre serving the wider community.

Parkhead has a number of heritage assets around Parkhead Cross which have benefited from two phases of the Townscape Heritage Initiative, as well as other attractions within walking distance, including the Stadium District, which comprises Celtic Park, the Glasgow International Arena and the Sir Chris Hoy Velodrome.

Beyond these centres, the area contains several significant retail and commercial destinations, including St Rollox Business and Retail Park, Parkhead Retail Park and Robroyston Retail Park. While these locations are typically car-oriented, they provide important local retail functions. Over the longer term, the Spatial Strategy promotes improved connectivity between these centres and surrounding neighbourhoods, many of which lack a traditional local centre.

Across much of the post-war North East, neighbourhoods are instead served by local shopping parades and smaller retail clusters embedded within residential areas. While their scale, condition and offer vary, these locations provide opportunities to strengthen local community focal points through enhanced public realm, co-located services and improved accessibility, supporting more complete neighbourhoods.

North East Place Policy Requirements

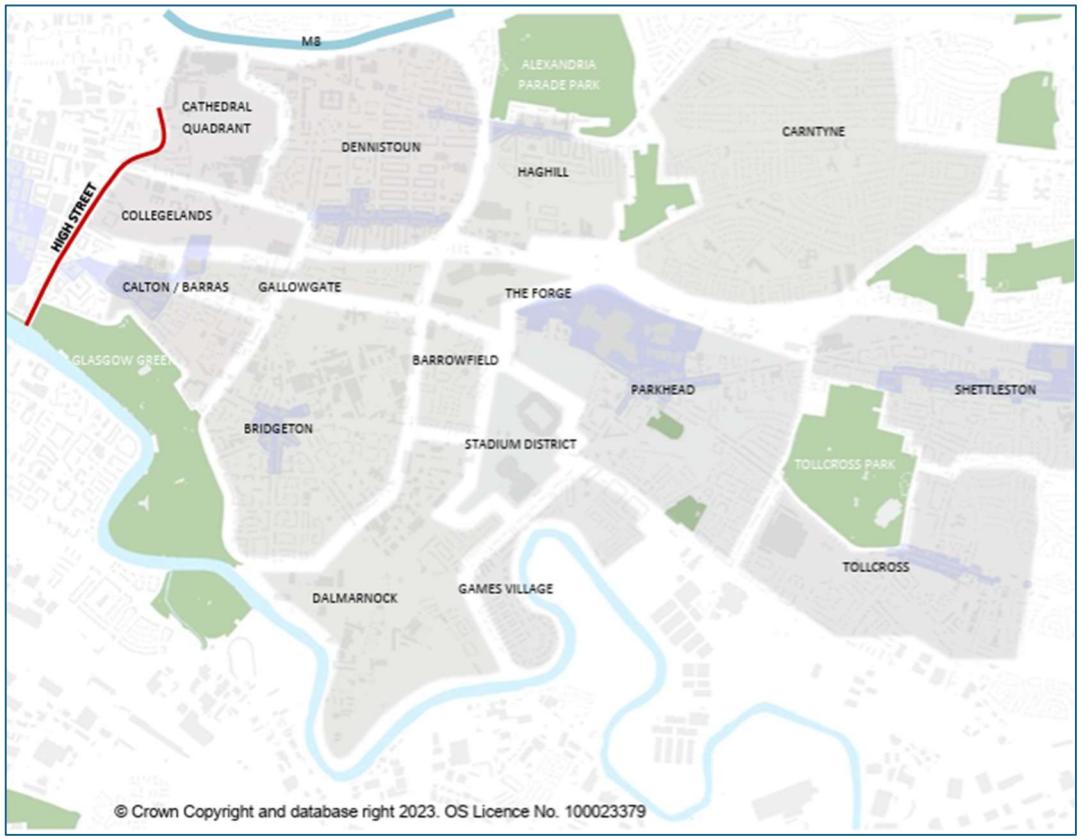
The following policy requirements apply for all development proposals located within Policy 4: North East Place Policy area.

a) Strategic Development Frameworks

Development proposals must take into account the relevant Strategic Development Frameworks in their area (see Place Policies and Areas of Change map). The council have produced three SDF's which are either entirely or partially contained within the North East Policy Area. In many cases, spatial opportunities in the SDF have been reflected through various sections of the plan, notably the Areas of Change and Place Policy Requirements and Development Opportunities and Site Requirements.

Inner East Strategic Development Framework

The Inner East Strategic Development Framework sets out a long-term vision to transform the Inner East into a vibrant, sustainable and well-connected part of Glasgow that supports inclusive growth and improved quality of life. It seeks to build on the area's proximity to the city centre, strong town centres, cultural heritage and significant development opportunities to create successful, mixed and resilient neighbourhoods. The framework prioritises housing-led regeneration that increases population and density in accessible locations, particularly around town centres and key corridors, while supporting a diverse mix of homes, uses and tenures. Strengthening town centre vitality, supporting economic development and bringing vacant and derelict land back into productive use are central objectives. Improving

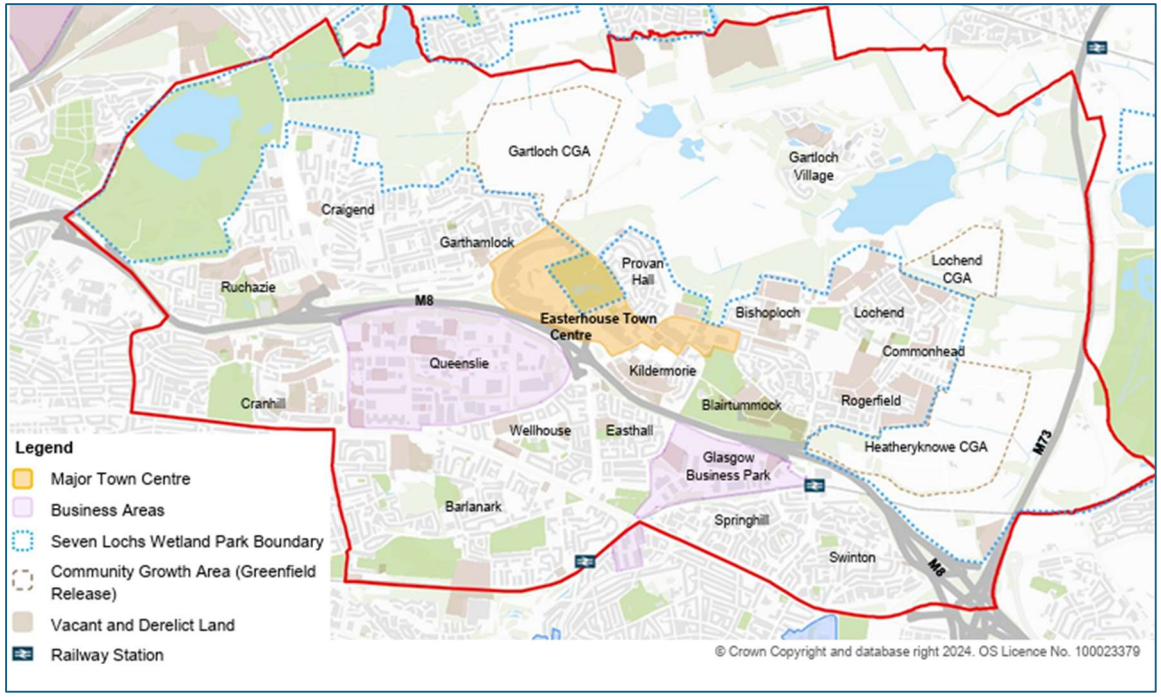


FIGURE

connectivity is a key priority, with a focus on enhanced walking, wheeling, cycling and public transport networks to better link communities, services and employment. The SDF also places strong emphasis on improving place quality and delivering a greener, more climate-resilient urban environment through high-quality public realm, strengthened green infrastructure and development that responds positively to climate and biodiversity objectives.

CDP2 identifies three Areas of Change within the Inner East Strategic Development Framework boundary: 5.2 Gallowgate, 5.3 Haghill and 5.4 Dalmarnock. These Areas of Change support the delivery of the objectives of the Inner East SDF, which should be read in conjunction with the Areas of Change.

Greater Easterhouse Strategic Development Framework



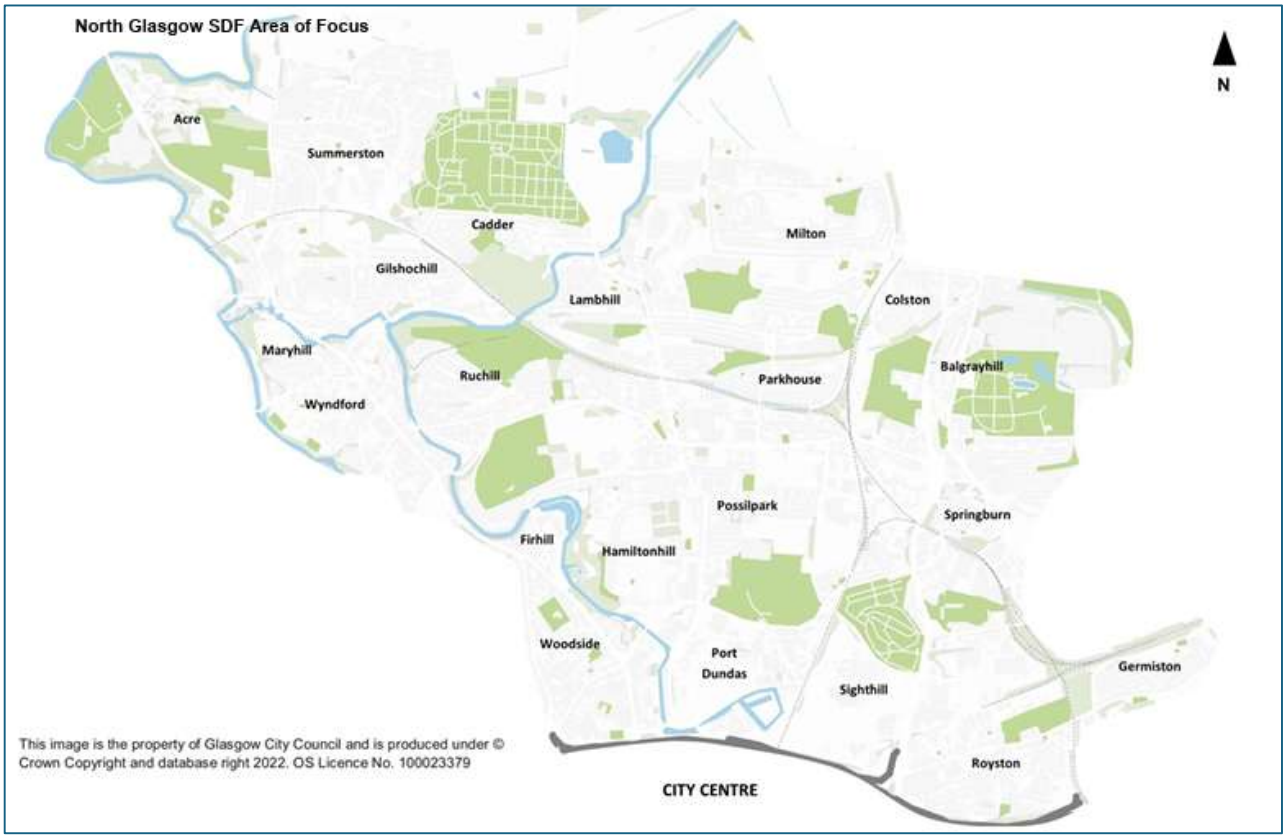
FIGURE

The Greater Easterhouse SDF sets out a long-term vision to create a vibrant, liveable, well-connected and green district that supports inclusive growth, improved wellbeing and environmental resilience. It provides a coordinated spatial approach to address historic patterns of deprivation, physical fragmentation and under-investment, while building on strong communities, the strategic role of the town centre and the area's distinctive natural assets. The framework prioritises housing-led regeneration to deliver high-quality, family-friendly neighbourhoods across a range of tenures, making effective use of extensive vacant and brownfield land and well-integrated green belt release opportunities to support sustainable population grow. Regenerating and strengthening Easterhouse Town Centre is a central objective, alongside improving access to services, facilities and employment. Enhancing connectivity within and beyond the area is a key priority, with a focus on walking, wheeling, cycling and public transport. The SDF also places strong emphasis on green and blue infrastructure, climate adaptation and biodiversity, ensuring development supports healthier, more resilient neighbourhoods and long-term environmental quality.

CDP2 identifies six Areas of Change within the Greater Easterhouse Strategic Development Framework: 5.6 Cranhill, 5.7 Ruchazie, 5.8 Easterhouse Town Centre, 5.9 Central Easterhouse, 5.10 Heatheryknowe and 5.11 Lochend. The Greater Easterhouse SDF should be read in conjunction with these Areas of Change.

North Glasgow Strategic Development Framework

The North Glasgow Strategic Development Framework sets out a long-term vision to support the regeneration and transformation of North Glasgow into a healthy, high-quality and sustainable place in which to live, work and visit. It seeks



FIGURE

to unlock the area's significant development potential, build on major regeneration programmes and strengthen the role of North Glasgow within the wider city. The framework promotes housing-led regeneration to support population growth, improved neighbourhood vitality and a more balanced mix of uses, while bringing vacant and underused land back into productive use. Supporting economic activity and employment is a key objective, focused on strengthening business locations, town centres and local facilities to support inclusive growth. Improving connectivity is central to the vision, with a strong emphasis on enhanced public transport, active travel and better east-west and north-south connections to link communities with jobs, services and the city centre. The SDF places particular importance on improving place quality and environmental performance, prioritising a strong green network, enhanced public realm and development that responds positively to climate resilience, biodiversity and health and wellbeing objectives.

b) Local Place Plans

Local Place Plans have been produced by communities across the North East. Local Place Plans are a material consideration in the planning application process. The Local Place Plans should therefore be considered as part of any development proposals within the Local Place Plans' boundary.

The following registered Local Place Plans have been considered in producing Policy 5 North East Glasgow:

- Parks for People Barmulloch, Balornock & Robroyston - Barmulloch Community Development Company
- Garthamlock, Craigend & Gartloch Local Place Plan - Garthamlock, Craigend & Gartloch Community Council
- Royston & Germiston Local Place Plan 2025 – Rosemount Development Trust
- Our Springburn Local Place Plan – Spirit of Springburn
- Shaping Shettleston – Fuse Youth Café

5.2: Gallowgate

[Insert placemaking map and Infographic overview of development potential of area of change (numbers of houses etc)]

Vision

The Gallowgate will evolve into a cohesive and liveable neighbourhood that honours its historic character through sensitive, high-quality development. Major housing-led regeneration will re-densify the area and reintroduce its original fine-grain urban form. New and existing residents will benefit from co-located community facilities, including a range of new leisure amenities delivered as part of the former Meat Market regeneration. Improved connections across the railway line will enhance access to services and destinations in Dennistoun and along Duke Street, ensuring that those living in the Gallowgate are better linked to amenities, opportunities, and the wider city.

Context for Change

The Gallowgate area in Glasgow's inner east developed during the city's early medieval expansion as one of its first suburbs along the Molendinar Burn. Over time, it became a densely populated inner-city neighbourhood shaped around heavy industry, textile works, the Glasgow Meat Market, alongside successive waves of in-migration. With the decline of Glasgow's industrial base in the 20th century, large-scale industry in Gallowgate disappeared, leaving a legacy of vacant land, a fragmented urban form, and pockets of historic buildings set within a fractured townscape.

Today, despite the long-term challenges posed by vacant sites, Gallowgate is well positioned for regeneration through two major developments: the ongoing Gallowgate Transformational Regeneration Area and the mixed-use, housing-led redevelopment of the former Meat Market site. Together with smaller development opportunities, these projects provide a significant opportunity to re-populate the area with high-quality housing and community uses.

Policy Requirements

Development proposals will:

1. Take into account the Inner East Strategic Development Framework and Policy 3.5 Collegelands Area of Change.
2. Reinstate the area's historic fine grain by introducing tenement-style flats and increasing residential density, supporting the broader re-establishment of a traditional urban form.
3. Celebrate the Gallowgate's historic environment through design that thoughtfully integrates the former Whitevale Baths building and Meat Market pitch-roof structures into new development.
4. Support the area's future growth by improving access to Bellgrove Station strengthening pedestrian connections to adjacent neighbourhoods including improved connections across railway line to Dennistoun will better connect new and existing residents to local services and amenities
5. Reconnect and enhance links with nearby Town Centres and neighbourhoods; Parkhead, Dennistoun and Bridgeton
6. Support and enhance local shopping facilities at Bellgrove.
7. Provide new community facilities, including the provision new leisure facilities as part of the Meat Market development.
8. Demonstrably contribute to the delivery of the projects, priorities and principles set out in the Dennistoun to Cranhill Neighbourhoods Stage 1 and Stage 2 Reports, in a proportionate and appropriate manner. Including contribution to the delivery of the following projects:
   - Railway Bridges

9. Support the retention and reuse of Buildings at Risk (see Policy 9.3) at:
    a. Kirkhaven Hall: 176 Duke Street
    b. Bellgrove Hotel: 607 Gallowgate

Gallowgate Sites

Site Details	Land Use	Site Requirements
Duke Street/ Melbourne Street, Meat Market Site Ref: HL4178A	Housing Area (ha): 2.28 Indicative Capacity: 200	1. Site to be delivered in accordance with the masterplan approved by the Council via the planning consent. Natural Environment: 2. If loss of trees is justified, compensatory planting will be required, preferably onsite. Sustainable Transport: 3. Financial contribution towards the delivery of Connecting Glasgow active travel infrastructure required. 4. Establish a safe, inclusive, attractive and integrated on-site movement network, enabling direct pedestrian connections to Bellgrove train station. 5. Enhance walking and cycling connections to, from and within the site, providing legible and pedestrian friendly connections between the site and existing active travel infrastructure on Melbourne Street and Duke Street. Open Space: 6. Contribution towards meeting the Quality Standard at Wellpark. 7. Contribution required towards allotments/growing space. 8. Contribution required towards outdoor sports provision. Community Facilities: 9. Developer contribution for Education very likely. Pre-application discussion required. Heat Networks: 10. Site is within East 1 and 2 Indicative Heat Network Zones and connection is expected.
Bellgrove Street, Meat Market Site Ref: HL4178A_B	Brownfield Development Opportunity Area (ha): 1.49	1. Site to be delivered as leisure and business as part of Meat Market development. Historic Environment: 2. Moore Street Meat and Cattle Markets, Bellgrove Street (Former) - Building at risk – see Policy 9.2 3. If reuse of sheds likely to require developer contributions (see Policy 14), early discussion with the Council is required through pre-application (fee exempt). 4. Category B listed building.
Millerston Street, Gallowgate TRA Site Ref: HL4420B	Housing Area (ha): 2.17 Indicative Capacity: 67	1. Site to be delivered in accordance with the Gallowgate TRA masterplan produced by Glasgow City Council. Natural Environment 2. If loss of trees is justified, compensatory planting will be required, preferably onsite. Community Facilities: 3. Developer contribution for Education very likely. Pre-application discussion required.

		Sustainable Transport: 4. Financial contribution towards the delivery of Connecting Glasgow active travel infrastructure required. 5. Establish a safe, inclusive, attractive and integrated on-site movement network, enabling direct pedestrian connections to the nearest bus stops on Gallowgate Road 6. Developer contribution towards the delivery of the proposed Dennistoun City Link City Network Cycle Route. 7. Developer contribution towards the delivery of the proposed Dennistoun City Link City Network Cycle Route. Open Space: 8. Contribution towards meeting the Accessibility Standard unless a community space is to be provided on site. 9. Contribution required towards allotments/growing space. 10. Contribution required towards outdoor sports provision. Heat Networks: 11. Site is within East 1 and 2 Indicative Heat Network Zones and connection is expected.
75-89 Whitevale Street, formerly Whitevale Baths Site Ref: VDL4308	Brownfield Development Opportunity Area (ha): 0.11	Historic Environment: 1. (Former) Whitevale Street Public Baths and Washhouse - Building at risk – see Policy 9.2 2. If proposed reuse of baths building is likely to require developer contributions (see Policy 14), early discussion with the Council is required through pre-application (fee exempt). 3. Category B listed building. Listed building should be retailed and sensitively adapted. See policy 8 and 9. Heat Networks: 4. Site is within East 1 and 2 Indicative Heat Network Zones and connection is expected.

5.3: Haghill

[Insert placemaking map and Infographic overview of development potential of area of change (numbers of houses etc)]

Vision

Haghill is envisaged as a vibrant and well-connected residential neighbourhood, supported by improved access to services, enhanced open space, and a high-quality public realm. The redevelopment of vacant and derelict land will enhance the local environment, helping to create a more coherent urban form. This will support clearer movement routes across the area and better connect key neighbourhood assets, including an improved Hogarth Park. Connectivity will be strengthened through a series of active travel interventions, improving movement within the neighbourhood and linking it more effectively to surrounding areas and key destinations such as Parkhead Town Centre and Alexandra Parade.

Context for Change

Haghill is a predominantly residential neighbourhood located in the heart of Glasgow's East End. The area is defined by a diverse mix of pre-war tenements, interwar tenements and lower-density modern semi-detached housing. These distinct development periods have produced a varied townscape, which can make wayfinding and movement through the neighbourhood challenging.

Alexandra Park forms a key green edge to the north, providing valuable open space for both residents and visitors. Additional open space is located at Hogarth Park in eastern Haghill; however, there is significant scope to enhance the park environment through improved landscaping, upgraded play provision, better path networks, and the clearance of overgrown vegetation. The disused railway line running through the park presents an opportunity to create a new north - south active travel link, connecting Alexandra Park to Parkhead Town Centre at the southern edge of the Area of Change

In the south of Haghill, the clearance of interwar housing and the loss of industry have resulted in significant areas of vacant land, creating further barriers to movement. Future housing-led regeneration on these sites should introduce a coherent path network that enhances connectivity within Haghill and strengthens links to Parkhead Town Centre and provide new open space and civic spaces.

In addition to new residential development, investment should focus on reinforcing community identity through the provision of small-scale community facilities and leisure uses.

Policy Requirements

Development proposals will:

1. Take into account the Inner East Strategic Development Framework.
2. Reinforce community identity with new housing, business and creative workspace and supporting community amenities, leisure uses.
3. Enhance urban legibility and wayfinding by creating a coherent and navigable urban form, supported by the development of clear and connected path networks that enable pedestrians to orient themselves and move confidently throughout the area.
4. Improve connectivity to Parkhead Town Centre and Alexandra Parade through new and enhanced links.

5. Enhance access to Hogarth Park and support the park's role as a valued neighbourhood asset through environmental improvements and strengthened active travel connections.
6. Demonstrably contribute to the delivery of the projects, priorities and principles set out in the Dennistoun to Cranhill Liveable Neighbourhoods Stage 1 and Stage 2 Reports, in a proportionate and appropriate manner. Including contribution to the delivery of the following projects:
    - Todd Street / Hogarth Park Improvements

Haghill Sites

Site Details	Land Use	Site Requirements
26-66 Ledaig Street Site Ref: VDL3106	Housing Area (ha): 0.44 Indicative Capacity: 26	Natural Environment: 1. Protect, manage and augment existing Nature Network elements (woodland and grassland). 2. If loss of trees is justified, compensatory planting will be required, preferably onsite. Sustainable Transport: 3. Financial contribution towards the delivery of Connecting Glasgow active travel infrastructure required. Open Space: 4. Contribution towards the maintenance of Alexandra Park. 5. Contribution required towards allotments/growing space. 6. Contribution required towards outdoor sports provision. Heat Networks: 7. Site is within East 1 and 2 Indicative Heat Network Zones and connection is expected.
37 Birkenshaw Street Site Ref: UCS240247	Brownfield Development Opportunity Area (ha): 0.32	Natural Environment: 1. Protect, manage and augment existing Nature Network elements (woodland and grassland). 2. If loss of trees is justified, compensatory planting will be required, preferably onsite. Sustainable Transport 3. If redevelopment of site constitutes a development type and scale identified in Policy 14.1 as requiring active travel developer contributions. A financial contribution towards the delivery of Connecting Glasgow active travel infrastructure will be required. Open Space: 4. If residential proposed, contribution towards the maintenance of Alexandra Park. 5. If residential proposed, contribution required towards allotments/growing space. 6. If residential proposed, contribution required towards outdoor sports provision.

		Natural Environment: 7. SFRA identifies flood risk - Detailed FRA required for pluvial flood risk. Policy 17 applies. Heat Networks: 8. Site is within East 1 and 2 Indicative Heat Network Zones and connection is expected.
Appin Road/ Todd Street Site Ref: HL3433B	Housing Area (ha): 2.31 Indicative Capacity: 57	Natural Environment: 1. If loss of trees is justified, compensatory planting will be required, preferably onsite. Sustainable Transport: 2. Financial contribution towards the delivery of Connecting Glasgow active travel infrastructure required. 3. Establish a safe, inclusive, attractive and integrated on-site movement network, enabling direct pedestrian connections to the nearest bus stops on Carntyne Road. 4. Enhance walking and cycling connections to, from and within the site, providing legible and pedestrian friendly connections between the site and the proposed Connecting Glasgow cycle route on Carntyne Road. Open Space: 5. Contribution towards meeting the Accessibility Standard. 6. Contribution required towards provision of allotments/growing space. 7. Contribution required towards Outdoor Sports Provision. Heat Networks: 8. Site is within East 1 and 2 Indicative Heat Network Zones and connection is expected.
Corsock Street/ Appin Road Site Ref: VDL3466	Housing Area (ha): 2.14 Indicative Capacity: 25	Natural Environment: 1. If loss of trees is justified, compensatory planting will be required, preferably onsite. Sustainable Transport: 2. Financial contribution towards the delivery of Connecting Glasgow active travel infrastructure required. Open Space: 3. Contribution towards meeting the Accessibility Standard. 4. Contribution towards outdoor sports provision. 5. Contribution required towards. allotments/growing space. Heat Networks: 6. Site is within East 1 and 2 Indicative Heat Network Zones and connection is expected.
Duke Street/ Carntyne Road/ Haghill Road Site Ref: UCS240155	Brownfield Development Opportunity Area (ha): 2.38	Natural Environment: 1. If loss of trees is justified, compensatory planting will be required, preferably onsite. Sustainable Transport: 2. If redevelopment of site constitutes a development type and scale identified in Policy 14.1 as requiring active travel developer contributions. A financial contribution towards the delivery of Connecting Glasgow active travel infrastructure will be required.

		3. Establish a safe, inclusive, attractive and integrated on-site movement network, enabling direct pedestrian connections to the nearest bus stops on Carntyne Road. 4. Enhance walking and cycling connections to, from and within the site, providing legible and pedestrian friendly connections between the site and the proposed Connecting Glasgow cycle route on Carntyne Road and Duke Street. Open Space: 5. If residential proposed, contribution towards meeting the Accessibility Standard. 6. If residential proposed, contribution required towards outdoor sports provision. 7. If residential proposed, contribution required towards allotments/growing space. Heat Networks: 8. Site is within East 1 and 2 Indicative Heat Network Zones and connection is expected.
East of 62 Edinburgh Road Site Ref: VDL4005	Brownfield Development Opportunity Area (ha): 0.12	Natural Environment: 1. If loss of trees is justified, compensatory planting will be required, preferably onsite. Community Facilities: 2. Site identified as lacking access to food shop, see Policy 19.11. Open Space: 3. If residential proposed, contribution towards the maintenance of Alexandra Park. 4. If residential proposed, contribution required towards allotments/growing space. 5. If residential proposed, contribution required towards outdoor sports provision.
Marwick Street, former Haghill Primary School Site Ref: HL4033	Housing Area (ha): 0.56 Indicative Capacity: 48	Historic Environment: 1. Development area contains Category B listed Haghill Primary School. Listed building should be retained and sensitively adapted – see Policy 8. Community Facilities: 2. Site identified as lacking access to food shop, see Policy 19.11. Sustainable Transport: 3. Financial contribution towards the delivery of Connecting Glasgow active travel infrastructure required. Open Space 4. Contribution towards the maintenance of Alexandra Park 5. Contribution required towards allotments/growing space 6. Contribution required towards outdoor sports provision Heat Networks: 7. Site is within East 1 and 2 Indicative Heat Network Zones and connection is expected.
South of 116 Ledaig Street Site Ref: VDL3775	Housing Area (ha): 0.21 Indicative Capacity: 13	Natural Environment: 1. Protect, manage and augment existing Nature Network elements (woodland and grassland) 2. If loss of trees is justified, compensatory planting will be required, preferably onsite. Community Facilities:

		3. Site identified as lacking access to food shop, see Policy 19.11. Sustainable Transport: 4. Financial contribution towards the delivery of Connecting Glasgow active travel infrastructure required. Open Space: 5. Contribution towards the maintenance of Alexandra Park. 6. Contribution required towards allotments/growing space unless this is to be provided on site. 7. Contribution required towards outdoor sports provision. Heat Networks: 8. Site is within East 1 and 2 Indicative Heat Network Zones and connection is expected.
Land to the east of Duke Street Site Ref: UCS240266	Brownfield Development Opportunity Site (ha): 1.62	Natural Environment: 1. Protect mature trees and maintain standoff from sensitive users to the north. 2. Protect Carntyne burn. 3. If loss of trees is justified, compensatory planting will be required, preferably onsite. Sustainable Transport: 4. If redevelopment of site constitutes a development type and scale identified in Policy 14.1 as requiring active travel developer contributions. A financial contribution towards the delivery of Connecting Glasgow active travel infrastructure will be required. 5. Establish a safe, inclusive, attractive and integrated on-site movement network, enabling direct pedestrian connections to the nearest bus stops on Carntyne Road. 6. Enhance walking and cycling connections to, from and within the site, providing legible and pedestrian friendly connections between the site and the proposed Connecting Glasgow cycle route on Carntyne Road and Duke Street. Open Space: 7. If residential proposed, contribution towards meeting the Accessibility Standard. 8. If residential proposed, contribution towards outdoor sports provision. 9. If housing proposed, contribution required towards allotments/growing space.

5.4: Dalmarnock

[Insert placemaking map and Infographic overview of development potential of area of change (numbers of houses etc)]

Vision

Dalmarnock will continue its significant transformation through strategic investment led by Clyde Gateway Urban Regeneration Company. Guided by the South Dalmarnock Masterplan, alongside major housing development and the Clyde Gateway Innovation initiative, the area will deliver a substantial number of new homes and high-quality jobs. As the population and economic activity grow, residents will benefit from enhanced active travel connections, improved civic spaces and public realm, and a strengthened range of services and facilities focused around a new neighbourhood centre at the heart of the community.

Context for Change

Dalmarnock is currently undergoing significant transformation with ongoing regeneration re-shaping the neighbourhood's former vacant character into an attractive mixed neighbourhood with high quality housing and employment opportunities.

Originally meadowland, the area developed into a hub of heavy industry in the late 19th and early 20th centuries, including Sir William Arrol & Co., renowned for delivering iconic structures such as the Forth Rail Bridge, Tower Bridge and the Humber Bridge - reflecting Dalmarnock's significant contribution to Scotland's industrial heritage. This industrial growth was supported by dense residential development, including Victorian tenements and later high-rise housing. However, as industry declined and housing conditions deteriorated, much of the built environment was cleared, paving the way for large-scale regeneration

Over the past 15 years, Dalmarnock has experienced a new chapter of growth, driven by substantial public and private investment through the Clyde Gateway Regeneration Programme and the legacy of the Commonwealth Games. This has helped re-establish the area as a vibrant neighbourhood, with improved access to amenities and high-quality employment opportunities. The transformation to date demonstrates the value of effective partnership working, although the wider area still contains a significant proportion of vacant and derelict land. Future development should adopt a strong placemaking approach, strengthening connections with surrounding communities and reinforcing local identity.

As Dalmarnock continues to evolve, new homes and employment opportunities will bring renewed vitality to the area. A new local centre is emerging around Dalmarnock railway station, anchored by a recently approved supermarket, and is expected to form a key local focal point for the neighbourhood.

Much of the area is classified as an economic development area. See policy 5.16.

Policy Requirements

Development proposals will:

1. Take into account the Inner East Strategic Development Framework.
2. Strengthen and enhance local shopping and service provision, alongside improvements to the public realm and civic spaces around Dalmarnock railway station and Dalmarnock Road, to establish a strong local focal point for the growing community.

3. Reconnect and integrate the area, by enhancing links between existing and proposed residential development, employment sites, the emerging local focal point, Dalmarnock Station, and the Clyde waterfront.
4. Provide new vibrant open spaces and recreational areas that incorporate nature-based solutions to sustainable drainage and biodiversity.
5. Integrate innovative energy and waste solutions
6. Carefully consider how new buildings interact with existing residential areas, main roads, and the River Clyde.
7. Align with the Clyde Gateway Innovation initiative to expand the range of employment opportunities in the area.
8. Take into account Policy 5.16 for Clyde Gateway (The Clyde Gateway) Economic Development Area.

Dalmarnock Sites

Site Details	Land Use	Site Requirements
566 Dalmarnock Road (Phase 2) Site Ref: HL2272C	Housing Area (ha): 1.15 Indicative Capacity: 123	Natural Environment: 1. Priority area for increasing tree canopy - opportunities for tree planting should be identified. Community Facilities: 2. Site identified as lacking access to food shop, see Policy 19.11. Sustainable Transport: 3. Financial contribution towards the delivery of Connecting Glasgow active travel infrastructure required. 4. Establish a safe, inclusive, attractive and integrated on-site movement network, enabling direct pedestrian connections to the nearest bus stops on Dalmarnock Road. 5. Enhance walking and cycling connections to, from and within the site, providing legible and pedestrian friendly connections between the site and the proposed Rutherglen City Way proposed active travel route on Dalmarnock Road. Open Space: 6. Contribution towards meeting the Accessibility Standard but may be scope, in conjunction with other sites in the vicinity, to deliver a new community space in this area. 7. Contribution required towards allotments/growing space. 8. Contribution required towards outdoor sports provision. Water Environment: 9. SFRA identifies flood risk - Detailed FRA required to consider fluvial flood risk. Policy 17 applies. Heat Networks: 10. Site is within East 1 and 2 Indicative Heat Network Zones and connection is expected.
Baltic Street/ Clyde Gateway Site Ref: HL4487G	Housing Area (ha): 2.09	Natural Environment: 1. Priority area for increasing tree canopy - opportunities for tree planting should be identified. Community Facilities:

	Indicative Capacity: 78	2. Site identified as lacking access to food shop, see Policy 19.11. Sustainable Transport: 3. Financial contribution towards the delivery of Connecting Glasgow active travel infrastructure required. 4. Establish a safe, inclusive, attractive and integrated on-site movement network, enabling direct pedestrian connections to Dalmarnock train station. 5. Enhance walking and cycling connections to, from and within the site, providing legible and pedestrian friendly connections between the site and the proposed Rutherglen City Way active travel route on Dalmarnock Road. Open Space: 6. Contribution towards meeting the Accessibility Standard but may be scope, in conjunction with other sites in the vicinity, to deliver a new community space in this area. 7. Contribution required towards allotments/growing space. 8. Contribution required towards outdoor sports provision. Water Environment: 9. SFRA identifies flood risk - Pluvial and fluvial flood risk. Benefits of South Dalmarnock Regional SuDS and surface water network need assessment. Policy 17 applies. Heat Networks: 10. Site is within East 1 and 2 Indicative Heat Network Zones and connection is expected.
Carstairs St (conversion) Site Ref: HL4811B	Housing Area (ha): 0.44 Indicative Capacity: 60	Historic Environment: 1. Category C listed former Strathclyde Public School. Listed building should be retained and sensitively adapted – see Policy 8. Natural Environment: 2. Priority area for increasing tree canopy - opportunities for tree planting should be identified. 3. Nature Network Core Corridor. Protect, manage and augment Nature Networks. Community Facilities: 4. Site identified as lacking access to food shop, see Policy 19.11. Sustainable Transport: 5. Financial contribution towards the delivery of Connecting Glasgow active travel infrastructure required. 6. Enhance walking and cycling connections to, from and within the site, providing legible and pedestrian friendly connections between the site and existing active travel infrastructure along the Clyde Walkway (National Cycle Network Route 75). Open Space: 7. Contribution towards meeting the Accessibility Standard. 8. Contribution required towards allotments/growing space. 9. Contribution required towards outdoor sports provision. Heat Networks: 10. Site is within East 1 and 2 Indicative Heat Network Zones and connection is expected.

Carstairs St (new build) Site Ref: HL4811A	Housing Area (ha): 0.54 Indicative Capacity:51	Natural Environment: 1. Priority area for increasing tree canopy - opportunities for tree planting should be identified. 2. Nature Network Core Corridor. Protect, manage and augment Nature Networks. Community Facilities: 3. Site identified as lacking access to food shop, see Policy 19.11. Sustainable Transport: 4. Financial contribution towards the delivery of Connecting Glasgow active travel infrastructure required. 5. Enhance walking and cycling connections to, from and within the site, providing legible and pedestrian friendly connections between the site and existing active travel infrastructure along the Clyde Walkway (National Cycle Network Route 75). Open Space: 6. Contribution towards meeting the Accessibility Standard. 7. Contribution required towards allotments/growing space. 8. Contribution required towards outdoor sports provision. Heat Networks: 9. Site is within East 1 and 2 Indicative Heat Network Zones and connection is expected.
Colvend Street Site Ref: IL164301	Brownfield Development Opportunity Site (ha): 1.89	1. Site to be delivered in accordance with Clyde Gateway's South Dalmarnock Masterplan. Natural Environment: 2. Nature Network Core Corridor. Protect, manage and augment Nature Networks. Sustainable Transport: 3. If redevelopment of site constitutes a development type and scale identified in Policy 14.1 as requiring active travel developer contributions. A financial contribution towards the delivery of Connecting Glasgow active travel infrastructure will be required. 4. Enhance walking and cycling connections to, from and within the site, providing legible and pedestrian friendly connections between the site and existing active travel infrastructure along the Clyde Walkway (National Cycle Network Route 75). Open Space: 5. If residential proposed, contribution towards the maintenance of Glasgow Green. 6. If residential proposed, contribution required towards allotments/growing space. 7. If residential proposed, contribution towards outdoor sports provision. Heat Networks: 8. Site is within East 1 and 2 Indicative Heat Network Zones and connection is expected.
Cotton Street Site Ref: IL120301	Brownfield Development Opportunity Site (ha): 0.23	1. Site to be delivered in accordance with Clyde Gateway's South Dalmarnock Masterplan. Natural Environment: 2. Nature Network Core Corridor. Protect, manage and augment Nature Networks. Sustainable Transport:

		3. If redevelopment of site constitutes a development type and scale identified in Policy 14.1 as requiring active travel developer contributions. A financial contribution towards the delivery of Connecting Glasgow active travel infrastructure will be required. Open Space: 4. If residential proposed, contribution required towards meeting the Accessibility Standard. 5. If residential proposed, contribution required towards allotments/growing space. 6. If residential proposed, contribution towards outdoor sports provision. Water Environment: 7. SFRA identifies flood risk - FRA to assess potential flooding from River Clyde. Policy 17 applies. Heat Networks: 8. Site is within East 1 and 2 Indicative Heat Network Zones and connection is expected.
Norman Street/ Dora Street (Clyde Gateway) Site Ref: IL164201	Brownfield Development Opportunity Site (ha): 0.76	1. Site to be delivered in accordance with Clyde Gateway's South Dalmarnock Masterplan. Historic Environment: 2. Category B listed building. Listed building should be retained and sensitively adapted. See Policy 8 and 9. Natural Environment: 3. If loss of trees is justified, compensatory planting will be required, preferably onsite. Sustainable Transport: 4. If redevelopment of site constitutes a development type and scale identified in Policy 14.1 as requiring active travel developer contributions. A financial contribution towards the delivery of Connecting Glasgow active travel infrastructure will be required. Open Space: 5. If residential proposed, contribution required towards meeting the Quality Standard at Finnart Street. 6. If residential proposed, contribution required towards allotments/growing space. 7. If residential proposed, contribution towards outdoor sports provision. Heat Networks: 8. Site is within East 1 and 2 Indicative Heat Network Zones and connection is expected.
South Dalmarnock Masterplan Site Ref: HL4727A	Housing Area (ha): 2.51 Indicative Capacity:119	1. Site to be delivered in accordance with Clyde Gateway's South Dalmarnock Masterplan. Natural Environment: 2. If loss of trees is justified, compensatory planting will be required, preferably onsite. 3. Nature Network Core Corridor. Protect, manage and augment Nature Networks. Sustainable Transport: 4. Financial contribution towards the delivery of Connecting Glasgow active travel infrastructure required. 5. Enhance walking and cycling connections to, from and within the site, providing legible and pedestrian friendly connections between the site and existing active travel infrastructure along the Clyde Walkway (National Cycle Network Route 75). 6. Establish a safe, inclusive, attractive and integrated on-site movement network, enabling direct pedestrian connections to Dalmarnock train station. Open Space:

		7. Contribution towards meeting the Quality Standard at Finnart St. 8. Contribution required towards allotments/growing space. 9. Contribution required towards outdoor sports provision. Heat Networks: 10. Site is within East 1 and 2 Indicative Heat Network Zones and connection is expected.
South of 590 Dalmarnock Road Site Ref: VDL4237	Brownfield Development Opportunity Site (ha): 0.14	Natural Environment: 1. Priority area for increasing tree canopy - opportunities for tree planting should be identified. Open Space: 2. If residential proposed, contribution towards meeting the Accessibility Standard. 3. If residential proposed, contribution required towards allotments/growing space. 4. If residential proposed, contribution required towards outdoor sports provision. Heat Networks: 5. Site is within East 1 and 2 Indicative Heat Network Zones and connection is expected.
Springfield Road/ Dalmarnock Road Site Ref: CfS240336	Brownfield Development Opportunity Site (ha): 0.95	Natural Environment: 1. Priority area for increasing tree canopy - opportunities for tree planting should be identified. Sustainable Transport: 2. If redevelopment of site constitutes a development type and scale identified in Policy 14.1 as requiring active travel developer contributions. A financial contribution towards the delivery of Connecting Glasgow active travel infrastructure will be required. Open Space: 3. If residential proposed, contribution towards meeting the Accessibility Standard. 4. If residential proposed, contribution required towards allotments/growing space. 5. If residential proposed, contribution required towards outdoor sports provision. Heat Networks: 6. Site is within East 1 and 2 Indicative Heat Network Zones and connection is expected.
Springfield Road, Commonwealth Games Village Site Ref: HL4487E	Housing Area (ha): 3.89 Indicative Capacity: 125	Natural Environment: 1. Priority area for increasing tree canopy - opportunities for tree planting should be identified. 2. Nature Network Core Corridor. Protect, manage and augment Nature Networks. Sustainable Transport: 3. Financial contribution towards the delivery of Connecting Glasgow active travel infrastructure required. 4. Establish a safe, inclusive, attractive and integrated on-site movement network, enabling direct pedestrian connections to the nearest bus stops on Dalmarnock Road. 11. Enhance walking and cycling connections to, from and within the site, providing legible and pedestrian friendly connections between the site and the proposed Rutherglen City Way active travel route on Dalmarnock Road and existing active travel infrastructure along the Clyde Walkway (National Cycle Network Route 75). Open Space: 5. Contribution towards meeting the Accessibility Standard but may be scope, in conjunction with other sites in the vicinity, to deliver a new community space in this area.

		6. Contribution required towards allotments/growing space. 7. Contribution required towards outdoor sports provision. Water Environment: 8. SFRA identifies flood risk - FRA required for coastal flood risk. Policy 17 applies. Heat Networks: 9. Site is within East 1 and 2 Indicative Heat Network Zones and connection is expected.
Strathclyde Street/ Beechgrove Street Site Ref: UCS240267	Housing Area (ha): 1.48 Indicative Capacity:148	Natural Environment: 1. Priority area for increasing tree canopy - opportunities for tree planting should be identified. 2. Nature Network Core Corridor. Protect, manage and augment Nature Networks. Sustainable Transport: 3. Financial contribution towards the delivery of Connecting Glasgow active travel infrastructure required. 4. Establish a safe, inclusive, attractive and integrated on-site movement network, enabling direct pedestrian connections to the nearest bus stops on Dalmarnock Road. 5. Enhance walking and cycling connections to, from and within the site, providing legible and pedestrian friendly connections between the site and the proposed Rutherglen City Way active travel route on Dalmarnock Road and existing active travel infrastructure along the Clyde Walkway (National Cycle Network Route 75). Open Space: 6. Contribution towards meeting the Accessibility Standard. 7. Contribution required towards allotments/growing space. 8. Contribution required towards outdoor sports provision. Water Environment: 9. SFRA identifies flood risk - Requirement for compensatory storage should be considered in consideration with wider Clyde Gateway area. Policy 17 applies. Heat Networks: 10. Site is within East 1 and 2 Indicative Heat Network Zones and connection is expected.

5.5 Carmyle

[Insert placemaking map and Infographic overview of development potential of area of change (numbers of houses etc)]

Vision

The Carmyle Community Growth Area will develop into a well-connected, landscape-led neighbourhood that strengthens its relationship with the existing community and the River Clyde. New homes will integrate with Carmyle through safe, direct and attractive active travel routes, including a green corridor along the former railway solum and enhanced links to Carmyle Train Station. High-quality, accessible greenspaces and improved access to an improved riverfront environment will form a defining feature of the area, creating a vibrant, healthy and connected place that supports everyday activity, social interaction and sustainable travel.

Context for Change

The Carmyle Community Growth Area (CGA) comprises land released from Glasgow's greenbelt in 2006 to accommodate the city's demand for new housing. Ensuring strong physical and functional integration between the proposed development and the existing urban area is essential.

Historically the land within the CGA was outwith the original bounds of the city of Glasgow and was partly used as a colliery by the mid-19th century, giving way to further industrial intensification by the end of the century led by the London Midlands and Scottish Railway. Residential development located just west of the CGA and developed slowly over the same period. Today Carmyle experiences severance from the surroundings residential areas to the north by the M74 motorway and the Cambuslang Industrial Park to the west of the area. The River Clyde defines its southern edge.

New residential development must establish direct, attractive, and well-overlooked active travel routes that connect seamlessly with Carmyle's existing path network. In particular, providing a safe and convenient active travel connection to Carmyle Train Station is a key priority. The disused railway solum that traverses the Area of Change offers a valuable opportunity to deliver a green, linear active travel corridor linking new residential development to the train station via the two nearby primary schools. There is also potential to repurpose the disused Westburn Viaduct to create a new cross-river active travel route, enhancing wider connectivity by linking to ongoing development at Newton Farm in South Lanarkshire.

To the south of the proposed residential area lies a significant expanse of greenspace designated as a Local Landscape Area. This greenspace should be enhanced to improve its functional relationship with both existing and future homes, providing accessible parkland and strengthening Carmyle's relationship with the River Clyde. Improvements to the river corridor should include new seating and gathering spaces, alongside the delivery of a continuous pedestrian and cycle route along the Carmyle riverfront.

Policy Requirements

Development proposals will:

1. Ensure strong physical and functional integration between the proposed development and the existing urban area is essential.
2. Integrate effectively with the existing urban environment by providing a road and path network that forms direct connections to established routes.
3. Deliver a green active-travel route along the disused railway solum, creating a direct link between the Kenmuir Farm

residential development, St Joachim's Primary School, and Carmyle Train Station.
4. Enhance active travel connections across the River Clyde to strengthen links with South Lanarkshire, including utilising the disused Westburn Viaduct to provide a new cross-river route for walking, wheeling and cycling.
5. Provide a new active-travel link across the disused Westburn Viaduct to establish a cross-river route for walking, wheeling and cycling.
6. Enhance existing greenspaces to improve recreational opportunities and strengthen the area's connection with the riverfront.
7. Create new community meeting spaces with formal seating and high-quality public-realm features along the riverfront.
8. Deliver a continuous active-travel route along the riverfront to improve connectivity and accessibility.

Carmyle Sites

Site Details	Land Use	Site Requirements
Kenmuir Farm (CGA) Site Ref: HL4382G	Housing Area (ha): 18.25 Indicative Capacity: 420	1. Site to be delivered in accordance with the Baillieston, Broomhouse & Carmyle CGA. Natural Environment: 2. Irreplaceable trees of High Nature Conservation Value on site - protected by NPF4, must not be removed. 3. Nature Network Core Corridor. Protect, manage and augment Nature Networks. Community Facilities: 4. Site identified as lacking access to food shop, see Policy 19.11. Sustainable Transport: 5. Site will require addition public transport infrastructure and / or bus service provision to ensure connectivity to the transport network. Open Space: 6. Open space provision in form of community space (east of viaduct) required on site. 7. Contribution required towards meeting the Quality Standard if the existing space at Kenmuir Rd/Estate Road is to be retained, otherwise a new community space requires to be provided on site. 8. Contribution required towards outdoor sports provision. 9. Contribution required towards allotments/growing space. 10. Compensation required for loss of existing protected sports pitch. Water Environment: 11. SFRA identifies flood risk - Development includes detailed analysis of compensatory storage impact / mitigation for fluvial flood risk. Policy 17 applies.

5.6: Cranhill

[Insert placemaking map and Infographic overview of development potential of area of change (numbers of houses etc)]

Vision

Cranhill will evolve through the sustainable regeneration of its vacant and derelict land. A substantial number of new homes will be delivered, helping to create a vibrant and inclusive community for both new and existing residents. Development will be carefully designed to improve pedestrian access to local primary schools and to strengthen a clear local focal point around Bellrock Street and Lamlash Crescent. Connectivity within the neighbourhood, and between Cranhill and Ruchazie, will also be enhanced to support more coherent, direct and attractive movement between the two communities.

Context for Change

Cranhill is a post-war inner-city neighbourhood in Glasgow, designed and developed in the early 1950s. 4-storey tenement blocks were designed around Cranhill Park. Over the decades, the housing mix evolved to include tower blocks, terraced maisonettes, and more recently, semi-detached and detached homes. Within the wider area most homes are low-density, two-storey properties. Many of the original post-war tenements were later demolished as a result of poor maintenance and social problems, resulting in a significant amount of vacant and derelict land across the area. Cranhill is home to two modern primary schools, both built within the last 20 years which form focal points for the local community.

Cranhill's northern boundary is defined by the M8 motorway, which forms a significant barrier between the area and the neighbouring community of Ruchazie. Connection between the two is currently provided by a footbridge crossing the motorway. However, there is scope to enhance this link through improved access, upgraded landscaping around the bridge approaches, and the introduction of new artistic lighting to create a more attractive and welcoming route

At the heart of the neighbourhood lies Cranhill Public Park, providing a key green space for the community. The future development of adjacent vacant and derelict land presents an opportunity to improve access to the park and support its role as an important active travel corridor. This could strengthen connections to an enhanced pedestrian bridge, enabling more direct links and a stronger functional relationship between Cranhill Public Park and Croftcroighn Park in Ruchazie.

Bellrock Street serves as the main thoroughfare and community spine, hosting local shops and public buildings. Strengthening the range of services and facilities in this area, alongside enhancements to the public realm and the creation of new civic spaces on adjacent vacant and derelict land, will help unlock its potential as a local focal point and natural centre at the heart of the community.

The central and eastern parts of Cranhill contain extensive areas of vacant and derelict land that limit pedestrian connectivity. A coordinated regeneration approach is required to bring these sites back into productive use, balancing new housing at sustainable densities with improved sustainable transport links, the creation of a connected green network, and enhanced provision of local services and amenities.

Policy Requirements

The Council supports the regeneration of Cranhill through a co-ordinated approach that addresses strategic regeneration and natural environment priorities. Development within the Cranhill Area of Change must be brought forward as part of a masterplanned approach which responds to these priorities, including green network enhancements and the incorporation of water vole habitat.

Development proposals will:

1. Take into account the Greater Easterhouse Strategic Development Framework.
2. Accord with a comprehensive masterplan for the area, taking account of green network priorities and water vole habitat requirements.
3. Enhance connectivity between Cranhill and Ruchazie through improved active travel links, alongside upgrades to the accessibility, attractiveness and functionality of the existing pedestrian footbridge crossing the M8.
4. Strengthen services, amenities, civic spaces and public realm at Bellrock Street and Lamlash Cresent to establish a vibrant local focal point.
5. Bring vacant and derelict land back into productive use in a manner that strengthens connectivity across the neighbourhood, including improving access and Cranhill Park and enhancing routes to local primary schools.
6. Demonstrably contribute to the delivery of the projects, priorities and principles set out in the Dennistoun to Cranhill Liveable Neighbourhoods Stage 1 and Stage 2 Reports, in a proportionate and appropriate manner. Including contribution to the delivery of the following projects:
   - Pedestrian Bridge Lighting - Cranhill

Cranhill Sites

Site Details	Land Use	Site Requirements
Bellrock Street Site Ref: UCS240162	Housing Area (ha): 0.96 Indicative Capacity: 40	Natural Environment: 1. If loss of trees is justified, compensatory planting will be required, preferably onsite. 2. Water Voles - Policy 7.3 applies. Water vole habitat corridor required on site, linked to Cranhill Park LNR and M8 corridor. Sustainable Transport: 3. Financial contribution towards the delivery of City Network active travel infrastructure required 4. Maintain cycle access throughout the site via retaining and improving Bellrock Path Cycle Track. 5. Establish an on-site path network that provides a direct pedestrian connection to the nearest bus stops on Bellrock Street. Open Space: 6. Contribution towards meeting the Quality Standard at Cranhill Park. 7. Contribution required towards outdoor sports provision. 8. Contribution required towards allotments/growing space. Heat Networks:

		9. Site is within an indicative Heat Network Zone.
Lamlash Crescent, former Lamlash Nursery School Site Ref: UCS240214	Housing Area (ha): 3.15 Indicative Capacity: 78	Natural Environment: 1. If loss of trees is justified, compensatory planting will be required, preferably onsite. 2. Water Voles - Policy 7.3 applies. Water vole habitat corridor required on site, taking into account existing SuDs, consult with MGSDP. Sustainable Transport: 3. Financial contribution towards the delivery of City Network active travel infrastructure required. 4. Establish a safe, inclusive, attractive and integrated on-site movement network, enabling direct pedestrian connections to the nearest bus stops on Bellrock Street and the pedestrian bridge footbridge at Longstone Road to improve connectivity between Cranhill and Ruchazie. 5. Enhance walking and cycling connections to, from and within the site, providing legible and pedestrian friendly connections between the site and existing active travel infrastructure in Cranhill Park. Open Space: 6. Contribution towards meeting the Quality Standard at Cranhill Park. 7. Contribution required towards allotments/growing space. 8. Contribution required towards outdoor sports provision. Heat Networks: 9. Site is within an indicative Heat Network Zone.
Monach Road/ Stepps Road Site Ref: VDL4000	Housing Area (ha): 0.20 Indicative Capacity: 12	Natural Environment: 1. If loss of trees is justified, compensatory planting will be required, preferably onsite. 2. Water Voles - Policy 7.3 applies. Water vole habitat corridor required on site, linked to Stepps Road. Community Facilities: 3. Site identified as lacking access to food shop, see Policy 19.11. Sustainable Transport: 4. Financial contribution towards the delivery of City Network active travel infrastructure required. Open Space: 5. Contribution towards meeting the Accessibility Standard. 6. Contribution required towards outdoor sports provision. 7. Contribution required towards allotments/growing space. Heat Networks: 8. Site is within an indicative Heat Network Zone.
Skerryvore Road/ Monach Road/ Langness Road Site Ref: VDL2834	Housing Area (ha): 0.63 Indicative Capacity: 17	Natural Environment: 1. If loss of trees is justified, compensatory planting will be required, preferably onsite. 2. Water Voles - Policy 7.3 applies. Off-site translocation to be included in mitigation. Community Facilities: 3. Site identified as lacking access to food shop, see Policy 19.11.

		Sustainable Transport: 4. Financial contribution towards the delivery of City Network active travel infrastructure required. 5. Establish an on-site path network that provides a direct pedestrian connection to the nearest bus stops on Bellrock Street. Open Space: 6. Contribution towards meeting the Quality Standard at Cranhill Park. 7. Contribution required towards allotments/growing space. 8. Contribution required towards outdoor sports provision. Heat Networks: 9. Site is within an indicative Heat Network Zone.
Skerryvore Road, former St Gregory's Secondary School Site Ref: VDL2678	Housing Area (ha): 3.16 Indicative Capacity: 97	Natural Environment: 1. If loss of trees is justified, compensatory planting will be required, preferably onsite. 2. Water Voles - Policy 7.3 applies. Water vole habitat corridor required on site, linked to Cranhill Park LNR and M8 corridor. Community Facilities: 3. Site identified as lacking access to food shop, see Policy 19.11. Sustainable Transport: 4. Financial contribution towards the delivery of City Network active travel infrastructure required 5. Establish a safe, inclusive, attractive and integrated on-site movement network, enabling direct pedestrian connections to the nearest bus stops on Edinburgh Road and enabling improved access to Cranhill Park. Open Space: 6. Contribution towards meeting the Quality Standard at Cranhill Park. 7. Contribution required towards allotments/growing space. 8. Contribution required towards outdoor sports provision. Heat Networks: 9. Site is within an indicative Heat Network Zone.
15-23 Toward Road, former St Elizabeth Seton Primary School Site Ref: VDL4002	Housing Area (ha): 0.74 Indicative Capacity: 50	Natural Environment: 1. If loss of trees is justified, compensatory planting will be required, preferably onsite. 2. Water Voles - Policy 7.3 applies. Community Facilities: 3. Site identified as lacking access to food shop, see Policy 19.11. Sustainable Transport: 4. Financial contribution towards the delivery of City Network active travel infrastructure required. 5. Establish an on-site path network that provides a direct pedestrian connection to the nearest bus stops on Edinburgh Road. Open Space: 6. Contribution towards meeting the Quality Standard at Cranhill Park. 7. Contribution required towards allotments/growing space.

		8. Contribution required towards outdoor sports provision. Heat Networks: 9. Site is within an indicative Heat Network Zone.
Bellrock Street/ Lamlash Crescent Site Ref: HL3446B	Housing Area (ha): 1.36 Indicative Capacity: 32	Natural Environment: 1. If loss of trees is justified, compensatory planting will be required, preferably onsite. 2. Water Voles - Policy 7.3 applies. Water vole habitat corridor required on site, linked to Cranhill Park LNR and M8 corridor. Community Facilities: 3. Site identified as lacking access to food shop, see Policy 19.11. Sustainable Transport: 4. Financial contribution towards the delivery of City Network active travel infrastructure required. Open Space: 5. Contribution towards meeting the Quality Standard at Cranhill Park. 6. Contribution required towards allotments/growing space. 7. Contribution required towards outdoor sports provision. Heat Networks: 8. Site is within an indicative Heat Network Zone.
Skerryvore Road Site Ref: CfS240364	Housing Area (ha): 2.10 Indicative Capacity:48	Natural Environment: 1. Water voles - Policy 7.3 applies. Water vole habitat corridor required on site, linked to Cranhill Park LNR and M8 corridor. Community Facilities: 2. Site identified as lacking access to food shop, see Policy 19.11. Sustainable Transport: 3. Financial contribution towards the delivery of City Network active travel infrastructure required. 4. Establish an on-site path network that provides a direct pedestrian connection to the nearest bus stops on Bellrock Street Open Space: 5. Contribution towards meeting the Quality Standard at Cranhill Park. 6. Contribution required towards allotments/growing space unless this can be provided on site. 7. Contribution required towards outdoor sports provision. Heat Networks: 8. Site is within an indicative Heat Network Zone.

5.7: Ruchazie

[Insert placemaking map and Infographic overview of development potential of area of change (numbers of houses etc)]

Vision

Ruchazie will evolve into a well-connected, attractive and liveable neighbourhood, supporting a community with improved access to local services and amenities. The delivery of new high-quality homes will expand the housing offer and help create new civic spaces and public realm, establishing an inviting neighbourhood focal point on Gartloch Road. Community-led regeneration of vacant and derelict land between Low and High Ruchazie will help reconnect currently separated areas, contributing to a more cohesive and integrated neighbourhood

Context for Change

Ruchazie is a residential neighbourhood characterised by medium to low density housing. The neighbourhood's residential characteristics were established in the 1950s as part of Glasgow's Greater Easterhouse housing initiative where over 1,500 homes, mostly cottage-style flats, were built along with two primary schools in the later years. However, local population decline led to the demolition of both schools, creating a large concentration of vacant land at the heart of the neighbourhood. The vacant and derelict land limits the attractiveness and coherence of the neighbourhood.

The community led 'The Link' project is set to repurpose some of this vacant land, previously occupied by two primary schools. It aims to transform the space between Gartloch and Drumlochy Roads for outdoor learning and play, as a key green corridor for wildlife within the Seven Lochs project area and to provide a number of spaces for community growing. The continued success of this project offers the opportunity to achieve the re-connection of Low and High Ruchazie, whilst supporting biodiversity, improving access to nature, providing spaces for community interaction and strengthening community identity.

Gartloch Road runs alongside 'The Link' project site and accommodates the neighbourhood's local shops and key community facilities. However, the public realm in this area is of poor quality and is adversely affected by its proximity to adjacent derelict land, creating an uninviting environment for residents and visitors. Strengthening the existing offer, improving the public realm, and integrating high-quality civic spaces through the redevelopment of adjoining vacant land provide an opportunity to establish a strong local focal point that complements the growing community role of 'The Link'.

Ruchazie is bounded by the M8 motorway to the south, with connectivity to Cranhill provided by a footbridge crossing the motorway. This route offers a vital link between the two communities. Strategic connectivity enhancements should be delivered to create safe, attractive and coherent connections, including improved access to Croftcroghn Park and upgrades to the existing footbridge (see Policy 5.6 Cranhill). Similar improvements are required in the north of the neighbourhood to strengthen connections to Hogganfield Park and Craigend.

Policy Requirements

Development proposals will:

1. Take into account the Greater Easterhouse Strategic Development Framework.
2. Strengthen services, amenities, civic spaces and public realm at Gartloch Road to establish a vibrant local focal point.
3. Support the community led 'The Link' project through development that improve connections and access to the project area.
4. Support the development or reopening of a community facility in the neighbourhood.
5. Improve strategic connectivity to Hogganfield Park, Craigend and Cranhill, including improved access to Croftcroighn Park.
6. Demonstrably contribute to the delivery of the projects, priorities and principles set out in the Ruchazie to Easterhouse Liveable Neighbourhoods Stage 1 and Stage 2 Reports, in a proportionate and appropriate manner. Including contribution to the delivery of the following projects:
   - Reimagine Ruchazie

Ruchazie Sites

Site Details	Land Use	Site Requirements
Boghall Street/ Blairlogie Street Site Ref: UCS240209	Housing Area (ha): 2.61 Indicative Capacity: 20	Natural Environment: 1. If loss of trees is justified, compensatory planting will be required, preferably onsite. 2. Water Voles - Policy 7.3 applies. Water vole habitat corridor required on site, relocation from remainder of site. Community Facilities: 3. Site identified as lacking access to food shop, see Policy 19.11. Sustainable Transport 4. Financial contribution towards the delivery of City Network active travel infrastructure required. 5. Establish a safe, inclusive, attractive and integrated on-site movement network, enabling improved access to Croftcroighn Park Open Space: 6. Contribution towards meeting the Quality Standard at Croftcroighn Park. 7. Contribution required towards allotments/growing space. 8. Contribution required towards outdoor sports provision. Heat Networks: 9. Site is within an indicative Heat Network Zone.
Drumlochy Road/ Boghall Street/ Croftcoighn Road Site Ref: CfS240162	Housing Area (ha): 1.51 Indicative Capacity: 40	Natural Environment: 1. If loss of trees is justified, compensatory planting will be required, preferably onsite. 2. Water Voles - Policy 7.3 applies. 3. Nature Network Regional significance. Protect, manage and augment Nature Networks (grassland and woodland).

		Community Facilities: 4. Site identified as lacking access to food shop, see Policy 19.11. Sustainable Transport 5. Financial contribution towards the delivery of City Network active travel infrastructure required. Open Space: 6. Contribution towards meeting the Quality Standard at Croftcroighn Park. 7. Contribution required towards allotments/growing space unless this can be provided on site. 8. Contribution required towards outdoor sports provision. Heat Networks: 9. Site is within an indicative Heat Network Zone.

5.8: Easterhouse Town Centre

[Insert placemaking map and Infographic overview of development potential of area of change (numbers of houses etc)]

Vision

Easterhouse Town Centre will develop into a vibrant and inclusive central hub, offering high-quality public realm, improved accessibility, and a strong balance of retail, leisure, civic and community function. The local town centre component of the area of change will be anchored by a revitalised Lochs Shopping Centre, supporting a significant number of new homes that benefit from immediate access to the town centre and improved public realm. Further opportunities for new housing will benefit from immediate access to varied offerings at Easterhouse town centre.

Context for Change

The Easterhouse Town Centre area of change comprises the designated town centre area (see Policy 5.14) and the adjacent surroundings. The Area of change sits to the North of the M8 motorway and adjacent to the Easterhouse's existing central residential core (see Policy 5.9). The major centre is the main commercial and civic hub for the greater Easterhouse area. The town centre itself is broken into three distinct areas with different functions and characters:

1. Glasgow Fort and Retail Park - A retail and leisure destination that draws on a regional catchment area.
2. Auchinlea Park and Provan Hall – A city park and important community asset.
3. The Local Centre – the key centre serving the everyday needs of the local community, containing the Lochs Shopping Centre alongside a range of essential community facilities.

Together, these components provide a broad range of services across the wider town centre area. However, there remains a lack of a dedicated civic space capable of hosting community events, social gatherings, and other cultural activities with the three areas. The local economy also lacks diversity and quality in both employment and training opportunities, and there is limited support for start-ups, particularly in the form of affordable and flexible workspace.

In addition, the fragmented layout of the town centre and its weak physical connections to surrounding neighbourhoods means that Easterhouse Town Centre suffers from an overall lack of cohesion and functionality. Strengthening the links between the three disconnected town centre components is essential to creating a more integrated, accessible, and successful place.

Regeneration is a key priority within the local centre, particularly in relation to the Lochs Shopping Centre. The building is in poor condition, is energy-inefficient, and requires investment to meet modern retail standards. Rising vacancy rates have raised concerns about its long-term viability. Despite these challenges, the Lochs remains an important social and economic asset, continuing to play a central role for the community. It is therefore vital that investment is directed toward re-establishing its retail and civic function, enabling it to operate more effectively as a vibrant and resilient local high street. The local centre is also adversely affected by visual blight owing to a concentration of vacant and derelict land. Bringing these sites back

into productive use presents opportunities for high-quality, net zero, affordable mix tenure providing town-centre living opportunities.

New homes are set to be delivered on the Provanhall green belt release site. This location has the potential to deliver high-quality homes with excellent access to the town centre. It is essential that new development provides direct and convenient active-travel connections to the town centre, central Easterhouse, Gartloch Village. Given the scale of development envisaged, new development should also incorporate high-quality open space and appropriately scaled local shopping facilities, supporting the creation of a sustainable and well-connected community. The site is located within the Seven Lochs Wetland park development must complement and enhance the park's identity, biodiversity, habitat quality/connectivity and landscape character, in accordance with the Seven Lochs Masterplan and Design Guide. The development should function as a high-amenity gateway between The Town Centre and the Wetland Park.

Policy Requirements

- A masterplanned approach is required to regenerate the Lochs Shopping Centre, deliver new housing at an appropriate density and enable access and placemaking features that contribute to the creation a well-functioning and vibrant town centre.

Development Proposals will:

1. Take into account the Greater Easterhouse Strategic Development Framework.
2. Support the regeneration of the Lochs Shopping Centre and surrounding opportunity sites in line with a comprehensive masterplan that delivers improvement, renewal, and reconfiguration of the local centre component of the Major Town Centre, re-establishing its retail and civic function, enabling it to operate more effectively as a vibrant and resilient local high street.
3. Deliver higher-density housing that reinforces and sustains the role and function of the Major Town Centre.
4. Deliver a new civic space on Bogbain Road between The Lochs Shopping Centre and The Bridge.
5. Improve connections across the Town Centre's currently fragmented character areas by removing barriers to pedestrian movement and delivering safer crossings, enhanced active-travel routes, and high-quality, people-centred public realm.
6. Contribute to the creation of a new boulevard linking Cairnbrook Road, Westerhouse Road, Auchinlea Park, and Glasgow Fort.
7. Deliver active-travel enhancements between the Major Town Centre and surrounding areas, including adjacent residential neighbourhoods in Central Easterhouse, the Seven Lochs Wetland Park and southwards across the M8 to Easthall.
8. Diversify employment and training opportunities within the Major Centre.
9. Support the continued success of Glasgow Fort and Junction 10 Retail Park by strengthening integration with the surrounding built form and improving biodiversity, air quality, and climate-resilience outcomes across the centre.
10. Demonstrably contribute to the delivery of the projects, priorities and principles set out in the Ruchazie to Easterhouse Liveable Neighbourhoods Stage 1 and Stage 2 Reports, in a proportionate and appropriate manner. Including contribution to the delivery of the following projects:
    - Auchinlea to Blairtummock Active Travel
    - Active and Resilient School Streets - Lochend Community Campus

Easterhouse Town Centre Sites

Site Details	Land Use	Site Requirements
Arnisdale Road/ Kildermorie Road Site Ref: UCS240237	Housing Area (ha): 5.41 Indicative Capacity: 179	Natural Environment: 1. If loss of trees is justified, compensatory planting will be required, preferably onsite. 2. Water Voles - Policy 7.3 applies. Water vole habitat should be retained on site as water vole receptor site. Water vole corridor required on site along M8 and to link site to habitat to north. Sustainable Transport: 3. Financial contribution towards the delivery of City Network active travel infrastructure required. 4. stablish a safe, inclusive, attractive and integrated on-site movement network, enabling direct pedestrian connections to the nearest bus stops on Wardie Road and Westerhouse Road 5. Establish an on site-path network that provides a direct connection to Swordle Place Cycle path. 6. Enhance walking and cycling connections to, from and within the site, providing legible and pedestrian friendly connections between the site and the existing Swordale place cycle path and proposed Easterhouse City Way active travel route on Westerhouse Road. Open Space: 7. Contribution towards meeting the Quality Standard at Blairtummock Park. 8. Contribution required towards allotments/growing space, unless provided on site. 9. Contribution required towards outdoor sports provision. Heat Networks: 10. Site is within an indicative Heat Network Zone.
Balcurvie Road (South) Phase 14 Site Ref: HL4748	Housing Area (ha): 1.24 Indicative Capacity: 16	Natural Environment: 1. Nature Network Regional Core Area. Protect, manage and augment Nature Networks. 2. Irreplaceable trees of High Nature Conservation Value on site - protected by NPF4, must not be removed. 3. Water Voles - Policy 7.3 applies. Habitat area should be retained, linking Seven Lochs Wetland Park to Easterhouse Town Centre. Potential to provide water vole receptor site. Habitat network should inform development potential of site. Sustainable Transport: 4. Financial contribution towards the delivery of City Network active travel infrastructure required. 5. Establish a safe, inclusive, attractive and integrated on-site movement network, enabling direct pedestrian connections to Easterhouse Town Centre. Open Space: 6. Contribution towards meeting the Accessibility Standard. 7. Contribution required towards allotments/growing space. 8. Contribution required towards outdoor sports provision. Heat Networks: 9. Site is within an indicative Heat Network Zone.

Lochend Road/ Cairnbrook Road/ Westerhouse Road Site Ref: VDL3341	Housing Area (ha): 3.18 Indicative Capacity: 105	Natural Environment: 1. Nature Network Regional Core Area. Protect, manage and augment Nature Networks. 2. If loss of trees is justified, compensatory planting will be required, preferably onsite. 3. Water Voles - Policy 7.3 applies. Water vole habitat corridor required on site, linked to adjacent grassland habitat. Sustainable Transport: 4. Financial contribution towards the delivery of City Network active travel infrastructure required. 5. Establish a safe, inclusive, attractive and integrated on-site movement network, enabling direct pedestrian connections to the nearest bus stops on Lochend Road and Westerhouse Road. 6. Improve access to adjacent school campus through the establishment of movement network that provides improved routes to school and the creation of new attractive gateways between the site and Cairnbrook Road. Open Space: 7. Contribution towards meeting the Quality Standard at Blairtummock Park. 8. Contribution towards outdoor sports provision. 9. Contribution required towards allotments/growing space. Heat Networks: 10. Site is within an indicative Heat Network Zone.
Provanhall Site Ref: HL4051	Housing (mixed) Area (ha): 28.12 Indicative Capacity: 300	1. Masterplan required as part of planning application. Natural Environment: 2. Be delivered in accordance with 7 Lochs Masterplan and Design Guide. 3. Irreplaceable trees of High Nature Conservation Value on site - protected by NPF4, must not be removed. 4. The site lies within a Nature Network Regional Core Area. Development will need to make provision for the mitigation of any habitat/biodiversity loss within the vicinity of the site and for the retention of habitat on site wherever possible. Measures must be consistent with the ambitions for the Seven Lochs Wetland Park, enhancing natural assets for biodiversity, habitat creation/connectivity and climate resilience. Provision will require to be made for the long-term management of both retained habitat and of the mitigation measures provided. 5. Proximity to Bishop Loch requires consideration to be given to the potential impact of the proposals on the SSSI. Site design should address any potential adverse impacts. 6. Water Voles - Policy 7.3 applies. Habitat area should be retained, linking Seven Lochs Wetland Park to Easterhouse Town Centre. Potential to provide water vole receptor site. Habitat network should inform development potential of site. Sustainable Transport: 7. Financial contribution towards the delivery of City Network active travel infrastructure required. 8. Ensure the provision of accessible, conveniently located bus stops on site. 9. Enhance walking and cycling connections to, from and within the site, providing legible and pedestrian friendly connections between the site and the proposed Easterhouse City Link City Network route on Westerhouse

		Road. On-site active travel routes should improve connections between Gartloch Village and Provanhall and Easterhouse Town Centre. Open Space: 10. Contribution towards meeting the Accessibility Standard unless a community space is to be provided on site. 11. Contribution to outdoor sports provision. 12. Contribution towards allotments unless provision is made on site. Heat Networks: 13. Site is within an indicative Heat Network Zone.
Shandwick Street (Easkdale Home for the Elderly) Site Ref: UCS240175	Housing Area (ha): 1.24 Indicative Capacity: 74	Natural Environment: 1. If loss of trees is justified, compensatory planting will be required, preferably onsite. 2. Water Voles - Policy 7.3 applies. Water vole habitat corridor required on site. Sustainable Transport: 3. Financial contribution towards the delivery of City Network active travel infrastructure required. Open Space: 4. Contribution towards meeting the Quality Standard at Blairtummock Park. 5. Contribution required towards allotments/growing space. 6. Contribution required towards outdoor sports provision. Heat Networks: 7. Site is within an indicative Heat Network Zone.
Easterhouse Town Centre, Westerhouse Road/ Bogbain Road Site Ref: CfS240191	Brownfield Development Opportunity Area (ha): 3.92	1. Masterplan required. Natural Environment: 2. Nature Network Regional Core Area. Protect, manage and augment Nature Networks. 3. If loss of trees is justified, compensatory planting will be required, preferably onsite. Sustainable Transport: 4. If redevelopment of site constitutes a development type and scale identified in Policy 14.1 as requiring active travel developer contributions. A financial contribution towards the delivery of City Network active travel infrastructure will be required Open Space: 5. Contribution towards meeting the Quality Standard at Blairtummock Park. 6. Contribution required towards allotments/growing space. 7. Contribution required towards outdoor sports provision. Heat Networks: 8. Site is within an indicative Heat Network Zone. Network of Centres: 9. Located in Easterhouse town centre.
St Benedicts, Westerhouse Road Site Ref: CfS240057	Brownfield Development Opportunity	Natural Environment: 1. Nature Network Regional Core Area. Protect, manage and augment Nature Networks. 2. If loss of trees is justified, compensatory planting will be required, preferably onsite.

	Area (ha): 2.85	3. Water Voles - Policy 7.3 applies. Water vole habitat corridor required on site. Sustainable Transport: 4. If redevelopment of site constitutes a development type and scale identified in Policy 14.1 as requiring active travel developer contributions. A financial contribution towards the delivery of City Network active travel infrastructure will be required 5. Establish a safe, inclusive, attractive and integrated on-site movement network, enabling direct pedestrian connections to Easterhouse Town Centre. Open Space: 6. Contribution towards meeting the Accessibility Standard. 7. Contribution required towards allotments/growing space. 8. Contribution required towards outdoor sports provision Heat Networks: 9. Site is within an indicative Heat Network Zone.

5.9: Central Easterhouse

[Insert placemaking map and Infographic overview of development potential of area of change (numbers of houses etc)]

Vision

Central Easterhouse will develop into a network of sustainable, resilient, and well-connected neighbourhoods, supported by enhanced access to the social and economic opportunities provided by a revitalised Easterhouse Town Centre. The redevelopment of brownfield land throughout the area will contribute to creating an attractive, liveable, and cohesive place. Brownfield regeneration at sustainable densities will help repair the urban fabric and townscape, introducing high-quality public spaces and public realm and active travel routes. The area will also benefit from strengthened links to key green spaces, including improved access to Blairtummock Park and the extensive and expanding recreational opportunities offered by the 7 Lochs Wetland Park. A high-quality green and blue network will enhance biodiversity and ecological connectivity.

Context For Change

The Central Easterhouse Area of Change encompasses the established residential neighbourhoods located just east of Easterhouse Town Centre. These interconnected residential neighbourhoods each have distinct identities but share similar challenges and potential for regeneration benefits.

Central Easterhouse developed alongside the wider Greater Easterhouse peripheral housing plan, with rapid postwar urbanisation and largescale social housing construction through the 1970s to rehouse residents from inner city clearances. The speed and scale of this programme meant much of the housing was built quickly with poor quality materials, and many neighbourhoods lacked the essential services needed for a sustainable community. These early social and economic challenge were later intensified by Glasgow's industrial decline, which disproportionately affected Easterhouse due to its physical isolation and limited economic base. Population loss followed, leaving many tenement blocks partially or fully abandoned, accelerating the deterioration of the housing stock. Large areas were subsequently demolished, creating a significant amount of vacant and derelict land, particularly in the central neighbourhoods.

Recent regeneration has delivered new housing and strengthened community identity through improved community and green spaces, extensive vacant and derelict land continues to present challenges to Central Easterhouse's development as a sustainable, liveable place. The area faces a distinct set of spatial, environmental, and economic challenges that have stalled the redevelopment of key brownfield sites.

The area currently exhibits a peripheral character with limited connectivity both within its neighbourhoods and local focal points like the town centre and Easterhouse train station. This lack of integration is largely driven by the extent of vacant and derelict land, which contributes to a fragmented urban form, alongside significant severance created by strategic road infrastructure. Regeneration of the vacant and derelict sites offers opportunity to create amore accessible and well-connected urban form.

The area features close proximity to local green assets, including the 7 Lochs Wetland Park to the north and Blairtummock Park. Enhancing strategic connectivity and supporting future development. Surrounding brownfield land currently constrains access. Development within these sites should therefore integrate high-quality, attractive routes and gateways that improve connections

to Blairtummock Park and encourage greater use of this local green space.

Policy Requirements

Development proposals will:

1. Take into account the Greater Easterhouse Strategic Development Framework.
2. Contribute towards the development of improved strategic active travel connections between Central Easterhouse and surrounding key assets:
   a. Easterhouse Major Town Centre
   b. Easterhouse Train Station
   c. 7 Lochs Wetland Park
3. Employ an integrated masterplanning approach for development that is adjacent to and within 7 Lochs Wetland Park, ensuring access is maximised through the creation of attractive gateways to the park.
4. Employ an integrated masterplanning approach for development that is adjacent to the Heatheryknowe Community Growth Area (see Policy 5.10) and Lochend Community Growth Area (see Policy 5.11) that ensures integration and connectivity between the existing residential area and future development in the Community Growth Areas.
5. Contribute to the development of a green network that benefits biodiversity, health and wellbeing, air quality and climate resilience in line with Policy 7 and 16 and the Easterhouse SDF.
6. Improve connections Blairtummock park through the incorporation of new on-site active travel links within the proposed housing development adjacent to the park.
7. Improve public realm, including spaces for the community to meet around the Loch End Road Shopping Parade and Bishoploch Tennants Hall to establish the area as a community focal point.
8. Support and enhance the Local Shopping Facilities at:
   a. Lochend
   b. Rogerfield
9. Demonstrably contribute to the delivery of the projects, priorities and principles set out in the Ruchazie to Easterhouse Liveable Neighbourhoods Stage 1 and Stage 2 Reports, in a proportionate and appropriate manner. Including contribution to the delivery of the following projects:

Central Easterhouse Sites

Site Details	Land Use	Site Requirements
18 Drumlanrig Avenue, former St Clares Church Site Ref: CfS240037	Housing Area (ha): 0.38 Indicative Capacity: 25	Natural Environment: 1. Nature Network Regional Core Area. Protect, manage and augment Nature Networks 2. If loss of trees is justified, compensatory planting will be required, preferably onsite. Sustainable Transport: 3. Financial contribution towards the delivery of City Network active travel infrastructure required. Community Facilities: 4. Site identified as lacking access to food shop, see Policy 19.11. Open Space: 5. Contribution towards meeting the Accessibility Standard.

		6. Contribution required towards allotments/growing space. 7. Contribution required towards outdoor sports provision.
Aberdalgie Road (South Blairtummock East) Site Ref: HL1730A	Housing Area (ha): 5.21 Indicative Capacity: 190	Natural Environment: 1. If loss of trees is justified, compensatory planting will be required, preferably onsite. 2. Nature Network Regional Core Area. Protect, manage and augment Nature Networks. 3. Site may contain Open Mosaic on Previously Developed Land habitat and this should be considered during survey by a qualified ecologist. 4. Water Voles - Policy 7.3 applies. New green infrastructure / habitat creation at Blairtummock Park can partially offset loss of grassland habitat, but retention of some grassland habitat on-site, or further off-site habitat creation / enhancement will be required. Sustainable Transport: 5. Financial contribution towards the delivery of City Network active travel infrastructure required. 6. Enhance walking and cycling connections to, from and within the site, providing legible and pedestrian friendly connections between the site and the existing Swordale place cycle path and the proposed Easterhouse City Link active travel route on Easterhouse Road. 7. Establish a safe, inclusive, attractive and integrated on-site movement network, enabling direct pedestrian connections to the nearest bus stops on Aberdalgie Road and enabling improved connection to Easterhouse Town Centre. Open Space: 8. Contribution towards meeting the Quality Standard at Blairtummock Park. 9. Contribution required towards allotments/growing space. 10. Contribution required towards outdoor sports provision. Heat Networks: 11. Site is within an indicative Heat Network Zone.
Aberdalgie Road (South Blairtummock West) Site Ref: HL1730B	Housing Area (ha): 1.54 Indicative Capacity: 40	Natural Environment: 1. If loss of trees is justified, compensatory planting will be required, preferably onsite. 2. Nature Network Regional Core Area. Protect, manage and augment Nature Networks. 3. Water Voles - Policy 7.3 applies. New green infrastructure / habitat creation at Blairtummock Park can partially offset loss of grassland habitat, but retention of some grassland habitat on-site, or further off-site habitat creation / enhancement will be required. Sustainable Transport: 4. Financial contribution towards the delivery of City Network active travel infrastructure required. 5. Enhance walking and cycling connections to, from and within the site, providing legible and pedestrian friendly connections between the site and the proposed Easterhouse City Link active travel route on Easterhouse Road.

		6. Establish a safe, inclusive, attractive and integrated on-site movement network, enabling direct pedestrian connections to the nearest bus stops on Aberdalgie Road and enabling improved connection to Easterhouse Town Centre. Open Space: 7. Contribution towards meeting the Quality Standard at Blairtummock Park. 8. Contribution required towards allotments/growing space. 9. Contribution required towards outdoor sports provision. Heat Networks: 10. Site is within an indicative Heat Network Zone.
Dalswinton Path/ Drumlanrig Avenue Site Ref: UCS240261	Housing Area (ha): 6.44 Indicative Capacity: 280	Natural Environment: 1. Irreplaceable trees of High Nature Conservation Value on site - protected by NPF4, must not be removed. 2. Nature Network Regional Core Area. Protect, manage and augment Nature Networks. 3. Water Voles - Policy 7.3 applies. Water vole habitat should be retained on site as well as corridor to perimeter of site. Community Facilities: 4. Site identified as lacking access to food shop, see Policy 19.11. Sustainable Transport: 5. Financial contribution towards the delivery of City Network active travel infrastructure required. 6. Enhance walking and cycling connections to, from and within the site, providing legible and pedestrian friendly connections between the site and the proposed Easterhouse City Link active travel route on Easterhouse Road. 7. Establish a safe, inclusive, attractive and integrated on-site movement network, enabling direct pedestrian connections to the nearest bus stops on Lochdochart Road. Open Space: 8. Contribution towards meeting the Accessibility Standard unless this is to be provided on site. 9. Contribution towards outdoor sports provision. 10. Contribution required towards allotments/growing space. Heat Networks: 11. Site is within an indicative Heat Network Zone.
Dungeonhill Road, Former Collettes Primary School Site Ref: VDL3971	Housing Area (ha): 2.07 Indicative Capacity: 60	Natural Environment: 1. Nature Network Regional Core Area. Protect, manage and augment Nature Networks. 2. If loss of trees is justified, compensatory planting will be required, preferably onsite. 3. Water Voles - Policy 7.3 applies. Water vole habitat corridor required on site. Community Facilities: 4. Site identified as lacking access to food shop, see Policy 19.11. Sustainable Transport: 5. Financial contribution towards the delivery of City Network active travel infrastructure required

		6. Establish a safe, inclusive, attractive and integrated on-site movement network, enabling direct pedestrian connections to the nearest bus stops on Lochdochart Road. Open Space: 7. Contribution towards meeting the Accessibility Standard. 8. Contribution towards outdoor sports provision. 9. Contribution required towards allotments/growing space
Dunphail Road/ Abbeycraig Road Site Ref: VDL1673	Housing Area (ha): 0.97 Indicative Capacity: 24	Natural Environment: 1. Nature Network Regional Core Area. Protect, manage and augment Nature Networks 2. If loss of trees is justified, compensatory planting will be required, preferably onsite. 3. Water Voles - Policy 7.3 applies. Water vole habitat corridor required on site. Community Facilities: 4. Site identified as lacking access to food shop, see Policy 19.11. Sustainable Transport: 5. Financial contribution towards the delivery of City Network active travel infrastructure required. Open Space: 6. Contribution towards meeting the Accessibility Standard. 7. Contribution towards outdoor sports provision. 8. Contribution required towards allotments/growing space.
Lochdochart Road/ Twinlaw Street Site Ref: UCS240041	Housing Area (ha): 3.09 Indicative Capacity: 100	Natural Environment: 1. If loss of trees is justified, compensatory planting will be required, preferably onsite. 2. Nature Network Regional Core Area. Protect, manage and augment Nature Networks. 3. Water Voles - Policy 7.3 applies. Water vole habitat corridor required on site, linked to Lochend Burn LNR, relocation from remainder of site. 4. Proximity to Bishop Loch requires consideration to be given to the potential impact of the proposals on the SSSI. Site design should address any potential adverse impacts. Community Facilities: 5. Site identified as lacking access to food shop, see Policy 19.11. Sustainable Transport: 6. Financial contribution towards the delivery of City Network active travel infrastructure required. 7. Establish a safe, inclusive, attractive and integrated on-site movement network, enabling direct pedestrian connections to the nearest bus stops on Lochdochart Road. Open Space: 8. Contribution towards meeting the Accessibility Standard. 9. Contribution required towards allotments/growing space. 10. Contribution required towards outdoor sports provision.
Lochend Road Site Ref: UCS240043	Housing Area (ha): 8.92	Natural Environment: 1. If loss of trees is justified, compensatory planting will be required, preferably onsite. 2. Nature Network Regional Core Area. Protect, manage and augment Nature Networks.

	Indicative Capacity: 250	3. Water Voles - Policy 7.3 applies. Water vole habitat corridor required on site, as well as water vole receptor site. Small area of VDL within Seven Lochs Wetland Park identified as opportunity to enhance for water voles. Good design of site edge to Seven Lochs Wetland Park has potential to deliver enhancement. 4. Proximity to Bishop Loch requires consideration to be given to the potential impact of the proposals on the SSSI. Site design should address any potential adverse impacts. Community Facilities: 5. Site identified as lacking access to food shop, see Policy 19.11. Sustainable Transport: 6. Financial contribution towards the delivery of City Network active travel infrastructure required. 7. Enhance walking and cycling connections to, from and within the site, providing legible and pedestrian friendly connections between the site and the proposed Easterhouse City Link City Network active travel route. On-site active travel network should improve connection to Gartloch Village. 8. Establish a safe, inclusive, attractive and integrated on-site movement network, enabling direct pedestrian connections to the nearest bus stops on Lochend Road. Open Space: 9. Contribution towards meeting the Accessibility Standard. 10. Contribution required towards allotments/growing space 11. Contribution required towards outdoor sports provision
South of St Claire's, 18 Drumlanrig Avenue Site Ref: VDL3287	Housing Area (ha): 0.42 Indicative Capacity: 25	Natural Environment: 1. Nature Network Regional Core Area. Protect, manage and augment Nature Networks 2. If loss of trees is justified, compensatory planting will be required, preferably onsite. 3. Water Voles - Policy 7.3 applies. Should be designed along side site at Dalswinton Path / Drumlanrig Avenue. Community Facilities: 4. Site identified as lacking access to food shop, see Policy 19.11. Sustainable Transport: 5. Financial contribution towards the delivery of City Network active travel infrastructure required. Open Space: 6. Contribution towards meeting the Accessibility Standard. 7. Contribution towards outdoor sports provision. 8. Contribution required towards allotments/growing space. Heat Networks: 9. Site is within an indicative Heat Network Zone.
Colfin Street Site Ref: VDL4241	Brownfield Development Opportunity Area (ha): 0.18	Natural Environment: 1. If loss of trees is justified, compensatory planting will be required, preferably onsite. 2. Nature Network Regional Core Area. Protect, manage and augment Nature Networks. Community Facilities: 3. Site identified as lacking access to food shop, see Policy 19.11. Sustainable Transport:

		4. If redevelopment of site constitutes a development type and scale identified in Policy 14.1 as requiring active travel developer contributions. A financial contribution towards the delivery of City Network active travel infrastructure will be required. Open Space: 5. If housing proposed, contribution towards meeting the Accessibility Standard. 6. If housing proposed, contribution towards outdoor sports provision. 7. If housing proposed, contribution required towards allotments/growing space. Heat Networks: 8. Site is within an indicative Heat Network Zone.

Sites of 9 homes or less (subject to change of capacity at application stage – see Structure of CDP2):

Site Details	Site Reference	Land Use	Area (ha):	Indicative Capacity:
North of 90 Netherhouse Place	VDL1961	Housing	0.29	9

5.10: Heatheryknowe

[Insert placemaking map and Infographic overview of development potential of area of change (numbers of houses etc)]

Vision

Heatheryknowe Community Growth Area will become a compact and connected extension to Greater Easterhouse - seamlessly integrated with Central Easterhouse. A comprehensive, design-led masterplan will coordinate new homes and essential community infrastructure, with residential densities that sustain local services and viable, frequent bus provision, embedding a coherent active-travel network to Easterhouse Town Centre and Easterhouse Train Station. Set within the Seven Lochs Wetland Park, Heatheryknowe will function as a high-quality gateway to the urban nature park, with a continuous, legible green link that stitches the urban edge to the park.

Context for Change

The Heatheryknowe Community Growth Area (CGA) Area of Change is a major green belt release identified to accommodate planned urban expansion within Greater Easterhouse, delivering new housing and essential community infrastructure. Located immediately east of Central Easterhouse (see Policy 5.9), the CGA must be developed in a way that is fully integrated with the existing urban fabric, strengthens connections to established neighbourhoods, and maximises social and community benefit for the wider area. Given the significant scale of potential development and the need for a coordinated approach to community infrastructure, a comprehensive, masterplanned approach is required. This masterplan should embed the principles of local living at its core – setting out a clear strategy for the delivery of key facilities and establishing a coherent active travel network that connects new neighbourhoods with surrounding assets, including Easterhouse Town Centre and Easterhouse Train Station. A strategic approach to residential density is also required to ensure the creation of a compact, connected neighbourhood with a population base and density that is sufficient to support local services and enable viable, frequent bus service provision.

The CGA lies within the boundary of the Seven Lochs Wetland Park. As such, all development must complement and enhance the park's identity, biodiversity, habitat quality/connectivity and landscape character, in accordance with the Seven Lochs Masterplan and Design Guide. The CGA's position at the interface between the Wetland Park and the existing urban edge of Central Easterhouse provides a strategic opportunity to establish an integrated on-site green network that connects existing natural assets in Central Easterhouse with the wider Seven Lochs Wetland Park. Heatheryknowe should function as a high-quality gateway between Central Easterhouse and the park. Development must be guided by a robust, landscape-led design framework that delivers a continuous and legible green link, supported by high-quality wayfinding, signage, and public realm improvements that promote accessibility, biodiversity enhancement, and a coherent sense of place.

Policy Requirements

Development proposals will:

1. Take into account the Greater Easterhouse Strategic Development Framework.
2. Be delivered though a comprehensive masterplanned approach which includes a public realm strategy that demonstrates an integrated, high quality design solution to streets and public realm.
3. Accord with 7 Lochs Masterplan and Design Guide.

4. Integrate seamlessly with the existing communities. Street layouts and greenspaces between development should facilitate walking, wheeling and cycling to the Town Centre, Schools and the adjacent neighbourhoods in Central Easterhouse.
5. Deliver a public-transport-ready street network that that enables effective bus movement throughout the site and ensures the delivery of conveniently located bus stops throughout the community.
6. Deliver new strategic cycle route across the site. Creating direct and coherent connections to the existing and proposed City Network strategic cycle network.
7. Provide a variety of inclusive play facilities, accessible to all age groups and abilities, linked by safe walking and wheeling routes.
8. Deliver new community facilities, including local shopping and flexible community spaces that support local living.
9. Establish a strong landscape structure that supports local identity, climate resilience and has potential to mature over time
10. Demonstrably contribute to the delivery of the projects, priorities and principles set out in the Ruchazie to Easterhouse Liveable Neighbourhoods Stage 1 and Stage 2 Reports, in a proportionate and appropriate manner.

Heatheryknowe Sites

Site Details	Land Use	Site Requirements
Heatheryknowe Site Ref: CfS240114	Housing (mixed) Area (ha): 68.41 Indicative Capacity: 1200	Historic Environment: 1. The line of the Monkland Canal runs through the south-eastern corner of the site. Scheduled Monument Consent would be required for any ground disturbance within the legally-protected area defined in the scheduling document. The majority of the land within the site is agricultural or otherwise undeveloped, meaning that any large-scale development is likely to result in a substantial change to the setting of the monument. Natural Environment: 2. Nature Network Regional Core Area. Protect, manage and augment Nature Network elements (woodland, grassland and wetland). 3. Irreplaceable trees of High Nature Conservation Value on site - protected by NPF4, must not be removed. 4. Development should not intrude into Greenwells Disused Railway LNR or into Commonhead Moss LNCS/LNR. 5. Landscape framework required to deliver planting to soften the impact of the development and create positive benefits for nature. 6. Measures to prevent any adverse effects on peat adjacent to the site. If peat could be present on the site, peat surveys should be completed in accordance with Naturescot guidance Community Facilities: 7. Site identified as lacking access to food shop, see Policy 19.11. Sustainable Transport 8. Financial contribution towards the delivery of City Network active travel infrastructure required. 9. Ensure the provision of accessible, conveniently located bus stops on site.

		10. Enhance walking and cycling connections to, from and within the site, providing legible and pedestrian friendly connections between the site and the proposed Easterhouse City Link City Network active travel route. 11. Establish a safe, inclusive, attractive and integrated on-site movement network, enabling direct pedestrian connections to on-site bus stops and Easterhouse train station. Open Space: 12. Contribution towards meeting the Accessibility Standard by delivering one or more community spaces on site. 13. Contribution required towards allotments/growing space. 14. Contribution required towards outdoor sports provision. Heat Networks: 15. Site is within an indicative Heat Network Zone.

5.11: Lochend

[Insert placemaking map and Infographic overview of development potential of area of change (numbers of houses etc)]

Vision

Lochend Community Growth Area (CGA) will become a compact, connected extension to Greater Easterhouse - seamlessly integrated with Central Easterhouse and designed around local-living principles. A comprehensive, design-led masterplan will coordinate new homes and essential community infrastructure, with residential densities that sustain local services and viable, frequent bus provision, embedding a coherent active-travel network linking new neighbourhoods to Easterhouse Town Centre and Easterhouse Train Station. Set within the Seven Lochs Wetland Park, the new neighbourhood will function as a high-quality gateway to the urban nature park, with a continuous, legible green link that stitches the urban edge to the park.

Context for Change

The Lochend (CGA) area of change comprises the greenbelt release site identified to accommodate planned urban expansion within Greater Easterhouse, delivering new housing and essential community infrastructure. Located immediately north of the Lochend area of Central Easterhouse (Policy 5.9), the CGA must be developed in a way that is fully integrated with the existing urban fabric, strengthens connections to Lochend, and maximises social and community benefit for the wider community. Given the significant scale of potential development and the need for a coordinated approach to community infrastructure, a comprehensive, masterplanned approach is required. This masterplan should embed the principles of local living at its core – setting out a clear strategy for the delivery of key facilities and establishing a coherent active travel network that connects new neighbourhoods with surrounding assets, including Easterhouse Town Centre and Easterhouse Train Station. A strategic approach to residential density is also required to ensure the creation of a compact, connected neighbourhood with a population base and density that is sufficient to support local services and enable viable, frequent bus service provision.

The CGA lies within the boundary of the Seven Lochs Wetland Park. As such, all development must complement and enhance the park's identity, biodiversity, habitat quality/connectivity and landscape character, in accordance with the Seven Lochs Masterplan and Design Guide. The CGA's position at the interface between the Wetland Park and the existing urban edge of Central Easterhouse provides a strategic opportunity to establish an integrated on-site green network that connects existing natural assets in Central Easterhouse with the wider Seven Lochs Wetland Park. Lochend should function as a high-quality gateway between Central Easterhouse and the park. Development must be guided by a robust, landscape-led design framework that delivers a continuous and legible green link, supported by high-quality wayfinding, signage, and public realm improvements that promote accessibility, biodiversity enhancement, and a coherent sense of place.

Policy Requirements

Development proposals will be expected to:

1. Take into account the Greater Easterhouse Strategic Development Framework.

2. Be delivered though a comprehensive masterplanned approach which includes a public realm strategy that demonstrates an integrated, high quality design solution to streets and public realm.
3. Accord with 7 Lochs Masterplan and Design Guide
4. Integrate effectively with the existing communities, reinforcing local urban form, character and settlement pattern. The layouts and greenspaces between development should facilitate walking, wheeling and cycling to the Town Centre, Schools and the adjacent neighbourhoods in Central Easterhouse (Policy 5.9)
5. Deliver a public-transport-ready street network that that enables effective bus movement throughout the site and ensure the delivery of conveniently located bus stops throughout the community.
6. Deliver new strategic cycle route across the site. Creating direct and coherent connections to the existing and proposed City Network strategic cycle network.
7. Provide a variety of inclusive play facilities, accessible to all age groups and abilities, linked by safe walking and wheeling routes.
8. Deliver new community facilities, including local shopping and flexible community spaces that support local living.
9. Establish a strong landscape structure that supports local identity, climate resilience and has potential to mature over time.
10. Demonstrably contribute to the delivery of the projects, priorities and principles set out in the Ruchazie to Easterhouse Liveable Neighbourhoods Stage 1 and Stage 2 Reports**,** in a proportionate and appropriate manner. Including contribution to the delivery of the following projects:

Lochend Sites

Site Details	Land Use	Site Requirements
Lochend CGA Site Ref: HL4138	Housing Area (ha): 17.71 Indicative Capacity: 249	Natural Environment: 1. Irreplaceable trees of High Nature Conservation Value on site - protected by NPF4, must not be removed 2. Nature Network Regional Core Area. Protect, manage and augment Nature Network elements. 3. The southern part of the site includes Commonhead Moss West LNR and Commonhead Moss LNCS and should continue to be protected. 4. Proximity to Bishop Loch requires consideration to be given to the potential impact of the proposals on the SSSI. Site design should address any potential adverse impacts. 5. Measures to prevent any adverse effects on peat adjacent to the site. If peat could be present on the site, peat surveys should be completed in accordance with Naturescot guidance Community Facilities: 6. Site identified as lacking access to food shop, see Policy 19.11. Sustainable Transport: 7. Ensure the provision of accessible, conveniently located bus stops on site. 8. Enhance walking and cycling connections to, from and within the site, providing legible and pedestrian friendly connections between the site and the proposed Easterhouse City Link City Network active travel route.

		9. Establish a safe, inclusive, attractive and integrated on-site movement network, enabling direct pedestrian connections to on site bus stops. Open Space: 10. Preference for a community space to be provided on site but, if not, contribution towards meeting the Accessibility Standard. 11. Contribution required towards allotments/growing space. 12. Contribution required towards outdoor sports provision.

5.12: Red Road

[Insert placemaking map and Infographic overview of development potential of area of change (numbers of houses etc)]

Vision

The Red Road Transformational Regeneration Area (TRA) will re-develop into a well-functioning and well-connected residential neighbourhood. New high-quality housing development will be integrated into a strengthened network of local amenities and improved access to high-quality greenspaces.

Context for Change

This includes an enhanced neighbourhood focal point at the Broomfield Road local shopping parade

including an upgraded Broomfield Park and neighbouring open spaces. A new green active travel route developed in the former railway line will connect existing greenspaces and create a new attractive entrance to Broomfield Park

The Red Road Transformational Regeneration Area (TRA) Area of Change is located to the south of Barmulloch and comprises the site of the former Red Road multi-storey flats and the immediate surroundings. The eight tower blocks were constructed between 1964 and 1969 as part of a major rehousing programme for Glaswegians affected by inner-city tenement clearance. The vision sought to create a new community centred around modernist, high-density residential towers, which at the time were among the tallest of their kind in Europe. The construction methods used resulted in high maintenance demands and a faster-than-anticipated decline in building quality, and their location contributed to isolation and fragmentation. As physical, social and economic conditions deteriorated, the flats became increasingly uninhabitable and were demolished between 2010 and 2015.

The area is now being re-defined as a new sustainable neighbourhood through the ongoing, housing-led regeneration TRA programme. Two phases of development, delivered in 2017, have already provided 312 new homes. Significant opportunities remain to bring forward further housing and supporting infrastructure on the cleared sites.

New housing should be well connected to surrounding amenities, including the Broomfield Road local shopping facilities and Broomfield Park. These key community assets should grow and improve alongside new housing in the area. Broomfield Road shopping parade should evolve into a more welcoming, people-focused environment, supported by public realm enhancements, creation of new spaces for community interaction, greening alongside improved retail environment that can support further shops – further food shopping provision is supported to serve the population increase. This will help establish the area as a vibrant focal point for a re-populated neighbourhood.

Policy Requirements

Development proposals will:

1. Incorporate design and landscape features that reference the architectural character of the Red Road flats and the community life once associated with them, helping to create a thoughtful legacy for the estate.

2. Contribute to the creation of a local focal point with improved public realm and new meeting places at Broomfield Road local shopping parade.
3. Enhance Broomfield Park should reflect community aspirations identified in the Barmulloch, Balornock and Robroyston Local Place Plan (LPP)
4. Establish a green active-travel corridor along the disused railway line that runs through the park, extending into the newly allocated green/open space east of Broomfield Road.
5. Accommodate the Eastern Springburn Surface Water Management Plan on the southern portion of the Area of Change and design it in a way that maximises its amenity value for surrounding communities.
6. Support the delivery of a new local supermarket at Broomfield Road local shopping parade.
7. Strengthen services, amenities, civic spaces and public realm at Bellrock Street and Lamlash Cresent to establish a vibrant local focal point.
8. Create a new attractive entrance to Broomfield Park through the improvement of the attractiveness of the existing tunnel that connects the south of the park to the proposed major housing site to the south.
9. Deliver improvements to Broomfield Park in accordance with Barmulloch, Balornock and Robroyson LPP
10. Deliver design and landscape features that establish the reflect the Red Row flats marking the legacy of the estate.

Red Road Sites

Site Details	Land Use	Site Requirements
Birnie Court, Red Road TRA (east) Site Ref: HL4932A	Housing Area (ha): 0.54 Indicative Capacity: 50	1. Site to be delivered in accordance with the Council's Red Road TRA masterplan. Community Facilities: 2. Opportunity to provide Nature Network habitat connection. 3. Site identified as lacking access to food shop, see Policy 19.11. Sustainable Transport: 4. Financial contribution towards the delivery of Connecting Glasgow active travel infrastructure required. Open Space: 5. Contribution towards meeting the Quality Standard at Petershill Drive. 6. Contribution required towards allotments/growing space. 7. Contribution required towards outdoor sports provision. Heat Networks: 8. Site is within an indicative Heat Network Zone.
Petershill Drive/ Red Road, Red Road TRA (west) Site Ref: HL4932C	Housing Area (ha): 5.99 Indicative Capacity: 200	1. Site to be delivered in accordance with the Council's Red Road TRA masterplan. Natural Environment 2. If loss of trees is justified, compensatory planting will be required, preferably onsite. 3. Opportunity to provide Nature Network habitat connection.

		Community Facilities: 4. Site identified as lacking access to food shop, see Policy 19.11. Sustainable Transport: 5. Financial contribution towards the delivery of Connecting Glasgow active travel infrastructure required. 6. Establish a safe, inclusive, attractive and integrated on-site movement network, enabling direct pedestrian connections to the nearest bus stops on Red Road and Broomfield Road. 7. Enhance walking and cycling connections to, from and within the site, providing legible and pedestrian friendly connections between the site and the proposed Glasgow Orbital City Link active travel route on Broomfield Road. Open Space: 8. Contribution towards meeting the Quality Standard at Petershill Drive. 9. Contribution required towards allotments/growing space. 10. Contribution required towards outdoor sports provision. Heat Networks: 11. Site is within an indicative Heat Network Zone.
2-14 Birnie Court Site Ref: VDL3813	Housing Area (ha): 0.24 Indicative Capacity: 10	Natural Environment: 1. If loss of trees is justified, compensatory planting will be required, preferably onsite. 2. Opportunity to provide Nature Network habitat connection. Community Facilities: 3. Site identified as lacking access to food shop, see Policy 19.11. Sustainable Transport: 4. Financial contribution towards the delivery of Connecting Glasgow active travel infrastructure required. 5. Establish a safe, inclusive, attractive and integrated on-site movement network, enabling direct pedestrian connections to the nearest bus stops on Red Road. Open Space: 6. Contribution towards meeting the Quality Standard at Petershill Drive. 7. Contribution required towards allotments/growing space. 8. Contribution required towards outdoor sports provision. Heat Networks: 9. Site is within an indicative Heat Network Zone.
94 Red Road - former Broomknowes Primary School Site Ref: VDL4297	Housing Area (ha): 0.73 Indicative Capacity: 44	1. Site to be delivered in accordance with the Council's Red Road TRA masterplan. Natural Environment: 2. Opportunity to provide Nature Network habitat connection. 3. If loss of trees is justified, compensatory planting will be required, preferably onsite. Sustainable Transport: 1. Financial. 4. Financial 5. contribution towards the delivery of Connecting Glasgow active travel infrastructure required. Community Facilities:

		6. Site identified as lacking access to food shop, see Policy 19.11. Open Space: 7. Contribution towards meeting the Quality Standard at Petershill Drive. 8. Contribution required towards allotments/growing space. 9. Contribution required towards outdoor sports provision. Heat Networks: 10. Site is within an indicative Heat Network Zone.

5.13: Robroyston

[Insert placemaking map and Infographic overview of development potential of area of change (numbers of houses etc)]

Vision

Robroyston will continue to grow into a well-rounded and liveable neighbourhood with a strong focus on family housing, supported by convenient access to a diverse range of new community facilities and high-quality greenspaces. Bringing these services together, alongside high-quality public realm, will help establish an accessible and welcoming neighbourhood centre - a place where people can meet, interact, and develop a shared sense of identity. The delivery of new active travel links, both through individual developments and wider strategic infrastructure, will strengthen connections across the area and enhance access to Robroyston Station.

Context for Change

The Robroyston Community Growth Area (CGA) is a major Area of Change, encompassing the wider area where new housing and associated community infrastructure continue to be delivered. The CGA was released from Glasgow's designated greenbelt in 2006 to increase the supply of family housing within the city. Since then, it has delivered a significant number of new homes and key infrastructure, including the opening of Robroyston Train Station in 2019.

A vision for a well-supported community featuring new community facilities and new indoor and outdoor sports/leisure facilities has been established through the Robroyston masterplan. While the residential elements of this vision have progressed at scale, delivery of essential community facilities has lagged. Ensuring that such facilities are prioritised and delivered swiftly - supported by connections to both existing and future housing and Robroyston train station - is vital to ensure Robroyston evolves into a well-rounded liveable neighbourhood. Co-locating community facilities at an attractive, accessible point in the neighbourhood, with accompanying attractive public realm and civic spaces provides opportunity to create a strong community focal point that supports social interaction and reinforces local identity.

The addition of Robroyston Train Station has strengthened the area's strategic public transport offer. However, further work is required to fully integrate the station with the surrounding neighbourhood. Future development should deliver safe, direct, and well-overlooked active travel routes that connect seamlessly to the wider network and provide direct links to the station wherever possible. Improvements to the public realm at key access points should also be prioritised. Enhancing natural spaces and upgrading the public realm on both sides of the station will help create welcoming gateways that support and encourage sustainable travel.

The proposed development to the rear of Auchinairn Road, at the northern edge of Robroyston, will deliver additional family housing. However, this area is relatively distant from the train station and planned community facilities to the south, and the northern part of Robroyston currently lacks a clear, accessible community focal point. The development presents an opportunity to address this by providing high-quality, accessible community space. Improvements across these areas should strengthen connections between new housing in the north and the established residential neighbourhood to the south and west. In addition, a brownfield site to the south of the woodland could accommodate a small-scale community use, such as a café or community facility, helping to create a welcoming gateway to the enhanced recreational area.

Policy Requirements

Development proposals will:

1. Support the creation of a well-connected community hub on the site west of Station Road, delivering high-quality public realm and a mix of indoor and outdoor community spaces that establish a clear focal point for local activity.
2. Strengthen integration between Robroyston Train Station and the wider area through enhancements to the greenspaces on either side of the station and targeted public realm improvements that create attractive, legible gateways to the station.
3. Ensure new and existing residential areas are safely and directly connected to Robroyston Train Station and proposed community facilities via high-quality active travel routes.
4. Establish a northern community focal point for Robroyston that encourages social interaction.
5. Enhance greenspaces across the area to improve recreational opportunities, where this is compatible with environmental designations, biodiversity priorities, and existing landscape constraints.
6. Demonstrably contribute to the delivery of the projects, priorities and principles set out in the Royston to Hogganfield Liveable Neighbourhoods Stage 1 and Stage 2 Reports, in a proportionate and appropriate manner.
7. Support and enhance the Local Shopping Facility at Millerston.
8. Take into account Policy 5.16 for Nova Business Park (Robroyston) Economic Development Area.

Robroyston Sites

Site Details	Land Use	Site Requirements
Auchinairn Road Site Ref: HL5149	Housing Area (ha): 22.79 Indicative Capacity:300	Natural Environment: 1. Retention of green corridor/habitat link from wider countryside to the Wester Lumloch LNCS. 2. If loss of trees is justified, compensatory planting will be required, preferably onsite. 3. Water Voles - Policy 7.3 applies. Water vole habitat corridor required on site as part of Wester Lumloch LNCS. 4. Nature Network grassland / wetland habitat connectivity along Stand Burn needs to be retained / enhanced. 5. Landscape framework required to allow the development's impact on the countryside to be softened and provide a robust green belt boundary. Community Facilities: 6. Delivery of a community space on site. Sustainable Transport: 7. Financial contribution towards the delivery of City Network active travel infrastructure required. 8. Enhance walking and cycling connections to, from and within the site, providing legible and pedestrian friendly connections between the site and the proposed Robroyston City Link City Network active travel route on Lumloch Road. Open Space: 9. Contribution required towards allotments/growing space unless this can be provided on site. 10. Contribution required towards outdoor sports provision. 11. Contribution towards meeting the Accessibility Standard, preferably by delivering a new community space.

Land North of Cortmalaw Road/ Robroyston Road Site Ref: VDL4092	Brownfield Development Opportunity Area (ha): 0.52	Natural Environment: 1. Nature Network grassland / wetland habitat connectivity along Stand Burn needs to be retained / enhanced. 2. If loss of trees is justified, compensatory planting will be required, preferably onsite. 3. Water Voles - Policy 7.3 applies. Water vole habitat corridor required on site. Sustainable Transport: 4. If redevelopment of site constitutes a development type and scale identified in Policy 14.1 as requiring active travel developer contributions. A financial contribution towards the delivery of City Network active travel infrastructure will be required. Open Space: 5. If residential proposed, contribution towards outdoor sports provision. 6. If residential proposed, contribution required towards allotments/growing space. 7. If residential proposed, contribution towards meeting the Accessibility Standard.
Robroyston CGA - land east of Daffodil Way Site Ref: HL4381A	Housing Area (ha): 21.87 Indicative Capacity: 325	1. Site to be delivered in accordance with the Robroyston CGA. Natural Environment: 2. If loss of trees is justified, compensatory planting will be required, preferably onsite. 3. Development of the site should not intrude into Millerston LNCS, which covers the southern part of the site. Suitable mitigation shall be provided for any incursion into the Millerston LNCS. 4. Nature Network Regional Core Area. Protect, manage and augment Nature Network elements. Community Facilities: 5. Site identified as lacking access to food shop, see Policy 19.11. Sustainable Transport: 6. Financial contribution towards the delivery of City Network active travel infrastructure required. 7. Ensure the provision of accessible, conveniently located bus stops on site. 8. Site identified as have no strategic transport connectivity as currently undeveloped with no road or path connections. Public transport provision expansion is likely to be required for this site to reach base levels of connectivity to the transport network 9. Enhance walking and cycling connections to, from and within the site, providing legible and pedestrian friendly connections between the site and existing the existing Robroyston City Link City Network active travel route. Open Space: 10. Contribution required towards outdoor sports provision. 11. Contribution towards allotments unless provision is made on site. 12. Contribution towards meeting the Accessibility Standard unless a community space is to be provided on site.
Robroyston CGA (north - Phase 5a) Site Ref: HL4381J	Housing Area (ha): 2.12 Indicative Capacity: 49	1. Site to be delivered in accordance with the Robroyston CGA. Natural Environment: 2. If loss of trees is justified, compensatory planting will be required, preferably onsite. 3. Opportunity to provide Nature Network habitat connection.

		Sustainable Transport: 4. Financial contribution towards the delivery of City Network active travel infrastructure required. 5. Enhance walking and cycling connections to, from and within the site, providing legible and pedestrian friendly connections between the site and existing the existing Robroyston City Link City Network active travel route. 6. Site will require additional public transport infrastructure and / or bus service provision to ensure connectivity to the transport network. Open Space: 7. Contribution required towards outdoor sports provision. 8. Contribution required towards allotments/growing space. 9. Contribution towards meeting the Accessibility Standard, preferably though delivery of a community space on site in conjunction with HL4381K.
Robroyston CGA (north - Phase 5b) Site Ref: HL4381K	Housing Area (ha): 2.63 Indicative Capacity: 49	1. Site to be delivered in accordance with the Robroyston CGA. Natural Environment: 2. If loss of trees is justified, compensatory planting will be required, preferably onsite. 3. Opportunity to provide Nature Network habitat connection. Community Facilities: 4. Site identified as lacking access to food shop, see Policy 19.11. Sustainable Transport: 5. Financial contribution towards the delivery of City Network active travel infrastructure required. 6. Enhance walking and cycling connections to, from and within the site, providing legible and pedestrian friendly connections between the site and existing the existing Robroyston City Link City Network active travel route 7. Site will require additional public transport infrastructure and / or bus service provision to ensure connectivity to the transport network. Open Space: 8. Contribution towards meeting the Accessibility Standard, preferably on site in conjunction with HL4381J. 9. Contribution required towards outdoor sports provision. 10. Contribution required towards allotments/growing space.
West of New Station Road Site Ref: VDL2652	Brownfield Development Opportunity - Land Area (ha): 14.83	1. Site to be delivered in accordance with the Robroyston CGA masterplan. Natural Environment: 2. Nature Network Regional Core Area. Protect, manage and augment Nature Network elements (woodland and peatland). Adjacent to Millerston Bog and there may be opportunities to enhance the hydrology of the peatland. 3. Peat surveys required in accordance with Naturescot guidance. Development design should ensure no adverse effects on peat. 4. Irreplaceable trees of High Nature Conservation Value on site - protected by NPF4, must not be removed. 5. Water Voles - Policy 7.3 applies. Water vole habitat should be retained on site, with link to Millerston LNCS. Sustainable Transport:

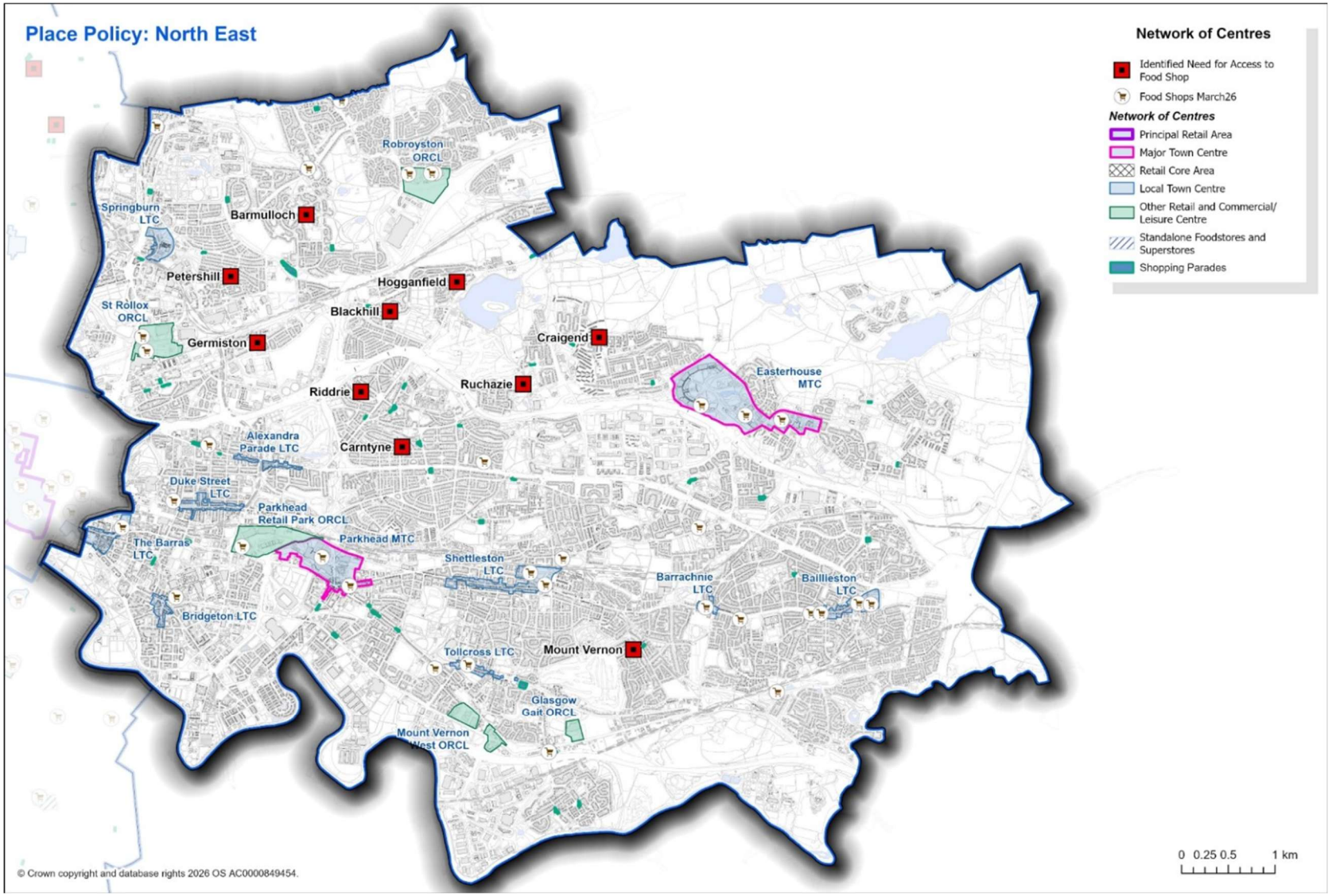
		6. If redevelopment of site constitutes a development type and scale identified in Policy 14.1 as requiring active travel developer contributions. A financial contribution towards the delivery of City Network active travel infrastructure will be required. 7. Establish a safe, inclusive, attractive and integrated on-site movement network, enabling direct pedestrian connections to Robroyston train station. 8. Enhance walking and cycling connections to, from and within the site, providing legible and pedestrian friendly connections between the site and existing the existing Robroyston City Link City Network active travel route. Open Space: 9. If residential proposed, contribution towards outdoor sports provision. 10. If residential proposed, contribution required towards allotments/growing space. 11. If residential proposed, contribution towards meeting the Accessibility Standard.

Sites of 9 homes or less (subject to change of capacity at application stage – see Structure of CDP2):

Site Details	Site Reference	Land Use	Area (ha):	Indicative Capacity:
Cumbernauld Road/ Station Road	HL0481	Housing	0.24	6

North East Glasgow – Development and Regeneration Opportunities

5.14: Network Of Centres



Figure

Context

Major Centres

North East Glasgow includes two major centres – Easterhouse and Parkhead.

Easterhouse

Easterhouse is comprised of Glasgow Fort, a large linear form shopping centre with food, drink and leisure that serves a sub-regional catchment, as well as a smaller shopping centre, the Lochs, which primarily provides a convenience offer for the local community.

The Fort is primarily a comparison retail destination, complimented by a growing food, drink and leisure offer. Auchinlea Way has a large format comparison retail which also includes a large Morrisons supermarket and various food outlets. Vacancy is relatively low throughout the Fort. This location has benefited from ongoing investment over time.

The Lochs has a relatively low level of retail provision. There is a general equal offer of convenience and comparison outlets. There are also a number of local service uses but the centre is afflicted by a high degree of vacancy, much of it being long term. The overall appearance of the centre has deteriorated over time owing to a lack of investment through reduced revenue from existing tenants. Outwith the centre, there are a number of community and civic uses, including the Bridge Community Hub, a Glasgow Life Sports Centre, a medical centre, a Police Station and Glasgow Kelvin College. Users should refer to Policy 5.8 Easterhouse Town Centre Area of Change for further detail.

Parkhead

Parkhead serves the inner East End, and has three distinct elements: a traditional high street area, with a number of tenemental streets around Parkhead Cross dominated by service uses; Parkhead Forge, a large enclosed shopping centre and supermarket; and the Forge Market. A separate retail park is located outside the town centre, providing mainly large format comparison goods and food shopping.

The bulk of Parkhead's retail units are within The Forge shopping centre, which provides a mainly comparison and food and drink offer, with some local services. The tenemental streets around Parkhead Cross maintain a relatively low level of retail, with an increasing local service and hot food offer. There are significant levels of vacancy in this area.

Local Town Centres

There are 9 Local Town Centres in the Northeast area, five in the inner city and four in more suburban locations, which contribute to Glasgow's neighbourhood quality. With the exception of the Barras and Springburn, the centres in North East are based on tenemental streets. Duke Street and Alexandra Parade are relatively vibrant, with a good mix of uses and a number of cafés and restaurants, but they are both impacted by higher levels of traffic associated with main routes. The remaining centres exhibit limited diversity of uses and generally poorer environmental quality. A higher concentration of hot food takeaways and betting shops is evident, which may have implications for local health and wellbeing.

There are relatively low levels of retail presence across all centres in North East, with no local centres exceeding 40% of units in retail use. This reflects the wider societal changes that have impacted on shopping habits. The Barras is unique within the North East area, and it provides a successful gateway from the City Centre to the East End. It has evolved over time, led by the Calton Barras Action Plan, from a largely weekend retail destination to one that is more mixed, has a number of night-time and food and drink uses, and is now more active throughout the week.

Town centre vacancies are at their most acute at Springburn, within Springburn Shopping Centre. However, Bridgeton and Duke Street have the highest rate of long-term vacancy. At Duke Street, this is on Sword Street, which runs adjacent to the main high street. At Bridgeton, vacancy is more spread across the main street, but the centre is also affected by a high rate of sui generis uses, particularly at London Road (North Side), which contribute to poor health and wellbeing opportunities for the community.

Many of the inner-city Local Town Centres are connected to one or more of the numerous Local Shopping Facilities, which are relatively small in scale and are spread across the City. These provide an important convenience shopping offer, as well as small food and drink businesses, hot food takeaways and local neighbourhood services. In the outer city, Local Shopping Facilities are often less well connected to Local Town Centres, and this emphasises their importance to local communities in providing the only means of local food shopping.

Commercial Centres

The North East area contains five Commercial Centres, each with a different role and function. Parkhead Retail Park, is adjacent to Parkhead Town Centre, and is primarily a larger format comparison goods location, with food shopping and some vacant units. Robroyston has a mix of larger format comparison shopping, food shopping and leisure and food uses. Mount Vernon West is primarily a bulky goods location. Glasgow Gait is a mixed location, primarily related to home improvement retailing. St Rollox is a primarily a food retail park, including a cash and carry retailer, and limited leisure use.

Policy Requirements

The following policy applies:

1. Take into account the Inner East Strategic Development Framework at the following town and commercial centres:
   a) Alexandra Parade
   b) Bridgeton
   c) Barras
   d) Duke Street and Edge
   e) Parkhead and Edge
   f) Shettleston
   g) Tollcross
2. Take into account the North Glasgow Strategic Development Framework at the following town and commercial centres:
   a) Springburn
   b) St Rollox
3. Apply the Town Centre First approach to proposals for additional floorspace in the centres within North East, taking into account their respective roles and functions.
4. Support the establishment of a local town centre at Dalmarnock in line with the aspirations of the Inner East SDF and Dalmarnock Area of Change.
5. Easterhouse Town Centre – A masterplan for Easterhouse Town Centre is required and should:
   a) Take into account Policy 5.8 Easterhouse Town Centre
   b) consider the relationship between the different parts of the centre, in the context of ongoing investment in the re-use of vacant land and new housing.
   c) secure the long-term future of the Lochs Shopping Centre, as an important facility for convenience shopping and local services.
   d) support the reconfiguration and improved maintenance and management to address high vacancy, allied to public realm investment associated with adjacent brownfield housing development.
   e) Include proposals that improve connectivity and pedestrian movement.
6. The Fort - Further development should:

a) be considered carefully, in the context of its impact on the City Centre, and in terms of its impact on traffic and pedestrian movement.
b) Encourage more diversity of uses (including social and community uses) enhance its natural environment and improve its connectivity to the rest of the town centre.

7. Parkhead Town Centre - development should:
   a) Support further diversification of uses within the town centre,
   b) undertake public realm and green infrastructure improvements around Parkhead Cross to improve the pedestrian experience.
   c) address vacancy levels, historic buildings and walkability to surrounding assets.
   d) Include proposals that improve connectivity and pedestrian movement.
   e) build on the investment that has been made to date in Parkhead's heritage assets and tourism facilities.
8. Policy 19.3 applies – the following local town centres are categorised as:
   a) Retail led – Easterhouse, Shettleston
   b) Mixed / Night time centres – Alexandra Parade, Baillieston, Bridgeton, Duke Street, Parkhead Town Centre, Springburn (streets), The Barras, Tollcross
9. Springburn – apply threshold approach (see Policy 19.3) in the tenement areas. Support a greater mix of uses and wider improvements to the shopping centre to reduce vacancy.
10. The Barras is identified as a mixed/evening economy centre, but it does not follow a traditional street block pattern. No non-retail threshold will therefore be applied to proposals for change of use (see Policy 19.3). The main considerations will instead be:
    a) The balance of uses within the centre;
    b) Avoiding the clustering of uses that could impact on health and wellbeing; and
    c) Impact on residential amenity.
11. Mount Vernon West and Glasgow Gait – Their location means the Council will continue their 'bulky goods' function, with the exception of any use likely to mitigate identified food deficiency.
12. Maintain opportunities for local food and convenience shopping.
13. For all centres, proposals will be supported where they:
    a) maintain a balance of uses that is appropriate to the primary role and function of the centre;
    b) avoid clustering of uses that could be detrimental to health and wellbeing;
    c) are not detrimental to residential amenity; and
    d) minimise vacancy.

Food Shopping Deficiency Areas

In accordance with Policy 19.11, the following locations in North East Glasgow are identified as having a local shopping or food store deficiency, and therefore do not have good access to shops providing a range of healthy food options:

1. Barmulloch
2. Blackhill
3. Broomhouse
4. Carntyne
5. Craigend
6. Dalmarnock
7. Germiston
8. Hogganfield
9. Mount Vernon
10. Petershill
11. Riddrie
12. Ruchazie

5.15: Housing

The following sites will deliver housing within the North East Glasgow Place Policy, in addition to those sites included within the Areas of Change.

Site Details	Land Use	Site Requirements
Former McVitie's Factory Site, 720 Tollcross Road Site Ref: CfS240187	Housing Area (ha): 9.11 Indicative Capacity: 225	Natural Environment: 1. Retention and enhancement of tree belt along northern edge of site. 2. Adjacent to Tollcross Park LNCS. Opportunity for biodiversity enhancement to augment nature rich site, particularly woodland. 3. Active culvert runs through the eastern part of the site, development design will require to protect the alignment of this culvert and a stand-off distance as specified by MGSDP. 4. If loss of trees is justified, compensatory planting will be required, preferably onsite. Sustainable Transport: 5. Establish a safe, inclusive, attractive and integrated on-site movement network, enabling direct pedestrian connections to the nearest bus stops on Tollcross Road. 6. Enhance walking and cycling connections to, from and within the site, providing legible and pedestrian friendly connections between the site and existing active travel infrastructure, including the Way on London Road and the existing path network in Tollcross Park. Open Space: 7. Contribution required towards the maintenance of Tollcross Park. 8. Contribution required towards allotments/growing space. 9. Contribution required towards outdoor sports provision. Water Environment: 10. SFRA identifies flood risk - Developable area to take into account fluvial flood risk from Tollcross Burn. Policy 17 applies. Heat Networks: 11. Site is within East 1 and 2 Indicative Heat Network Zones and connection is expected.
17 Old Shettleston Road, former Freshlink Meat Factory Site Ref: VDL4374	Housing Area (ha): 2.80 Indicative Capacity: 216	Natural Environment: 1. If loss of trees is justified, compensatory planting will be required, preferably onsite. Sustainable Transport: 2. Establish a safe, inclusive, attractive and integrated on-site movement network, enabling direct pedestrian connections to Carntyne train station and the nearest bus stops on Shettleston Road. Open Space: 3. Contribution required towards meeting the Quality Standard at Beardmore Park. 4. Contribution required towards outdoor sports provision. 5. Contribution required towards allotments/growing space.

		Heat Networks: 6. Site is within East 1 and 2 Indicative Heat Network Zones and connection is expected.
Baillieston, Broomhouse & Carmyle CGA Site Ref: HL4382D	Housing Area (ha): 9.03 Indicative Capacity: 212	1. Site to be delivered in accordance with the Baillieston, Broomhouse & Carmyle CGA. Natural Environment: 2. If loss of trees is justified, compensatory planting will be required, preferably onsite. 3. Protect, manage, augment and link single habitat Nature Networks, connecting Burntbroom LNCS, Calderpark Woodland LNCS and the new woodland at Greenoakhill. Sustainable Transport: 4. Establish a safe, inclusive, attractive and integrated on-site movement network, enabling direct pedestrian connections to Mount Vernon train station, Baillieston train station and nearest bus stops on Hamilton Road. 5. Enhance walking and cycling connections to, from and within the site, providing legible and pedestrian friendly connections between the site and existing East City Way City Network Cycle Route on Hamilton Road. Open Space: 6. Contribution towards meeting the Quality Standard at Orchard St, Baillieston. 7. Contribution required towards outdoor sports provision. 8. Contribution required towards allotments/growing spaces.
Standburn Road/ Wallacewell Road Site Ref: HL0876	Housing Area (ha): 9.67 Indicative Capacity: 200	Natural Environment: 1. If loss of trees is justified, compensatory planting will be required, preferably onsite. 2. Nature Network Regional Core Area. Protect, manage and augment Nature Network elements. 3. Water Voles - Policy 7.3 applies. Habitat area should be provided to allow connectivity to Robroyston Park Local Nature Reserve. Sustainable Transport: 4. Ensure the provision of accessible, conveniently located bus stops on site 5. Establish a safe, inclusive, attractive and integrated on-site movement network, enabling direct pedestrian connections to bus stops on-site and nearby bus stops on Wallacewell Road, improving access to Robroyston park and enhancing routes to Wallacewell Primary School. Open Space: 6. Contribution required towards meeting the Quality Standard at Robroyston Park. 7. Contribution required towards allotments/growing space. 8. Contribution required towards outdoor sports provision. Heat Networks: 9. Site is within an indicative Heat Network Zone.
Shettleston Road (Shettleston Juniors Club) Site Ref: UCS240166	Housing Area (ha): 1.85 Indicative Capacity: 176	Natural Environment: 1. Retain green corridor to rear of pitch. 2. If loss of trees is justified, compensatory planting will be required, preferably onsite. Sustainable Transport:

		3. Establish a safe, inclusive, attractive and integrated on-site movement network, enabling direct pedestrian connections to the nearest bus stops on Old Shettleston Road. Open Space: 4. Contribution towards meeting the Quality Standard at Greenfield Park. 5. Contribution required towards outdoor sports provision. 6. Contribution required towards allotments/growing space. Heat Networks: 7. Site is within East 1 and 2 Indicative Heat Network Zones and connection is expected.
Springfield Road/ London Road Site Ref: HL5159	Housing Area (ha): 2.01 Indicative Capacity: 160	Natural Environment: 1. Priority area for increasing tree canopy - opportunities for tree planting should be identified. 2. If loss of trees is justified, compensatory planting will be required, preferably onsite. Sustainable Transport: 3. Establish a safe, inclusive, attractive and integrated on-site movement network, enabling direct pedestrian connections to the nearest bus stops on Springfield Road. 4. Enhance walking and cycling connections to, from and within the site, providing legible and pedestrian friendly connections between the site and existing East City Way City Network active travel route on London Road. Open Space: 5. Contribution towards meeting the Accessibility Standard unless a Community Space is to be delivered on site. 6. Contribution required towards allotments/growing space. 7. Contribution required towards outdoor sports provision. Heat Networks: 8. Site is within East 1 and 2 Indicative Heat Network Zones and connection is expected.
Rear of 1212 Edinburgh Road (East) Site Ref: HL4509	Housing Area (ha): 3.68 Indicative Capacity: 113	Natural Environment: 1. TPO on site. 2. Protect, manage, augment and link single habitat Nature Network. 3. Water Voles - Policy 7.3 applies. Water vole habitat corridor required on site. Sustainable Transport: 4. Establish a safe, inclusive, attractive and integrated on-site movement network, enabling direct pedestrian connections to the nearest bus stops on Edinburgh Road. Community Facilities: 5. Site identified as lacking access to food shop, see Policy 19.11. Open Space: 6. Contribution towards meeting the Quality Standard at Barlanark Park. 7. Contribution required towards outdoor sports provision. 8. Contribution required towards allotments/growing spaces. Heat Networks: 9. Site is within an indicative Heat Network Zone.

Balado Road, former Wellhouse Primary School Site Ref: HL4484	Housing Area (ha): 1.60 Indicative Capacity: 106	Natural Environment: 1. If loss of trees is justified, compensatory planting will be required, preferably onsite. 2. Opportunity to contribute to Nature Network habitat connection. 3. Water Voles - Policy 7.3 applies. Water vole habitat corridor required on site. Sustainable Transport: 4. Establish a safe, inclusive, attractive and integrated on-site movement network, enabling direct pedestrian connections to the nearest bus stops on Edinburgh Road. Open Space: 5. Contribution required towards meeting the Quality Standard at Newhills Road/Wellhouse Crescent. 6. Contribution required towards outdoor sports provision. 7. Contribution required towards allotments/growing spaces. 8. Compensation required for loss of existing sports pitch. Heat Networks: 9. Site is within an indicative Heat Network Zone.
Easterhill Street Site Ref: CfS240531	Housing Area (ha): 1.38 Indicative Capacity: 90	Natural Environment: 1. Active culvert runs through the eastern part of the site, development design will require to protect the alignment of this culvert and a stand-off distance as specified by MGSDP. Protection of green corridor (former railway formation) through the southwestern part of the site. 2. If loss of trees is justified, compensatory planting will be required, preferably onsite. Sustainable Transport: 3. Establish a safe, inclusive, attractive and integrated on-site movement network, enabling direct pedestrian connections to the nearest bus stops on Causewayside Street Open Space: 4. Contribution towards the maintenance of Tollcross Park. 5. Contribution required towards allotments/growing space. 6. Contribution required towards outdoor sports provision.
Gartloch Hospital, Gartloch Road Site Ref: UCS240268	Housing Area (ha): 3.48 Indicative Capacity: 87	Historic Environment: 1. Building at risk – see Policy 9.2 at: a) Gartloch Hospital Administration Block, Category A listed. b) Gartloch Hospital Villa to North East within Asylum Block, Category A listed. 2. If proposed use of building is likely to require developer contributions (see Policy 14), early discussion with the Council is required through pre-application (fee exempt). Natural Environment: 3. TPO on site. Community Facilities: 4. Site identified as lacking access to food shop, see Policy 19.11. Sustainable Transport:

		5. Site will require addition public transport infrastructure and / or bus service provision to ensure connectivity to the transport network. Open Space: 6. Contribution required towards meeting the Accessibility Standard. 7. Contribution required towards outdoor sports provision. 8. Contribution required towards allotments/growing space.
331 Bell Street, former James Duncan House Site Ref: CfS240166	Housing Area (ha): 0.56 Indicative Capacity: 85	Community Facilities: 1. Developer contribution for Education very likely. Pre-application discussion required. Sustainable Transport: 2. Establish a safe, inclusive, attractive and integrated on-site movement network, enabling direct pedestrian connections to the nearest bus stops on Gallowgate (A89). 3. Establish an on-site path network that provides a direct pedestrian connection to the nearest bus stop on Poplin Street (or new bus stops). Open Space: 4. Contribution required towards outdoor sports provision. 5. Contribution required towards allotments for the residential element but not for the PBSA element of the proposal. 6. Contribution required towards provision of city centre open space. Heat Networks: 7. Site is within an indicative Heat Network Zone.
Land at Pendeen Road Site Ref: CfS240132	Housing Area (ha): 0.85 Indicative Capacity: 84	Natural Environment: 1. Adjacent to Early Braes LNCS. Opportunity for biodiversity enhancement to augment nature rich site. 2. Water Voles - Policy 7.3 applies. Water vole corridor required on site, relocation from remainder of site. Sustainable Transport 3. Establish a safe, inclusive, attractive and integrated on-site movement network, enabling direct pedestrian connections to Garrowhill train station. Open Space: 4. Contribution towards meeting the Quality Standard at Hallhill Road/Sandaig Road. 5. Contribution required towards allotments/growing space. 6. Contribution required towards outdoor sports provision.
Belvidere Terrace/ London Road Site Ref: HL2925E	Housing Area (ha): 1.08 Indicative Capacity: 84	Natural Environment: 1. If loss of trees is justified, compensatory planting will be required, preferably onsite. Sustainable Transport 2. Establish a safe, inclusive, attractive and integrated on-site movement network, enabling direct pedestrian connections to the nearest bus stops on London Road. 3. Enhance walking and cycling connections to, from and within the site, providing legible and pedestrian friendly connections between the site and existing active travel infrastructure, including Thorndyke Lane and the East City Way City Network Cycle Route on London Road.

		Community Facilities: 4. Site identified as lacking access to food shop, see Policy 19.11. Open Space: 5. Contribution towards meeting the Quality Standard at Helenslea Park. 6. Contribution required towards allotments/growing space. 7. Contribution required towards outdoor sports provision. Heat Networks: 8. Site is within East 1 and 2 Indicative Heat Network Zones and connection is expected.
252 Tollcross Road, Parkhead Garage Site Ref: HL4936A	Housing Area (ha): 3.09 Indicative Capacity: 78	Natural Environment: 1. If loss of trees is justified, compensatory planting will be required, preferably onsite. Sustainable Transport 2. Establish a safe, inclusive, attractive and integrated on-site movement network, enabling direct pedestrian connections to the nearest bus stops on Tollcross Road. Open Space: 3. Contribution towards meeting the Quality Standard at Helenslea Park. 4. Contribution required towards allotments/growing space. 5. Contribution required towards outdoor sports provision. Heat Networks: 6. Site is within East 1 and 2 Indicative Heat Network Zones and connection is expected.
Greendyke Street / London Road Homes For Future Site B Site Ref: HL2832	Housing Area (ha): 0.69 Indicative Capacity: 70	Historic Environment: 1. Development area contained within inventory of battlefields: Battle of Langside. Sustainable Transport: 2. Establish a safe, inclusive, attractive and integrated on-site movement network, enabling direct pedestrian connections to the nearest bus stops on London Road. 3. Enhance walking and cycling connections to, from and within the site, providing legible and pedestrian friendly connections between the site and existing East City Way Active travel route on London Road and in Glasgow Green. Open Space: 4. Contribution towards the maintenance of Glasgow Green. 5. Contribution required towards allotments/growing space. 6. Contribution required towards outdoor sports provision. Community Facilities: 7. Developer contribution for Education very likely. Pre-application discussion required. Heat Networks: 8. Site is within East 1 and 2 Indicative Heat Network Zones and connection is expected.
Great Dovehill/ Spoutmouth Site Ref: HL2980A	Housing Area (ha): 0.42	Natural Environment: 1. If loss of trees is justified, compensatory planting will be required, preferably onsite. Community Facilities

	Indicative Capacity: 60	2. Developer contribution for Education very likely. Pre-application discussion required. Open Space: 3. Contribution towards provision of city centre open space. 4. Contribution required towards allotments/growing space. 5. Contribution required towards outdoor sports provision. Heat Networks: 6. Site is within an indicative Heat Network Zone. Network of Centres: 7. Located in The Barras town centre. Proposals should contribute to town centre living.
South of 90 Camlachie Street Site Ref: VDL2193	Housing Area (ha): 1.01 Indicative Capacity: 60	Natural Environment: 1. Biodiversity enhancement opportunity in urban area. 2. If loss of trees is justified, compensatory planting will be required, preferably onsite. Sustainable Transport: 3. Establish a safe, inclusive, attractive and integrated on-site movement network, enabling direct pedestrian connections to the nearest bus stops on Fielden Street. Community Facilities: 4. Developer contribution for Education very likely. Pre-application discussion required. Open Space: 5. Contribution towards meeting the Accessibility Standard. 6. Contribution towards outdoor sports provision. 7. Contribution required towards allotments/growing space. Heat Networks: 8. Site is within East 1 and 2 Indicative Heat Network Zones and connection is expected.
Wellhouse Road/ Ware Road Site Ref: VDL3959	Housing Area (ha): 0.96 Indicative Capacity: 58	Natural Environment: 1. If loss of trees is justified, compensatory planting will be required, preferably onsite. 2. Water Voles - Policy 7.3 applies. Water vole habitat should be retained on site. Sustainable Transport 3. Establish a safe, inclusive, attractive and integrated on-site movement network, enabling direct pedestrian connections to the nearest bus stops on Wellhouse Road. Open Space: 4. Contribution towards meeting the Accessibility Standard. 5. Contribution towards outdoor sports provision. 6. Contribution required towards allotments/growing space. Heat Networks: 7. Site is within an indicative Heat Network Zone.

Petershill Road/ Southloch Street Site Ref: HL4299A	Housing Area (ha): 1.23 Indicative Capacity: 55	Natural Environment: 1. If loss of trees is justified, compensatory planting will be required, preferably onsite. Sustainable Transport 2. Establish a safe, inclusive, attractive and integrated on-site movement network, enabling direct pedestrian connections to the nearest bus stops on Petershill Road. Open Space: 3. Contribution towards meeting the Accessibility Standard. 4. Contribution required towards allotments/growing space. 5. Contribution required towards outdoor sports provision. Heat Networks: 6. Site is within an indicative Heat Network Zone.
Tobago Street/ Stevenson Street Site Ref: HL0452A	Housing Area (ha): 0.68 Indicative Capacity: 52	Historic Environment: 1. 75 Tobago Street (former) - Building at risk – see Policy 9.2 2. If proposed use of building/site is likely to require developer contributions (see Policy 14), early discussion with the Council is required through pre-application (fee exempt). Natural Environment: 3. If loss of trees is justified, compensatory planting will be required, preferably onsite. Open Space: 4. Contribution towards the maintenance of Glasgow Green. 5. Contribution required towards allotments/growing space. 6. Contribution required towards outdoor sports provision. Community Facilities: 7. Developer contribution for Education very likely. Pre-application discussion required. Heat Networks: 8. Site is within East 1 and 2 Indicative Heat Network Zones and connection is expected.

Landressy Street/ London Road Site Ref: CfS240122	Housing Area (ha): 0.20 Indicative Capacity: 49	Natural Environment: 1. Biodiversity enhancement opportunity in dense urban setting. 2. Priority area for increasing tree canopy - opportunities for tree planting should be identified. Community Facilities: 3. Developer contribution for Education very likely. Pre-application discussion required. Open Space: 4. Contribution towards the maintenance of Glasgow Green. 5. Contribution required towards allotments/growing space. 6. Contribution required towards outdoor sports provision. Water Environment: 7. SFRA identifies flood risk - Detailed FRA required. Policy 17 applies. Heat networks: 8. Site is within East 1 and 2 Indicative Heat Network Zones and connection is expected. Network of Centres: 9. Located in Bridgeton town centre. Proposals should contribute to town centre living.
9 Muslin Street Site Ref: HL2271	Housing Area (ha): 0.37 Indicative Capacity: 49	Natural Environment: 1. Priority area for increasing tree canopy - opportunities for tree planting should be identified. Open Space: 2. Contribution towards the maintenance of Glasgow Green. 3. Contribution required towards allotments/growing space. 4. Contribution required towards outdoor sports provision. Heat Networks: 5. Site is within East 1 and 2 Indicative Heat Network Zones and connection is expected. Network of Centres: 6. Located in Bridgeton town centre. Proposals should contribute to town centre living.
148-160 Wishart Street Site Ref: HL4337	Housing Area (ha): 0.16 Indicative Capacity: 48	Natural Environment: 1. If loss of trees is justified, compensatory planting will be required, preferably onsite. Open Space: 2. Contribution required towards outdoor sports provision. 3. Contribution required towards allotments/growing space. 4. Contribution towards provision of city centre open space. Heat Networks: 5. Site is within an indicative Heat Network Zone.
25 Greenhead Street Site Ref: HL4104C	Housing Area (ha): 0.09 Indicative Capacity: 45	Historic Environment: 1. The Inn on the Green - Building at risk – see Policy 9.2 2. Category B listed building. 3. If proposed use of building is likely to require developer contributions (see Policy 14), early discussion with the Council is required through pre-application (fee exempt).

		Natural Environment: 4. Priority area for increasing tree canopy - opportunities for tree planting should be identified. Heat Networks: 5. Site is within East 1 and 2 Indicative Heat Network Zones and connection is expected.
35 and 37 Tureen Street (now at Millroad Drive), former Tureen Street School Site Ref: HL4935	Housing Area (ha): 0.52 Indicative Capacity: 42	Historic Environment: 1. Tureen Street School (former) - Building at risk – see Policy 9.2 2. Category B listed building. 3. If proposed use of building is likely to require developer contributions (see Policy 14), early discussion with the Council is required through pre-application (fee exempt). Natural Environment: 4. If loss of trees is justified, compensatory planting will be required, preferably onsite. Community Facilities: 5. Developer contribution for Education very likely. Pre-application discussion required. Sustainable Transport: 6. Establish an on-site path network that provides a direct pedestrian connection to the path network providing connection to Bellgrove train station. 7. Establish an on-site path network that provides a direct pedestrian connection to the nearest bus stop on Gallogate (A89) Road. 8. Developer contribution towards the delivery of the proposed Parkhead City Way City Network Cycle Route. Heat Networks: 9. Site is within East 1 and 2 Indicative Heat Network Zones and connection is expected.
City Park, 368 Alexandra Parade Site Ref: CfS240130	Housing Area (ha): 1.19 Indicative Capacity: 40	Historic Environment: Category B listed building: Listed building should be retained and sensitively adapted – see Policy 8. Natural Environment: 1. If loss of trees is justified, compensatory planting will be required, preferably onsite. Open Space: 2. Contribution towards meeting the Accessibility Standard unless a community space is to be provided on site. 3. Contribution required towards allotments/growing space. 4. Contribution required towards outdoor sports provision. Heat Networks: 5. Site is within East 1 and 2 Indicative Heat Network Zones and connection is expected.
Shettleston Road/ Duke Street Site Ref: CfS240561	Housing Area (ha): 0.27 Indicative Capacity: 40	Natural Environment: 1. If loss of trees is justified, compensatory planting will be required, preferably onsite. Open Space: 2. Contribution towards the Accessibility Standard. 3. Contribution required towards outdoor sports provision. 4. Contribution required towards allotments. Network of Centres:

		5. Located in Parkhead town centre. Proposals should contribute to town centre living.
Old Shettleston Road Site Ref: HL1033	Housing Area (ha): 0.96 Indicative Capacity: 40	Natural Environment: 1. If loss of trees is justified, compensatory planting will be required, preferably onsite. Community Facilities: 2. Site identified as lacking access to food shop, see Policy 19.11. Open Space: 3. Contribution towards meeting the maintenance of Tollcross Park. 4. Contribution towards meeting the Quantity Standard. 5. Contribution required towards allotments/growing space. 6. Contribution required towards outdoor sports provision. Water Environment: 7. SFRA identifies flood risk - Design to take into account small watercourse / pluvial flood risk at north east of site. Camlachie Burn crosses site in culvert. Policy 17 applies. Heat Networks: 8. Site is within East 1 and 2 Indicative Heat Network Zones and connection is expected.
Wellhouse Crescent/ Newhills Road Phase 8 Site Ref: HL4744A	Housing Area (ha): 0.69 Indicative Capacity: 40	Natural Environment: 1. If loss of trees is justified, compensatory planting will be required, preferably onsite. Open Space: 2. Contribution towards meeting the Quality Standard at Newhouse Road/Wellhouse Crescent. 3. Contribution required towards allotments/growing space . 4. Contribution required towards outdoor sports provision. Heat Networks: 5. Site is within an indicative Heat Network Zone.
East Wellington Street Site Ref: SHIP26_16	Housing Area (ha): 0.17 Indicative Capacity: 40	Open Space: 1. Contribution towards meeting the Quality Standard at Beardmore Park. 2. Contribution to outdoor sports provision. 3. Contribution towards allotments. Heat Networks: 4. Site is within East 1 and 2 Indicative Heat Network Zones and connection is expected.
Former Shettleston Hall, 150 Wellshot Road Site Ref: CfS240506	Housing Area (ha): 0.18 Indicative Capacity: 39	Historic Environment: 1. Shettleston Halls (former): 150 Wellshot Road - Building at risk – see Policy 9.2 2. If proposed use of building is likely to require developer contributions (see Policy 14), early discussion with the Council is required through pre-application (fee exempt). Natural Environment: 3. If loss of trees is justified, compensatory planting will be required, preferably onsite. Open Space:

		4. Contribution towards the maintenance of Tollcross Park. 5. Contribution towards meeting the Quantity Standard. 6. Contribution required towards allotments/growing space. 7. Contribution required towards outdoor sports provision. Heat Networks: 8. Site is within East 1 and 2 Indicative Heat Network Zones and connection is expected.
1346 Gallowgate, southwest of St Michael's Lane, former Elba Lane Nursery School Site Ref: HL5157	Housing Area (ha): 0.27 Indicative Capacity: 36	Natural Environment: 1. If loss of trees is justified, compensatory planting will be required, preferably onsite. Open Space: 2. Contribution towards meeting the Accessibility Standard. 3. Contribution required towards allotments/growing space. 4. Contribution required towards outdoor sports provision. Heat Networks: 5. Site is within East 1 and 2 Indicative Heat Network Zones and connection is expected.
30 Nisbet Street Site Ref: SHIP26_3	Housing Area (ha): 0.27 Indicative Capacity: 36	Open Space: 1. Contribution towards meeting the Quality Standard at Beardmore Park. 2. Contribution to outdoor sports provision. 3. Contribution towards allotments. Heat Networks: 4. Site is within East 1 and 2 Indicative Heat Network Zones and connection is expected.
Caledonia Road/ Caledonia Drive Site Ref: CfS240026	Housing Area (ha): 0.41 Indicative Capacity: 35	Natural Environment: 1. If loss of trees is justified, compensatory planting will be required, preferably onsite. Open Space: 2. Contribution towards meeting the Quality Standard at Orchard Street. 3. Contribution required towards allotments/growing space. 4. Contribution required towards outdoor sports provision.
Auchinairn Road/ Standburn Road Site Ref: HL4170E	Housing Area (ha): 1.41 Indicative Capacity: 34	Natural Environment: 1. If loss of trees is justified, compensatory planting will be required, preferably onsite. Open Space: 2. Contribution towards meeting the Quality Standard at Wallacewell Road/Croy Road. 3. Contribution required towards allotments/growing space. 4. Contribution required towards outdoor sports provision. Water Environment: 5. SFRA identifies flood risk - Requires consideration through planning application process. Policy 17 applies. Heat Networks: 6. Site is within an indicative Heat Network Zone.

Trondra Place Site Ref: HL4994	Housing Area (ha): 0.30 Indicative Capacity: 32	Natural Environment: 1. If loss of trees is justified, compensatory planting will be required, preferably onsite. Open Space: 2. Contribution required towards meeting the Accessibility Standard. 3. Contribution required to outdoor sports provision. 4. Contribution required towards allotment provision. Heat Networks: 5. Site is within an indicative Heat Network Zone.
Edgefauld Road/ Atlas Road Site Ref: VDL2069	Housing Area (ha): 0.54 Indicative Capacity: 31	Open Space: 1. Contribution towards meeting the Accessibility Standard. 2. Contribution towards outdoor sports provision. 3. Contribution required towards allotments/growing space. Heat Networks: 4. Site is within an indicative Heat Network Zone.
Provanmill Telephone Exchange, Smithycroft Road Site Ref: CfS240215	Housing Area (ha): 0.11 Indicative Capacity: 30	Natural Environment: 1. If loss of trees is justified, compensatory planting will be required, preferably onsite. Community Facilities: 2. Site identified as lacking access to food shop, see Policy 19.11. Open Space: 3. Contribution required towards meeting the Accessibility Standard. 4. Contribution required towards allotments/growing space. 5. Contribution required towards outdoor sports provision.
Queen Mary Street School Site Ref: SHIP26_12	Housing Area (ha): 0.21 Indicative Capacity: 30	Open Space: 1. Contribution towards meeting the Quality Standard at Finnart Street. 2. Contribution to outdoor sports provision. 3. Contribution towards allotments. Heat Networks: 4. Site is within East 1 and 2 Indicative Heat Network Zones and connection is expected.
Coll Place, former Germiston Multi-Storey Flats Site Ref: UCS240224	Housing Area (ha): 1.49 Indicative Capacity: 30	Natural Environment: 1. Protect, manage and augment single habitat Nature Network. 2. Potential New Woodland Creation site (part of). 3. Careful consideration of ground conditions and former tunnel. 4. If loss of trees is justified, compensatory planting will be required, preferably onsite. 5. Water Voles - Policy 7.3 applies. Community Facilities: 6. Site identified as lacking access to food shop, see Policy 19.11. 7. If no new community space to be delivered on site, replacement space (multifunctional) should be provided, though not necessarily at same levels. Open Space:

		8. Contribution towards meeting the Accessibility Standard, unless a new Community Space is to be delivered on site. 9. Contribution required towards allotments/growing space. 10. Contribution required towards outdoor sports provision. Heat Networks: 11. Site is within an indicative Heat Network Zone.
12 Carron Crescent - former St Aloysius Primary School Site Ref: VDL4321	Housing Area (ha): 0.84 Indicative Capacity: 30	Natural Environment: 1. Protect, manage and augment existing Nature Network elements (grassland and woodland). 2. If loss of trees is justified, compensatory planting will be required, preferably onsite. Open Space: 3. Contribution towards meeting the Accessibility Standard. 4. Contribution required towards allotments/growing space. 5. Contribution required towards outdoor sports provision. Heat Networks: 6. Site is within an indicative Heat Network Zone.
149 Balgrayhill Road Site Ref: VDL4352	Housing Area (ha): 0.26 Indicative Capacity: 30	Natural Environment: 1. Maintain mature trees to south east corner of site. 2. If loss of trees is justified, compensatory planting will be required, preferably onsite. Open Space: 3. Contribution towards the maintenance of Springburn Park. 4. Contribution required towards allotments/growing space. 5. Contribution required towards outdoor sports provision. Heat Networks: 6. Site is within an indicative Heat Network Zone.
871 Springfield Road, former Newlands Centre Site Ref: CfS240046	Housing Area (ha): 0.32 Indicative Capacity: 25	Natural Environment: 1. If loss of trees is justified, compensatory planting will be required, preferably onsite. Open Space: 2. Contribution towards meeting the Accessibility Standard. 3. Contribution required towards allotments/growing space. 4. Contribution required towards outdoor sports provision. Heat Networks: 5. Site is within East 1 and 2 Indicative Heat Network Zones and connection is expected.
Wellhouse Crescent/ Delny Place Site Ref: HL4745	Housing Area (ha): 0.75 Indicative Capacity: 25	Natural Environment: 1. If loss of trees is justified, compensatory planting will be required, preferably onsite. 2. Water Voles - Policy 7.3 applies. Open Space: 3. Contribution towards meeting the Quality Standard at Newhouse Road/Wellhouse Crescent. 4. Contribution required towards allotments/growing space. 5. Contribution required towards outdoor sports provision.

		Water Environment: 6. SFRA identifies flood risk - FRA required to assess developable area. Scottish Water Wellhouse intervention proposed adjacent to site to reduce pluvial flood risk for this area. Policy 17 applies. Heat Networks: 7. Site is within an indicative Heat Network Zone.
Church Street, Baillieston Site Ref: CfS240030	Housing Area (ha): 0.32 Indicative Capacity: 24	Natural Environment: 1. If loss of trees is justified, compensatory planting will be required, preferably onsite. Open Space: 2. Contribution towards meeting the Quality Standard at Crosshill Park. 3. Contribution required towards allotments/growing space unless this can be provided on site. 4. Contribution required towards outdoor sports provision. Network of Centres: 5. Located in Baillieston town centre. Proposals should contribute to town centre living.
179 Westmuir Street/ East Wellington Street Site Ref: HL4841	Housing Area (ha): 0.18 Indicative Capacity: 24	Natural Environment: 1. If loss of trees is justified, compensatory planting will be required, preferably onsite. 2. Open Space: 3. Contribution towards meeting the Quality Standard at Beardmore Park. 4. Contribution required towards allotments/growing space. 5. Contribution required towards outdoor sports provision. Heat Networks: 6. Site is within East 1 and 2 Indicative Heat Network Zones and connection is expected.
Gartloch Road/ Findochty Street Site Ref: HL5011	Housing Area (ha): 0.76 Indicative Capacity: 24	Natural Environment: 1. Opportunity to provide Nature Network habitat connection. Open Space: 2. Contribution towards meeting the Accessibility Standard. 3. Contribution to outdoor sports provision. 4. Contribution towards allotment provision. Heat Networks: 5. Site is within an indicative Heat Network Zone.
23 Silverdale Street Belvidere Bowling Club Site Ref: HL5143	Housing Area (ha): 0.20 Indicative Capacity: 24	Natural Environment: 1. If loss of trees is justified, compensatory planting will be required, preferably onsite. Open Space: 2. Contribution towards meeting the Accessibility Standard. 3. Contribution required towards allotments/growing space. 4. Contribution required towards outdoor sports provision. 5. Any development should ensure the protection of adjacent bowling green during construction. Water Environment: 6. SFRA identifies flood risk - Development to address pluvial flood risk to 'sunken' bowling green. West boundary should be considered for access. Policy 17 applies.

		Heat Networks: 7. Site is within East 1 and 2 Indicative Heat Network Zones and connection is expected.
125 Westmuir Street Site Ref: HL5152	Housing Area (ha): 0.13 Indicative Capacity: 24	Natural Environment: 1. If loss of trees is justified, compensatory planting will be required, preferably onsite. Open Space: 2. Contribution required towards meeting the Quality Standard at Beardmore Park. 3. Contribution required towards allotments/growing space. 4. Contribution required towards outdoor sports provision. Heat Networks: 5. Site is within East 1 and 2 Indicative Heat Network Zones and connection is expected.
Powfoot Street/ Beattock Street/ Sorby Street Site Ref: VDL4085	Housing Area (ha): 0.17 Indicative Capacity: 22	Natural Environment: 1. If loss of trees is justified, compensatory planting will be required, preferably onsite. Open Space: 2. Contribution towards meeting the Quality Standard at Beardmore Park. 3. Contribution required towards outdoor sports provision. 4. Contribution required towards allotments/growing space. Heat Networks: 5. Site is within East 1 and 2 Indicative Heat Network Zones and connection is expected.
Gartocher Terrace/ Gartocher Road Site Ref: HL4079	Housing Area (ha): 0.35 Indicative Capacity: 21	Natural Environment: 1. If loss of trees is justified, compensatory planting will be required, preferably onsite. 2. Protect, manage and augment single habitat Nature Network. Open Space: 3. Contribution towards meeting the Quality Standard at Budhill Park. 4. Contribution required towards allotments/growing space. 5. Contribution required towards outdoor sports provision.
245-249 Duke Street Site Ref: CfS240064	Housing Area (ha): 0.15 Indicative Capacity: 19	Historic Environment: 1. Category B listed building. Listed building should be retained and sensitively adapted – see Policy 8. Natural Environment: 2. If loss of trees is justified, compensatory planting will be required, preferably onsite. Open Space: 3. Contribution towards meeting the Quality Standard at Wellpark. 4. Contribution required towards allotments/growing space. 5. Contribution required towards outdoor sports provision. Heat Networks: 6. Site is within East 1 and 2 Indicative Heat Network Zones and connection is expected. Network of Centres:

		7. Located in Duke Street town centre. Proposals should contribute to town centre living.
41 Wellshot Road/ Pettigrew Street Site Ref: HL2276	Housing Area (ha): 0.11 Indicative Capacity: 15	Community Facilities: 1. Site identified as lacking access to food shop, see Policy 19.11. Open Space: 2. Contribution towards the maintenance of Tollcross Park. 3. Contribution towards meeting the Quantity Standard. 4. Contribution required towards allotments/growing space. 5. Contribution required towards outdoor sports provision. Heat Networks: 6. Site is within East 1 and 2 Indicative Heat Network Zones and connection is expected. Network of Centres: 7. Located in Shettleston town centre. Proposals should contribute to town centre living.
288-290 London Road Site Ref: UCS240181	Housing Area (ha): 0.06 Indicative Capacity: 15	Natural Environment: 1. If loss of trees is justified, compensatory planting will be required, preferably onsite. Community Facilities: 2. Developer contribution for Education very likely. Pre-application discussion required. Open Space: 3. Contribution towards the maintenance of Glasgow Green. 4. Contribution required towards allotments/growing space. 5. Contribution required towards outdoor sports provision. Heat Networks: 6. Site is within East 1 and 2 Indicative Heat Network Zones and connection is expected.
Armadale Place Site Ref: SHIP26_1	Housing Area (ha): 0.10 Indicative Capacity: 14	Open Space: 1. Contribution towards the maintenance of Alexandra Park. 2. Contribution required towards allotments/growing space. 3. Contribution required towards outdoor sports provision. Heat Networks: 4. Site is within East 1 and 2 Indicative Heat Network Zones and connection is expected.
Wellhouse Crescent Site Ref: UCS240160	Housing Area (ha): 0.83 Indicative Capacity: 13	Natural Environment: 1. Retain east-west green corridor. Retain mature trees. 2. If loss of trees is justified, compensatory planting will be required, preferably onsite. 3. Water Voles - Policy 7.3 applies. Open Space: 4. Contribution towards meeting the Quality Standard at Newhills Road/Wellhouse Crescent. 5. Contribution required towards outdoor sports provision. 6. Contribution required towards allotments/growing space.

		Heat Networks: 7. Site is within an indicative Heat Network Zone.
1 Ruchazie Place Site Ref: HL4772	Housing Area (ha): 0.18 Indicative Capacity: 12	Natural Environment: 1. If loss of trees is justified, compensatory planting will be required, preferably onsite. Open Space: 2. Contribution towards meeting the Accessibility Standard. 3. Contribution required towards allotments/growing space. 4. Contribution required towards outdoor sports provision.
Muirhead Road (Loancroft House) Site Ref: HL4858	Housing Area (ha): 0.42 Indicative Capacity: 12	Natural Environment: 1. If loss of trees is justified, compensatory planting will be required, preferably onsite. Open Space: 2. Contribution towards meeting the Accessibility Standard. 3. Contribution required towards allotments/growing space. 4. Contribution required towards outdoor sports provision.
164 Craigpark Site Ref: HL5194	Housing Area (ha): 0.12 Indicative Capacity: 11	Historic Environment: 1. Category B listed building. Listed building should be retained and sensitively adapted. See Policy 8. Open Space: 2. Contribution towards meeting the Accessibility Standard. 3. Contribution required towards allotments/growing space. 4. Contribution required towards outdoor sports provision. Heat Networks: 5. Site is within East 1 and 2 Indicative Heat Network Zones and connection is expected.
44-46 Dalmarnock Rd Site Ref: HL5005	Housing Area (ha): 0.03 Indicative Capacity: 10	Open Space: 1. Contribution towards the maintenance of Glasgow Green. 2. Contribution required towards allotments/growing space. 3. Contribution required towards outdoor sports provision. Heat Networks: 4. Site is within East 1 and 2 Indicative Heat Network Zones and connection is expected. Network of Centres: Located in Bridgeton town centre. Proposals should contribute to town centre living.

Sites of 9 homes or less (subject to change of capacity at application stage – see Structure of CDP2):

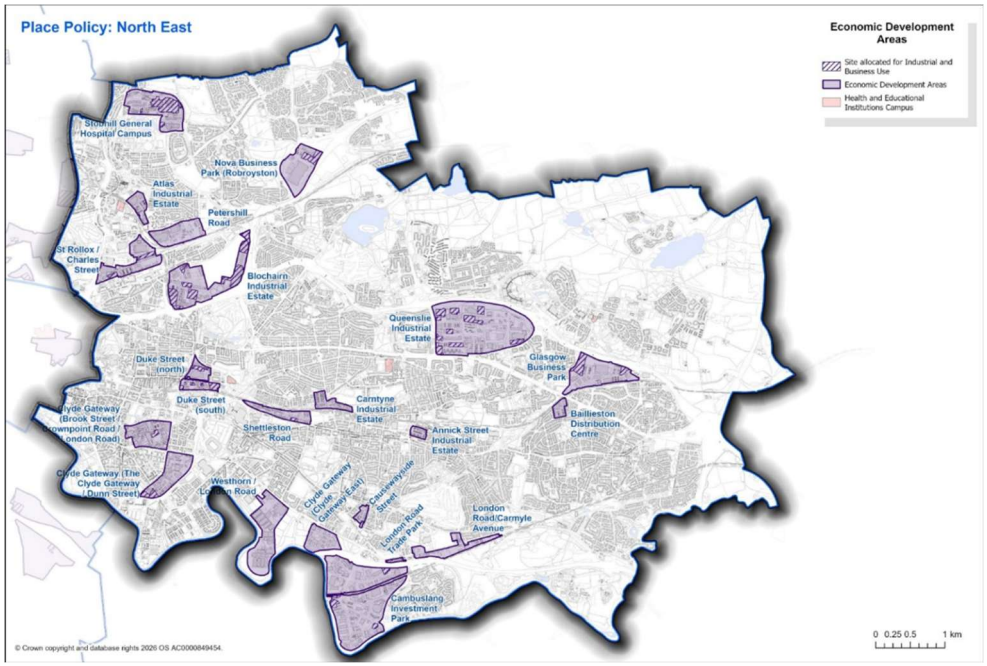
Site Details	Site Reference	Land Use	Area (ha):	Indicative Capacity:
62 Springboig Road	HL5074	Housing	0.11	8
530-534 Hamilton Road	HL2386	Housing	0.08	7

1042 Tollcross Road	HL4106	Housing	0.06	6
Adjacent to 73 Gardenside Avenue	HL3646	Housing	0.17	4

5.16: Economic Development

North East Glasgow has 22 Economic Development Areas (EDA) covering 525.66 hectares that contribute to the city's economy. Most areas in this part of the city focus on delivering the Everyday City demands of the spatial strategy but some have a wider role including those within the Clyde Gateway operating area and the large estates located at motorway junctions including Cambuslang Investment Park, Queenslie Industrial Estate, and Blochairn Industrial Estate.

Land accounting for 50.26 hectares has been identified with the potential for development for economic development purposes. Sites are therefore identified for development in this policy.



FIGURE

Cambuslang Investment Park

Context

Key, and large, cluster of managed estates including Clydesmill Industrial Estate (Ryden), Gateway Glasgow (Wilson Bowden / Scottish Enterprise) and Glasgow East Trade Park (Bestway / GeraldEve), located between junction 2A and 3 south of the M74 motorway, in the east of the city. Collectively recognised as Cambuslang Investment Park, it includes a wide range of building types, styles, and sizes including very large warehousing and office pavilions. The location is important to the storage and distribution sector with existing floorspace attributed to office (6%), factory/workshops (38%), warehousing/stores (48%), and depot/garage/yard (6%) and other (3%).

Policy Requirements:

1. The Council will continue to support the effective management of the investment park for economic development purposes, especially where this would generate additional jobs.
2. Development proposals should recognise, and support, the location's key role in the city's economy including by:
   a. enabling further growth of the storage and distribution sector;
   b. enabling a positive transition to net zero including via support for the re-use, refurbishment and replacement of existing buildings;
   c. demonstrating improvement of active travel connections through the site focussed on pedestrian integration with adjacent areas; and
   d. providing supporting services which will contribute to a better business location.

3. Bogleshole Road, north of Cambuslang Court, Site Ref: CfS240226. SFRA identifies flood risk - Fluvial flood risk predicted from River Clyde, hydraulic assessment of site required. Policy 17 applies.

Sites

Site Details	Land Use
North of 3 Cambuslang Court, Cambuslang Investment. Park (Sites 14-17) Site Ref: IL130808	Class 4, 5, 6 Area (ha): 1.16
East of 85 Fullarton Drive, Cambuslang Investment Park (Site 4) Site Ref: IL129911	Class 4, 5, 6 Area (ha): 0.74
94 Clydesmill Drive Site Ref: CfS250023	Class 4, 5, 6 Area (ha): 0.50
Bogleshole Road, north of Cambuslang Court Site Ref: CfS240226	Class 4, retail Area (ha): 0.42

Queenslie Industrial Estate

Context

Key, and large, cluster of managed estates including Queenslie Park (Savills, Geraldeve), Wright Business Centre, Panorama Business Village (Knight Frank), and Burntbroom Court (Savills) located between junction 10 and 11 of the M8 motorway, in the east of the city. Collectively recognised as Queenslie Industrial Estate, it includes a wide range of building types, styles, and sizes. The location is important to the circular economy and hosts the redeveloped Queenslie Recycling centre and has excellent storage and distribution potential, as evidenced by operators Scotbeef and United Wholesale. Existing floorspace is attributed to office (9%), factory/workshops (49%), warehousing/stores (39%), and depot/garage/yard (3%).

Policy Requirements:

1. Take into account the Greater Easterhouse Strategic Development Framework.
2. The Council will continue to support the effective management of the business parks for economic development purposes including consideration of transitionary uses that would not undermine the key qualities of the site as a storage and distribution and manufacturing hub.
3. Development proposals should:
   a) enable a positive transition to net zero including via support for the circular economy sector, and by the re-use, refurbishment and replacement of existing buildings,
   b) improvement of active travel connections through the site and
   c) public realm improvements focussed on pedestrian integration with surrounding neighbourhoods.
4. Water Voles – Policy 7.3 applies. Potential for a green infrastructure masterplan for Queenslie to deliver biodiversity benefits. Nature Scot guidance on managing development sites to keep them free of terrestrial water voles should be followed.

Sites

Site Details	Land Use
West of 29 Penston Road, Queenslie Industrial Estate Site Ref: IL129102	Class 4, 5, 6 Area (ha): 2.04
Northwest of 31 Blairtummock Road, Queenslie Industrial Estate Site Ref: VDL3815	Class 4, 5, 6 Area (ha): 1.36
South of 100 Summerlee Street, Queenslie Industrial Estate Site Ref: IL129401	Class 4, 5, 6, retail Area (ha): 1.25
East of 64 Coltness Street, Queenslie Industrial Estate Site Ref: UCS240161	Class 4, 5, 6 Area (ha): 1.21

North of 39 Blairtummock Road Site Ref: IL129101	Class 4, 5, 6 Area (ha): 1.08
East of 46 Penston Road, Queenslie Industrial Estate Site Ref: VDL3909	Class 4, 5, 6, expansion Area (ha): 1.00
South of 110 Easter Queenslie Road, Queenslie Industrial Estate Site Ref: CfS250025	Class 4, 5, 6 Area (ha): 0.97
West of 15 Weardale Street, Queenslie Industrial Estate Site Ref: IL129602	Class 4, 5, 6 Area (ha): 0.61
Heathfield Street, Queenslie Industrial Estate Site Ref: IL129201	Class 4, 5, 6, trade counters Area (ha): 0.55
West of 31 Blairtummock Road, Queenslie Industrial Estate Site Ref: IL152301	Class 4, 5, 6 Area (ha): 0.34

Blochairn Industrial Estate

Context

Agglomeration of independent businesses and managed estates, between of junction 13 and 14 of the M8, in the North East of the city. The location hosts Blochairn Market Complex (City Property) as well as the Blochairn Recycling Facility and Provan Gas Works. Notable operators relating to the role of the area as a wholesaler market include Hancocks wholesalers, Van Vliet (flowers), and Dingbros. The area also has a role in the circular economy, and land opportunities were identified including those relating to the decommissioning of the gas works site and those clustered around the market. The existing floorspace is assessed as market (55%), factory/workshops (16%), warehouse/stores (27%), and other (2%). The majority of units are over 55 years old (pre 1970) although parts of the market are relatively new.

Policy Requirements:

1. The Council will continue to support the effective management of the market for economic development purposes that would not undermine the key qualities of the site as a storage and distribution and manufacturing hub.
2. Development proposals should enable a positive transition to net zero including via support for the circular economy sector, and by the re-use, refurbishment and replacement of existing buildings, improvement of active travel connections through the site and public realm improvements focussed on pedestrian integration with adjacent areas.
3. Water Voles - Policy 7.3 applies. Nature Scot guidance on managing development sites to keep them free of terrestrial water voles should be followed.
4. Category C listed Buildings at Blochairn Industrial Estate forming site at 315 Blochairn Road and affecting the setting of Category B listed Gas Holders. Listed buildings should be retained and sensitively adapted and setting of neighbouring listed building(s) should be protected - see Policy 8.

Sites

Site Details	Land Use
North of 315 Blochairn Road, Blochairn Industrial Estate (former Provan gas works) Site Ref: CfS240177	Class 4, 5, 6, energy related Area (ha): 6.68
130 Blochairn Road, West of Glasgow Fruit Market Site Ref: CfS250026	Class 4, 5, 6 Area (ha): 2.66
130 Blochairn Road, East of Glasgow Fruit Market Site Ref: CfS250028	Class 4, 5, 6 Area (ha): 1.72
Southeast of 999 Royston Road Site Ref: VDL2627	Class 4, 5, 6 Area (ha): 1.34

West of 297 Blochairn Road, Blochairn Industrial Estate Site Ref: IL115801	Class 4, 5, 6 Area (ha): 0.80
33 Siemens Place, Blochairn Industrial Estate Site Ref: IL115503	Class 4, 5, 6 Area (ha): 0.63
130 Blochairn Road, South of Glasgow Fruit Market Site Ref: CfS250027	Class 4, 5, 6 Area (ha): 0.33

Westhorn / London Road

Context

Agglomeration of independent businesses. Area comprises the Dewar bonded warehousing compound and adjacent warehouse-style buildings.

Policy Requirements:

1. The Council will continue to support development that would generate additional local jobs noting the environmental constraints of the location in terms of its proximity to the distillery. The agent of change will be a consideration for any new uses introduced to the area.
2. Development proposals should enable a positive transition to net zero including via the re-use, refurbishment and densification of existing buildings and via improved active travel connections.

Stobhill General Hospital Campus

Context

Key hospital campus set in mature green landscape and including important listed buildings in the North East of the city. The location has a mix of traditional sandstone, 20th century, and newer buildings of varying heights and styles. Older buildings are likely to require investment to enable their transition to net zero.

Policy Requirements:

1. The Council will support the development of a new campus plan that sets out a phased redevelopment of the land and vacant buildings within the Stobhill campus. The Council will support proposals which align with an approved campus plan, where it aligns with the requirements below.
2. The campus plan should:
   a. enable the growth of the hospital's health care and associated services.
   b. recognise the value of the heritage buildings and the natural setting of the campus.
   c. Given the established cluster of public sector health facilities, the campus plan should also consider how the area might satisfy the market demand for additional laboratory space and provide a parking and circulation plan.
   d. set out support for proposals that would enable a positive transition to net zero, including how access might be improved for a range of modes ensuring improved access at all times of day and ensuring no net reduction in parking spaces would result from development.
3. In lieu of an approved campus plan the Council will support proposals for economic development purposes including the re-use and refurbishment of existing buildings. In particular, the Council will support proposals that would enable a positive transition to net zero and that would contribute to better active travel connections and pedestrian integration with adjacent areas. It should not result in net reduction in parking spaces.
4. Support the retention and reuse of the Buildings at Risk at:
   a. Stobhill Hospital Buildings:
      i. Watertower and Service Ranges

ii. Mortuary (former)
iii. Superintendent's House (former)

Sites

There were four sites available at 2025 that includes five buildings that would benefit from refurbishment and reuse.

Site Details	Land Use
Stobhill Hospital Campus (north) Site Ref: UCS240264	Class 4, 5, 6 subject to campus plan Area (ha): 6.75
Stobhill Hospital Campus (south) Site Ref: UCS240264_B	Class 4, 5, 6 subject to campus plan Area (ha): 0.45
East of Skye House, Belmont Road, Stobhill Hospital Site Ref: CfS250020	Class 4, 5, 6 subject to campus plan Area (ha): 0.21
Former Morgue, Northeast of Stobhill Hospital Site Ref: CfS250022	Class 4, lab space, subject to campus plan Area (ha): 0.16

Glasgow Business Park

Context

Key cluster of managed estates including Glasgow Trade Park (Mileway/Savills/Colliers), iO Centre (CBRE), Evans Business Centre (Flexspace), Evans Easyspace (Bridges Ventures), Parkway Point (Fisher German), The Approach (Lambert Smith Hampton/Ryden), and Clydesdale House (Ryden/Jones Lang Lasalle) at junction 9 of the M8 motorway, in the east of the city. Collectively recognised as Glasgow Business Park, it includes a wide range of building types, styles, and sizes. The bulk of floorspace is attributed to warehousing/stores (74%), including an Amazon distribution centre. Office (15%) and factory/workshops (10%) are also established and host Miller Homes and Commercial Fleet Solutions amongst others.

Policy Requirements:

1. Take into account the Greater Easterhouse Strategic Development Framework.
2. The Council will continue to support the effective management of the business parks for economic development purposes.
3. Development proposals should enable a positive transition to net zero including via improved active travel connections and pedestrian integration with adjacent areas to encourage local jobs.
4. Water Voles - Policy 7.3 applies. Water vole habitat corridor required on sites. Nature Scot guidance on managing development sites to keep them free of terrestrial water voles should be followed.

Sites

Site Details	Land Use
West of 31 Springhill Drive, Glasgow Business Park Site Ref: IL133501	Class 4, 5, 6 Area (ha): 3.73
361 Springhill Parkway, Glasgow Business Park Site Ref: IL133512	Class 4, 5, 6 Area (ha): 0.94

Nova Business Park (Robroyston)

Context

Large, managed business park in the North East of the city, accessed off Robroyston Road. The location is marketed as Nova Business Park (Paradigm) and is occupied by Harper Collins, Morrison Construction, and Robertson Construction. There are 5 modern office pavilions and a large, new, storage and distribution facility as well as available land wrapping around Robroyston Oval.

Policy Requirements:

1. The Council will continue to support the effective management of the business park for economic development purposes.
2. The Council will support proposals that would improve the park's integration with any new town centre uses in the north and that improve routes to the rail station.

Sites

Site Details	Land Use
Robroyston Oval / Robroyston Way Site Ref: IL111701	Class 4, 5, 6 Area (ha): 3.02

St Rollox / Charles Street

Context

Agglomeration of independent businesses and managed estates in the North East of the city. Rosemount Business Park and 331 Charles Street are located off Charles Street in the south while the Glasgow Works (Gibsons Engineering Ltd train engineering works) at St Rollox and the Glasgow Mail Centre (Royal Mail) are adjacent to St Rollox Retail Park in the north. Excluding the Works and Mail Centre, the existing floorspace is assessed as office (9%), factory/workshops (62%), warehouse/stores (23%) and other (6%) including a surgery, day nursery and sorting office. The majority of units are 35 to 55 years old (1970-1990), with some newer units (post 1990).

Policy Requirements:

1. Take into account the North Glasgow Strategic Development Framework.
2. The Council will support proposals for economic development purposes including the re-use and refurbishment of existing buildings. In particular, the Council will support proposals that would enable a positive transition to net zero and that would contribute to an improvement of the area's visual appeal, better active travel connections and pedestrian integration with adjacent areas.

Sites

Site Details	Land Use
South of 20 Turner Road, St Rollox Site Ref: VDL1532	Class 4, 5, 6 Area (ha): 1.37
87 Charles Street Site Ref: CfS250029	Class 4, 5, 6 Area (ha): 0.79

Clyde Gateway (The Clyde Gateway)

Context

Agglomeration of independent businesses and managed estates between Dunn Street and The Clyde Gateway, in North East of city. It comprises London Road Industrial Estate (Mileway), Boden Street Industrial Estate (City Property/Graham and Sibbald), Nuneaton Industrial Estate (A12 Group), and Dunn Street (Ryden). The majority of units are 35 to 55 years old (1970-1990) and cover a range of building types and sizes. The areas users include vehicle storage, repair and rental; material supplies and recycling. Notable occupiers include Calder Millerfield (meat producer), MKM Building Supplies, Caleco Waste Management, and PossilPark Shotblasting (metal finishers) amongst others. Land opportunities in the south with potential to attract high value manufacturing.

Policy Requirements:

1. Take into account the Inner East Strategic Development Framework.
2. The Council will continue to support Clyde Gateway in their role to drive inward investment that leads to improvement for the people and communities across the east end of Glasgow.

3. The Council will support the effective management of London Road Industrial Estate, Boden Street Industrial Estate and Nuneaton Industrial Estate, Dunn Street area and will support the available land, particularly for high value manufacturing.
4. The Council will support the developments that generate additional jobs including through the redevelopment, re-use and adaptation of buildings and via the consolidation of yard storage space. The development of modern building stock will be supported.
5. Development proposals should demonstrate how they contribute to community wealth building.
6. Support the retention and reuse of the Building at Risk at:
   a. St Rollox Locomotive Works: 130 Springburn Road

Sites

Site Details	Land Use
Southeast of 301 Dunn Street Site Ref: IL164001	High Value Manufacturing Area (ha): 1.10
Southwest of 301 Dunn Street Site Ref: IL164005	Class 4, 5, 6 Area (ha): 0.88

Clyde Gateway (Mile End Business District)

Context

Key agglomeration of independent businesses and managed estates and buildings set out across the City's traditional street pattern northeast of Bridgeton town centre. It comprises Broad Street Business Complex, Crownpoint Studios, Broad Street Industrial Estate (Spectrum Properties), The Albus (Ryden/Graham and Sibbald) and Eastgate (Glasgow City Council) which between them provide more small industrial units, workshops, offices, and creative and studio space than any other economic development area. It also includes a range of other building types and sizes. Notable occupiers include Glasgow City Council, Police Scotland, Glasgow Vintage Vehicle Trust, G and M Radiators Manufacturing, and George Boyd and Co (Ironmongers). The environment is mixed, and the age and condition of the buildings suggest investment would continue to be beneficial.

Policy Requirements:

1. The Council will continue to support Clyde Gateway in their role to drive inward investment that leads to improvement for the people and communities across the east end of Glasgow.
2. The Council will support the effective management of Broad Street Business Complex, Crownpoint Studios, Broad Street Industrial Estate, and Eastgate and will support the further development of microbusinesses and the creative sector in this location.
3. Development proposals, including for the re-use and adaption of existing buildings, should demonstrate how they contribute to community wealth building.
4. Southeast of 250 Broad Street. Site Ref: VDL3932. SFRA identifies flood risk - Adjacent streets and south-west area of site are predicted to be vulnerable to flooding. Camlachie Burn forms southern boundary. Policy 17 applies.

Sites

Site Details	Land Use
Southeast of 250 Broad Street Site Ref: VDL3932	Class 4, 5, 6 Area (ha): 0.63

Clyde Gateway (Clyde Gateway East)

Context

Managed business park developed by Clyde Gateway and comprising 13 modern warehouses. Excellent access to the motorway network and hosts a range of distribution users.

Policy Requirements:

1. Take into account the Inner East Strategic Development Framework.
2. The Council will continue to support the effective management of the area for economic development purposes in support of Clyde Gateway's role of creating places that result in improvement for the people and communities across the east end of Glasgow.
3. Development proposals, including for the re-use and adaption of existing buildings, should demonstrate how they contribute to community wealth building.

Petershill Road

Context

Agglomeration of independent businesses clustered around the large City Building complex in the North East of the city. The existing floorspace is assessed as office (1%), factory/workshops (61%), warehouse/stores (35%), garage/yards (2%) and training centre (1%). The location provides various training opportunities for the construction industry, as well as plant hire and storage and distribution businesses, including Carrick Packaging, Carntyne Transport, and SWGR (industrial supplies) amongst others. Many of the existing uses involve large areas of yard space which could potentially be developed while the former Germiston Works factory (25,800 square metre) is derelict and offers a significant development opportunity. The area is bound to the north by Petershill Road, east by open space, and west and south by a rail line. Darnick Street provides a limited vehicular access to the south while Barnhill Station is located to the northwest of the area.

Policy Requirements:

1. Take into account the North Glasgow Strategic Development Framework.
2. The Council will continue to support development that would generate additional jobs, including via the re-use, expansion and adaption of existing buildings as well as the construction of new and replacement buildings. In particular the Council will support the redevelopment of the former Germiston Works site.
3. The Council will support the collective preparation of public realm improvement plans, especially those focussed on improving links to Barnhill Station via Hobden and Darnick Street, and would expect new development proposals to contribute to the delivery of any such plans.
4. Development proposals should also demonstrate a positive contribution to the transition to net zero.

London Road

Context

Agglomeration of independent businesses and a managed estate located in the North East of the city. Mount Vernon station and a bicycle rent hub are located to the east of the area with Carmyle station located to the southwest of the area. London Road is a tree-lined, four lane avenue through the area which transitions to accommodate a dedicated active travel route in the east. A rail line forms the southwestern boundary, beyond which is the large waste management facility at Greenaokhill.

Existing floorspace is assessed as office (10%), factory/workshops (32%), warehouse/stores (52%) and other (5%) including yards and a showroom. The majority of units are 35 to 55 years old (1970-1990), with some newer units (post 1990).

Many of the uses relate to the construction industry including notable occupiers like Ainscough Crane Hire, Jewsons, City Plumbing, VKTimber, Polypipe and RJ MacLeod (building contractors) amongst

others. The area has excellent connections to junctions 2 and 3 of the M74 providing access to the strategic road network and many businesses have large storage yards.

London Road Trading Estate (Ryden) comprises 6 units across 2 terrace buildings, accessed off London Road. Buildings have recently been refurbished and have 8 metre eaves with a pitched roof and roller shutter access. Units have two storey office elements and share a communal gated yard.

Policy Requirements:

1. The Council will continue to support the effective management of the trading estate for economic development purposes and will support the introduction, and expansion of, businesses that would generate additional local jobs, noting the important role the area plays to the construction industry.
2. Development proposals should enable a positive transition to net zero, including via remediation plans, acknowledging the potential sensitivities arising from the proximity of residential properties, Greenoakhill, and the development opportunity at Glasgow Gait.

Shettleston Road

Context

Elongated cluster of live-work yards and independent businesses located along the south of the Airdrie - Bathgate rail line in the North East of the city. The location is accessed from Shettleston Road, in the south, and is crossed by Rigby Street running north-south through the area. The location is important to the circular economy, hosting metal recycling and concrete batching plant facilities, as well as vehicle repairs and construction material storage and supply. The western part of the area is impacted by significant levels differences between the businesses fronting onto Shettleston Road and the live-work yards to their north.

Policy Requirements:

1. Take into account the Inner East Strategic Development Framework.
2. The Council will continue to support development that would generate additional jobs. In particular, the Council will support development proposals that would enable a positive transition to net zero including those that would involve the re-use and adaption of existing buildings while acknowledging the sensitivities arising from live-work yards and the implication of the introduction of the agent of change to the planning system.
3. The Council will resist development that would displace the established live-work users.
4. Development proposals should contribute to an improvement of the location's environment, access, and parking arrangements and take account of the significant level differences.
5. West of 515 Shettleston Road. Site Ref: UCS240213. SFRA identifies flood risk - Camlachie Burn in culvert along northern boundary. Flood risk likely to reduce on completion of Camlachie Burn Phase 3 works. Policy 17 applies.

Sites

Site Details	Land Use
West of 515 Shettleston Road Site Ref: UCS240213	Class 4, 5, 6 Area (ha): 0.50

Carntyne Industrial Estate

Context

Managed estate, and cluster of live-work yards, and independent businesses in the North East of the city. The area is located either side

of Carntynehall Road, close to Carntyne station. A rail line forms the southern boundary with residential and open space uses forming the other boundaries. Existing floorspace is assessed as office (1%), factory/workshops (79%), warehouse/stores (18%) and other (2%) including yards and a public house. Occupiers include ML Coachbuilders, Sharon Services (e-commerce), and Glasgow Power Steering. The majority of units are between 35 and 55 years old (1970 to 19900), with some older units (pre1970).

Carntyne Industrial Estate (Knight Frank/Shed5 Ltd) comprises 18 units across 2 buildings and is accessed off Myreside Street. The buildings have recently been refurbished and are single storey, with 4 metre eaves height with a pitched roof, and roller shutter access. Some units have fenced yards.

Policy Requirements:

1. Take into account the Inner East Strategic Development Framework.
2. The Council will continue to support the effective management of the industrial estate for economic development purposes and will support development that would generate additional jobs. In particular, the Council will support development proposals that would enable a positive transition to net zero including those that would involve the re-use, expansion and adaption of existing buildings while acknowledging the sensitivities arising from live-work yards and the implication of the introduction of the agent of change to the planning system.
3. Development proposals should contribute to an improvement of the location's environment, access, and parking arrangements.

Atlas Industrial Estate

Context

Managed estate, comprised of 34 units across 13 buildings, available land, and an independent business (Forrest Precision Engineering) in the North East of the city. The estate is accessed off Edgefield Road and is between Barnhill and Springburn stations. A rail line forms the western boundary and Springburn town centre is located to its north.

The location is marketed as Atlas Industrial Estate (City Property/Graham and Sibbald) and is occupied by City Building, Royal Strathclyde Blindcraft Industries, Simpac (packaging), Forrest Precision Engineering, and North Precision Engineering amongst others. Existing floorspace is assessed as factory/workshops (71%), warehouse/stores (29%) including a state-of-the-art City Building training facility. Built form comprises mainly single storey terraced units with brick infill walls, concrete floors and profile metal sheeted roofs. Most units have parking to the front and some have communal yard space. The majority of units are less than 35 years old (post 1990), with some units 35 to 55 years old (1970-1990).

Policy Requirements:

1. Take into account the North Glasgow Strategic Development Framework.
2. The Council will continue to support the effective management of the industrial estate for economic development purposes.
3. Development proposals should positively contribute to the transition to net zero, including via the re-use and adaption of existing buildings; and should enable community wealth building, including increasing the opportunity for people to work locally.

Sites

Site Details	Land Use
East of 5 Foundry Street Site Ref: CfS250021	Class 4, 5, 6 Area (ha): 0.19
West of 9 Edgefauld Avenue Site Ref: IL114901	Class 4, 5, 6 Area (ha): 0.11

Duke Street

Context

A large bakery (Hovis), a live-work yard, and available land, close to Dennistoun. The location bounds, and is north of, Duke Street, between Paton Street and Aitken Street. Duke Street station and rail line forms the western edge, a green corridor forms the northern boundary with residential properties and Glasgow Kelvin campus located to its east.

Policy Requirements:

1. Take into account the Inner East Strategic Development Framework.
2. The Council will continue to support development that contributes to an improvement of the location's environment and will support the preparation of collectively produced improvement plans.
3. The Council would expect the plans to identify potential improvements to:
   a. street frontages along Duke Street, Paton Street and Aitken Street;
   b. the accessibility and biodiversity value of the green corridor to the location's north; and
   c. connectivity of the location for workers, including via improved pedestrian access to Duke Street station, active travel and modal shift.
4. Proposals should:
   a. take account of adjacent developments, including through the agent of change;
   b. enable any collectively produced improvement plans that are prepared to be delivered; and
   c. demonstrate consideration of, and support for, live-work units and microbusinesses.

Sites

Site Details	Land Use
East of Paton Street Site Ref: IL116401	Class 4, 5, 6 Area (ha): 0.90
West of Aitken Street Site Ref: IL116303	Class 4, 5, 6 Area (ha): 0.23

Glenpark Industrial Estate

Context

An agglomeration of independent businesses, a managed estate (Glenpark Industrial Estate (City Property/Graham and Sibbald)) and available land, located in the North East of the city. Existing floorspace overall is assessed as office (8%) factory/workshops (63%), warehouse/stores (20%) and other (3%) including a shop and club. The majority of units are 35 to 55 years old (1970-1990), some older units (pre 1970) and some newer units (post 1990). Some older units are in particularly poor condition. Notable occupiers include Noah Beers Limited, AS Scaffolding and Scottish Wholefoods Collective.

Glenpark Industrial Estate (City Property/Graham and Sibbald) comprises 10 units across 2 buildings and is accessed off Glenpark Drive. The buildings are single storey, steel portal frame, with concrete blockwork, and a pitched roof. Units have a manual roller shutter and share a communal yard and parking.

Policy Requirements:

1. The Council will continue to support the effective management of the industrial estate for economic development purpose and will support development that would generate additional local jobs. In

particular, the Council will support proposals that would enable a positive transition to net zero including those that would involve the re-use, expansion and adaption of existing buildings as well as those that would bring the identified brownfield opportunities back into productive use.
2. Development proposals should contribute to an improvement of the location's environment, access, and parking arrangements and should take account of any collectively produced improvement plans.

Sites

Site Details	Land Use
Duke Street / Netherfield Street Site Ref: IL123501	Class 4, 5, 6 Area (ha): 1.48
53 Millerston Street Site Ref: UCS240150	Class 4, 5, 6 Area (ha): 0.30
69 Glenpark Street Site Ref: UCS240149	Class 4, 5, 6 Area (ha): 0.20
South of 4 Fleming Street Site Ref: VDL626	Class 4, 5, 6 Area (ha): 0.14
South of 14 Glendale Street Site Ref: UCS240151	Class 4, 5, 6 Area (ha): 0.09

Baillieston Distribution Centre

Context

Self-contained, managed estate comprising 22 units across 8 terraced buildings, located off Barrachnie Road in the North East of the city. The location is marketed as Baillieston Distribution Centre (M7 Real Estate Ltd/Fisher German) and is occupied by Cordia, Bishopsgate (distribution), Johnstone's Decorating Centre, and Caps Cases (packaging) amongst others. The existing floorspace was assessed as factory/workshops (12%) and warehouse/stores (88%). The majority of units are between 35 and 55 years old (1970 to 1990) but appear in good visible condition.

Policy Requirements:

1. The Council will continue to support the effective management of the industrial estate for economic development purposes, including via the re-use and adaption of existing buildings.
2. The Council will support proposals that would enable a positive transition to net zero or that would contribute to an improvement of the location's environment, access arrangements and parking arrangements.
3. Development proposals for alternative uses should consider the agent of change to ensure established businesses are not adversely impacted by change.

Causewayside Street

Context

A small agglomeration of independent businesses and a managed estate (Tollcross Industrial Estate (Galbraith)) located in the North East of the city. Tollcross Industrial Estate comprises 22 units across 4 buildings east of Causewayside Street. Existing floorspace overall is assessed as factory/workshops (73%), warehouse/stores (20%) and other (7%) including a public house, shop and club. All ageing units but Tollcross Industrial Estate has more recently built units than those along Causewayside Street. Notable occupiers include Mackie Automatic Transmissions, Scot Hoist, and Cairns Event Hire.

Policy Requirements:

1. Take into account the Inner East Strategic Development Framework.

2. The Council will continue to support development that would generate additional local jobs. In particular, the Council will support proposals that would enable a positive transition to net zero including those that would involve the re-use, expansion and adaption of existing buildings while acknowledging the sensitivities arising from the proximity of the location to residential homes.
3. Development proposals should contribute to an improvement of the location's environment, access, and parking arrangements.

Sites

Site Details	Land Use
South of 95 Causewayside Street Site Ref: UCS240216	Class 4, 5, 6 Area (ha): 0.36

Annick Street Industrial Estate

Context

Self-contained, traditional industrial estate comprising 57 units across 4 terraced buildings, located off Hallhill Road in the east of the city. The location is marketed as Annick Industrial Estate (Kewbrook Ltd/Colliers/Rydens) and is occupied by Sally Salon Services, Ideal Textiles, and Shorterm (recruitment) amongst other small to medium scale enterprises. The existing floorspace was assessed as office (2%) factory/workshops (60%), warehouse/stores (35%) and showroom (4%). The majority of units are between 35 and 55 years old (1970 to 1990).

Policy Requirements:

1. Take into account the Inner East Strategic Development Framework.
2. The Council will continue to support the effective management of the industrial estate for economic development purposes, including via the re-use and adaption of existing buildings.
3. Development proposals should enable a positive transition to net zero and contribute to an improvement of the location's environment, access arrangements and parking arrangements.
4. Development proposals for alternative uses should consider the agent of change to ensure established businesses are not adversely impacted.

London Road Trade Park

Context

Managed trade park of 5 units, accessed off London Road, in the east of the city. The existing floorspace is assessed as factory/workshops (40%) and warehouse/stores (60%) with occupiers including Howden Joinery and Dulux Decorator Centre. The park has communal hard standing yard, circulation area and car parking with land east and west of the existing building available for development.

Policy Requirements:

1. The Council will continue to support the effective management of the trade park for economic development purposes including the re-use and adaption of existing buildings and the development of the available sites. In particular the Council will support proposals that would enable a positive transition to net zero or that would contribute to an improvement of the trade park's environment, access and parking arrangements.

Sites

Site Details	Land Use
East of 2206 London Road	Class 4, 5, 6

Site Ref: CfS250024	Area (ha): 0.28
2222 London Road Site Ref: VDL2393	Class 4, 5, 6 Area (ha): 0.07

Health and Tertiary Education Campuses

The Council will support development proposals on the following campuses in accordance with Policy 17. Economic Development.

- Stobhill Hospital
- Lightburn Hospital
- Glasgow Kelvin College
- City Building Training College

5.17: Brownfield Development Opportunities

The following sites are Brownfield Development Opportunities, in accordance with Policy 9, within the North East Glasgow Place Policy, in addition to those sites included within the Areas of Change.

Site Details	Land Use	Site Requirements
Glasgow Gait, South of 85 Hamilton Road Site Ref: VDL828	Brownfield Development Opportunity Area (ha): 6.12	Natural Environment: 1. Protect, manage and augment existing Nature Networks (woodland). 2. If loss of trees is justified, compensatory planting will be required, preferably onsite. Sustainable Transport: 3. Establish a safe, inclusive, attractive and integrated on-site movement network, enabling direct pedestrian connections to the nearest bus stops on Hamilton Road. 4. Enhance walking and cycling connections to, from and within the site, providing legible and pedestrian friendly connections across the site. Development should deliver a direct and permeable link between Hamilton Road and London Road, connecting into the proposed City Network routes on both corridors and ensuring seamless access to these strategic active travel routes. Open Space: 5. If residential proposed, contribution towards meeting the Accessibility Standard unless a Community Space is to be provided on site. 6. If residential proposed, contribution towards outdoor sports provision. 7. If residential proposed, contribution required towards allotments/growing space. Network of Centres: 8. Located in Glasgow Gait town centre.
North of 1191 Royston Road Site Ref: VDL554	Brownfield Development Opportunity Area (ha): 2.07	Natural Environment: 1. Protect, manage and augment Nature Networks (grassland and woodland). 2. If loss of trees is justified, compensatory planting will be required, preferably onsite. 3. Water Voles - Policy 7.3 applies. Site has potential to include receptor site and should be designed in conjunction with adjacent site - West of 1159 Royston Road (VDL2744). Sustainable Transport: 4. Establish a safe, inclusive, attractive and integrated on-site movement network, enabling direct pedestrian connections to the nearest bus stops on Royston Road. 5. Enhance walking and cycling connections to, from and within the site, providing legible and pedestrian friendly connections between the site and existing active travel infrastructure. Development should integrate with the North East City Way City Network route on Royston Road and improve connections to the motorway bridge to the north of the site. Open Space:

		6. If residential proposed, contribution towards meeting the Quality Standard at Royston Road Park. 7. If residential proposed, contribution towards outdoor sports provision. 8. If residential proposed, contribution required towards allotments/growing space.
East Wellington Street/ Hart Street/ Shettleston Road Site Ref: VDL728	Brownfield Development Opportunity Area (ha): 1.43	Natural Environment: 1. Irreplaceable trees of High Nature Conservation Value on site - protected by NPF4, must not be removed. Sustainable Transport: 2. Establish a safe, inclusive, attractive and integrated on-site movement network, enabling direct pedestrian connections to the nearest bus stops on Westmuir Street. Open Space: 3. If residential proposed, contribution towards meeting the Quality Standard at Beardmore Park. 4. If residential proposed, contribution required towards allotments/growing space. 5. If residential proposed, contribution required towards outdoor sports provision. Heat Networks: 6. Site is within East 1 and 2 Indicative Heat Network Zones and connection is expected.
West of 1159 Royston Road Site Ref: VDL2744	Brownfield Development Opportunity Area (ha): 1.39	Natural Environment: 1. Protect, manage and augment existing Nature Network elements (woodland, wetland and grassland). Note, outwith current wetland network but in key location to create stepping stone. 2. Water Voles - Policy 7.3 applies. Site has potential to include receptor site and should be designed in conjunction with adjacent site - North of 1191 Royston Road (VDL554). Sustainable Transport: 3. Establish a safe, inclusive, attractive and integrated on-site movement network, enabling direct pedestrian connections to the nearest bus stops on Royston Road. 4. Enhance walking and cycling connections to, from and within the site, providing legible and pedestrian friendly connections between the site and the North East City Way City Netwrok active travel route on Royston Road. Community Facilities: 5. Site identified as lacking access to food shop, see Policy 19.11. Open Space: 6. If residential proposed, contribution towards meeting the Quality Standard at Royston Road Park. 7. If residential proposed, contribution towards outdoor sports provision. 8. If residential proposed, contribution required towards allotments/growing space.
200 Atlas Road Site Ref: CfS240149	Brownfield Development Opportunity Area (ha): 1.35	Natural Environment: 1. If loss of trees is justified, compensatory planting will be required, preferably onsite. Sustainable Transport: 2. Establish a safe, inclusive, attractive and integrated on-site movement network, enabling direct pedestrian connections to Springburn Station. Open Space: 3. If residential proposed, contribution towards meeting the Accessibility Standard unless a community space is to be provided on site. 4. If residential proposed, contribution to outdoor sports provision.

		5. If residential proposed, contribution required towards allotments/growing space. Heat Networks: 6. Site is within an indicative Heat Network Zone.
Land North of 90 Cowlairs Road Site Ref: VDL3035	Brownfield Development Opportunity Area (ha): 1.01	Natural Environment: 1. Biodiversity enhancement opportunity in urban area, potentially in support of rail line habitats. 2. If loss of trees is justified, compensatory planting will be required, preferably onsite. Open Space: 3. If residential proposed, contribution towards meeting the Accessibility Standard. 4. If residential proposed, contribution towards outdoor sports provision. 5. If residential proposed, contribution required towards allotments/growing space Heat Networks: 6. Site is within an indicative Heat Network Zone.
Edgefauld Road/ Wellfield Street - including former Wellfield Nursery School Site Ref: VDL502	Brownfield Development Opportunity Area (ha): 0.94	Natural Environment: 1. Priority area for increasing tree canopy - opportunities for tree planting should be identified. Open Space: 2. If residential proposed, contribution towards meeting the Accessibility Standard. 3. If residential proposed, contribution towards outdoor sports provision. 4. If residential proposed, contribution required towards allotments/growing space. Heat Networks: 5. Site is within an indicative Heat Network Zone.
Mossvale Road/ Mossvale Crescent Site Ref: VDL850	Brownfield Development Opportunity Area (ha): 0.83	Natural Environment: 1. Nature Network Regional Core Area. Protect, manage and augment Nature Networks. Community Facilities: 2. Site identified as lacking access to food shop, see Policy 19.11. Open Space: 3. If residential proposed, contribution towards meeting the Quality Standard at Glenraith Square. 4. If residential proposed, contribution towards outdoor sports provision. 5. If residential proposed, contribution required towards allotments/growing space. Heat Networks: 6. Site is within an indicative Heat Network Zone.
198 Flemington Street Site Ref: VDL4229	Brownfield Development Opportunity Area (ha): 0.75	Natural Environment: 1. If loss of trees is justified, compensatory planting will be required, preferably onsite. Open Space: 2. If residential proposed, contribution towards meeting the Accessibility Standard. 3. If residential proposed, contribution towards outdoor sports provision. 4. If residential proposed, contribution required towards allotments/growing space. Heat Networks: 5. Site is within an indicative Heat Network Zone.

Land at 90 Cowlairs Road Site Ref: VDL2059	Brownfield Development Opportunity Area (ha): 0.47	Natural Environment: 1. If loss of trees is justified, compensatory planting will be required, preferably onsite. Open Space: 2. If residential proposed, contribution towards meeting the Accessibility Standard. 3. If residential proposed, contribution towards outdoor sports provision. 4. If residential proposed, contribution required towards allotments/growing space. Heat Networks: 5. Site is within an indicative Heat Network Zone.
Millburn Street/ Roystonhill and Millburn Street/ Hollybank Street Site Ref: UCS240230	Brownfield Development Opportunity Area (ha): 0.37	Community Facilities: 1. Site identified as lacking access to food shop, see Policy 19.11. Open Space: 2. If residential proposed, contribution towards meeting the Quality Standard at Glenconner Park. 3. If residential proposed, contribution required towards allotments/growing space. 4. If residential proposed, contribution required towards outdoor sports provision. Heat Networks: 5. Site is within an indicative Heat Network Zone.
Ross Street Car Park Site Ref: UCS240184	Brownfield Development Opportunity Area (ha): 0.34	Natural Environment: 1. If loss of trees is justified, compensatory planting will be required, preferably onsite. Open Space: 2. If residential proposed, contribution towards the maintenance of Glasgow Green. 3. If residential proposed, contribution required towards allotments/growing space. 4. If residential proposed, contribution required towards outdoor sports provision. Heat Networks: 5. Site is within East 1 and 2 Indicative Heat Network Zones and connection is expected. Network of Centres: 6. Located in The Barras town centre.
14 Gartocher Terrace Site Ref: VDL3970	Brownfield Development Opportunity Area (ha): 0.30	Natural Environment: 1. Protect, manage and augment existing Nature Network elements (woodland). 2. If loss of trees is justified, compensatory planting will be required, preferably onsite. Open Space: 3. If residential proposed, contribution towards meeting the Quality Standard at Budhill Park. 4. If residential proposed, contribution required towards allotments/growing space. 5. If residential proposed, contribution required towards outdoor sports provision.
South of 60 to 82 Main Street Site Ref: VDL4157	Brownfield Development Opportunity Area (ha): 0.27	Open Space: 1. If residential proposed, contribution towards meeting the Quality Standard at Crosshill Park. 2. If residential proposed, contribution required towards allotments/growing space. 3. If residential proposed, contribution required towards outdoor sports provision. Network of Centres: 4. Located in Baillieston town centre.

Barrack Street Site Ref: CfS240327	Brownfield Development Opportunity Area (ha): 0.13	Natural Environment: 1. If loss of trees is justified, compensatory planting will be required, preferably onsite. Open Space: 2. If residential proposed, contribution towards meeting the Quality Standard at Wellpark. 3. If residential proposed, contribution required towards allotments/growing space. 4. If residential proposed, contribution required towards outdoor sports provision. Heat Networks: 5. Site is within an indicative Heat Network Zone.
Auchinloch Street/ Petershill Road Site Ref: VDL1536	Brownfield Development Opportunity Area (ha): 0.17	Natural Environment: 1. If loss of trees is justified, compensatory planting will be required, preferably onsite. Open Space: 2. If residential proposed, contribution towards meeting the Accessibility Standard. 3. If residential proposed, contribution towards outdoor sports provision. 4. If residential proposed, contribution required towards allotments/growing space. Heat Networks: 5. Site is within an indicative Heat Network Zone.
2 Trondra Path, former Community/Sports Centre Site Ref: VDL4228	Brownfield Development Opportunity Area (ha): 0.15	Natural Environment: 1. If loss of trees is justified, compensatory planting will be required, preferably onsite. Open Space: 2. If housing proposed, contribution towards meeting the Accessibility Standard. 3. If housing proposed, contribution required towards allotments/growing space. 4. If housing proposed, contribution required towards outdoor sports provision. Heat Networks: 5. Site is within an indicative Heat Network Zone.
91-95 Morrin Street Site Ref: VDL4298	Brownfield Development Opportunity Area (ha): 0.14	Natural Environment: 1. If loss of trees is justified, compensatory planting will be required, preferably onsite. Open Space: 2. If housing proposed, contribution towards meeting the Accessibility Standard. 3. If housing proposed, contribution required towards allotments/growing space. 4. If housing proposed, contribution required towards outdoor sports provision. Heat Networks: 5. Site is within an indicative Heat Network Zone.
1195 Duke Street Site Ref: HL2273	Brownfield Development Opportunity Area (ha): 0.14	Open Space: 1. If residential proposed, contribution required towards meeting the Accessibility Standard. 2. If residential proposed, contribution required ictowards outdoor sports provision. 3. If residential proposed, contribution required towards allotments/growing space. Heat Networks: 4. Site is within East 1 and 2 Indicative Heat Network Zones and connection is expected.

		Network of Centres: 5. Located in Parkhead town centre.
Montieth Row/ Greendyke Street Site Ref: UCS240183	Brownfield Development Opportunity Area (ha): 0.14	Natural Environment: 1. If loss of trees is justified, compensatory planting will be required, preferably onsite. Open Space: 2. If residential proposed, contribution towards the maintenance of Glasgow Green 3. If residential proposed, contribution required towards allotments/growing space. 4. If residential proposed, contribution required towards outdoor sports provision. Heat Networks: 5. Site is within East 1 and 2 Indicative Heat Network Zones and connection is expected.
East of 100 Rhindmuir Road Site Ref: VDL4156	Brownfield Development Opportunity Area (ha): 0.12	Natural Environment: 1. If loss of trees is justified, compensatory planting will be required, preferably onsite. Open Space: 2. If residential proposed, contribution towards meeting the Accessibility Standard. 3. If residential proposed, contribution required towards allotments/growing space. 4. If residential proposed, contribution required towards outdoor sports provision.
350-354 Provanmill Road Site Ref: VDL3913	Brownfield Development Opportunity Area (ha): 0.11	Natural Environment: 1. If loss of trees is justified, compensatory planting will be required, preferably onsite. Open Space: 2. If residential proposed, contribution towards meeting the Quality Standard at Royston Road Park 3. If residential proposed, contribution required towards allotments/growing space. 4. If residential proposed, contribution required towards outdoor sports provision.
Easterhill Street/ Fullarton Avenue Site Ref: VDL4215	Brownfield Development Opportunity Area (ha): 0.11	Open Space: 1. If residential proposed, contribution towards meeting the Accessibility Standard. 2. If residential proposed, contribution towards outdoor sports provision. 3. If residential proposed, contribution required towards allotments/growing space.
West of 47 Church Street Site Ref: VDL3798	Brownfield Development Opportunity Area (ha): 0.10	Natural Environment: 1. If loss of trees is justified, compensatory planting will be required, preferably onsite. Open Space: 2. If residential proposed, contribution towards meeting the Quality Standard at Crosshill Park. 3. If residential proposed, contribution required towards allotments/growing space. 4. If residential proposed, contribution required towards outdoor sports provision. Network of Centres: 5. Located in Baillieston town centre.
1021 Tollcross Road Site Ref: UCS240169	Brownfield Development Opportunity Area (ha): 0.11	Open Space: 1. If residential proposed, contribution towards the maintenance of Tollcross Park. 2. If residential proposed, contribution required towards allotments/growing space. 3. If residential proposed, contribution required towards outdoor sports provision.

		Heat Networks: 4. Site is within East 1 and 2 Indicative Heat Network Zones and connection is expected. Network of Centres: 5. Located in Tollcross town centre.

Policy 6: South Glasgow

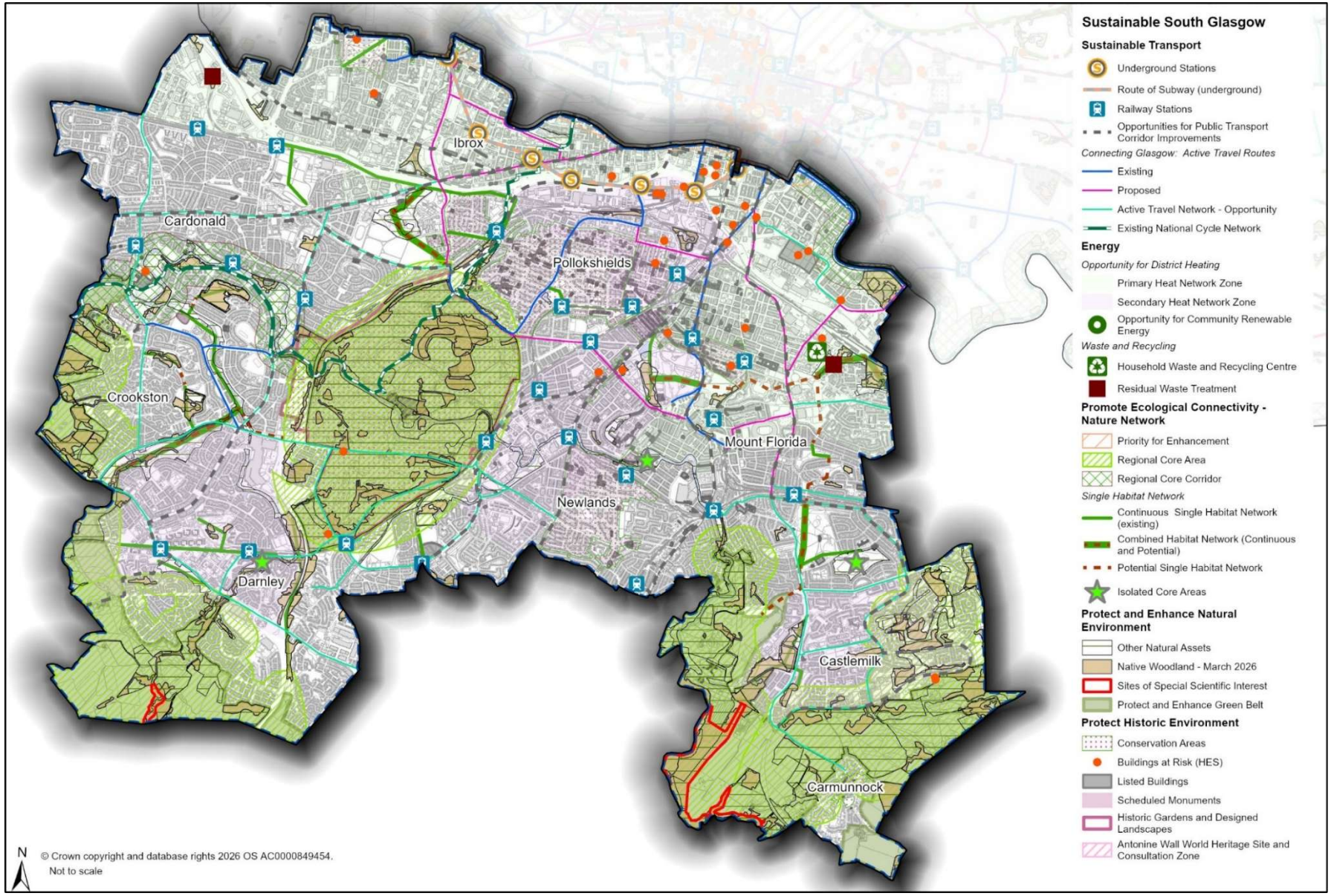
6.1 South Glasgow Spatial Strategy

Spatial Context

The area south of the River Clyde within the City boundary comprises several varied neighbourhoods, reflecting the history and diversity of Glasgow's urban development, particularly from the mid-19th century to present day. Along the area's northern extent, the spatial impact of Glasgow's highly industrialised past is most apparent, creating a mix of development opportunities and spatial planning challenges. This is the focus of the South-Central Local Development Framework, the Govan and Partick Strategic Development Framework (SDF) and River SDF, which should all be considered in setting out future change within the wider area. Traveling farther south, a series of largely stable neighbourhoods, including Glasgow's only village at Carmunnock, are found, representing the general extent of the city's Victorian and Edwardian expansion. Many of these neighbourhoods are Conservation Areas and have relatively limited development opportunities within them. The south has two post-war planned estates at Pollok and Castlemilk. Both of these areas have unique challenges and opportunities to improve local economic diversity for local residents. The Greater Pollok Local Development Framework focuses on the opportunities for place quality improvements within Greater Pollok.

Delivering the Spatial Objectives for South Glasgow

The South Glasgow Spatial Strategy maps and accompanying description shows the existing, proposed and potential sites, locations and connections which will deliver the spatial outcomes and objectives (Policy 1) over a 20-year period.


Sustainable South Glasgow
Sustainable Transport
Underground Stations
Route of Subway (underground)
Railway Stations
Opportunities for Public Transport Corridor Improvements
Connecting Glasgow: Active Travel Routes
Existing
Proposed
Active Travel Network - Opportunity
Existing National Cycle Network
Energy
Opportunity for District Heating
Primary Heat Network Zone
Secondary Heat Network Zone
Opportunity for Community Renewable Energy
Waste and Recycling
Household Waste and Recycling Centre
Residual Waste Treatment
Promote Ecological Connectivity - Nature Network
Priority for Enhancement
Regional Core Area
Regional Core Corridor
Single Habitat Network
Continuous Single Habitat Network (existing)
Combined Habitat Network (Continuous and Potential)
Potential Single Habitat Network
Isolated Core Areas
Protect and Enhance Natural Environment
Other Natural Assets
Native Woodland - March 2026
Sites of Special Scientific Interest
Protect and Enhance Green Belt
Protect Historic Environment
Conservation Areas
Buildings at Risk (HES)
Listed Buildings
Scheduled Monuments
Historic Gardens and Designed Landscapes
Antonine Wall World Heritage Site and Consultation Zone
Ibrox
Cardonald
Pollokshields
Crookston
Mount Florida
Newlands
Darnley
Castlemilk
Carmunnock
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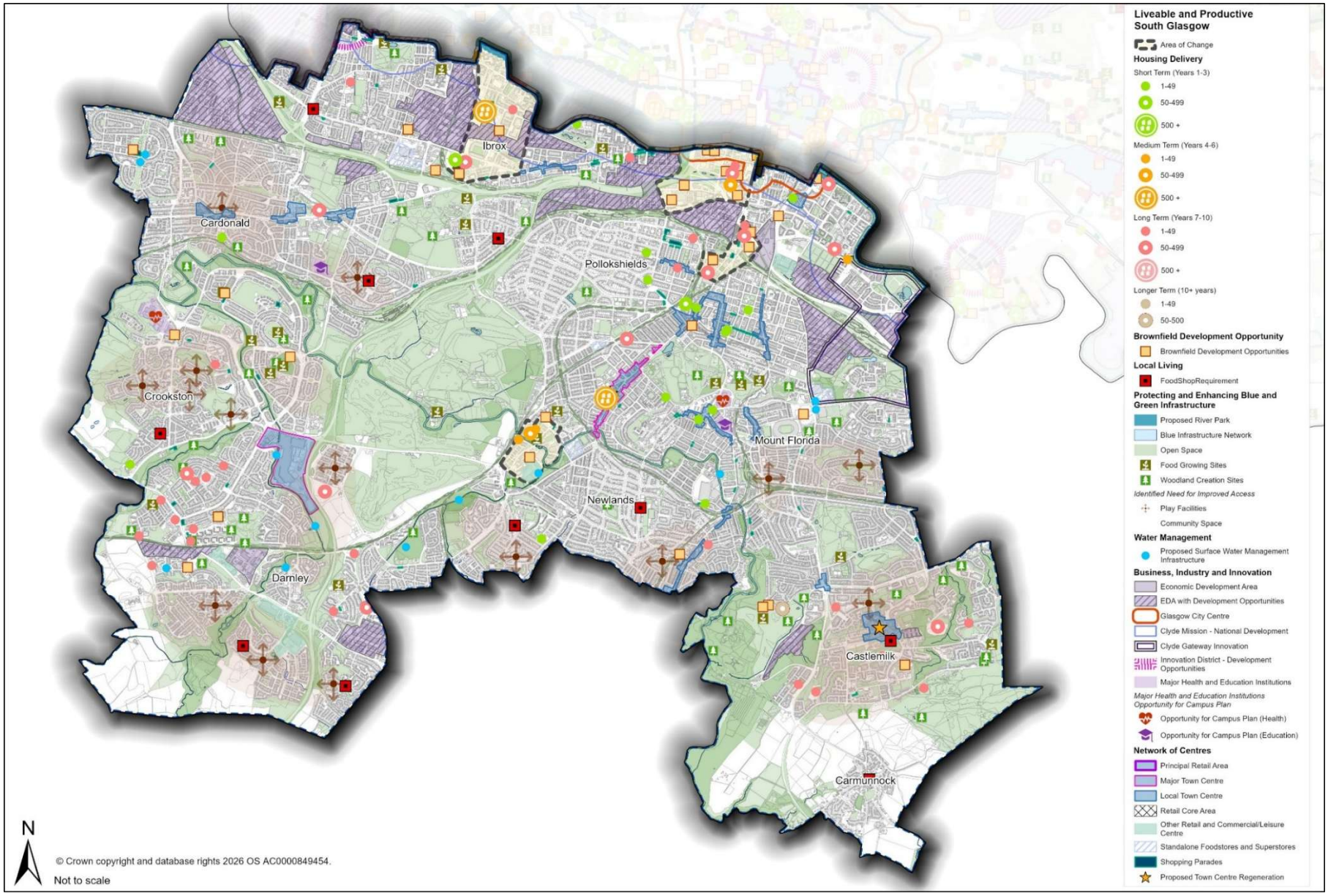
Not to scale

FIGURE


Liveable and Productive South Glasgow
Area of Change
Housing Delivery
Short Term (Years 1-3)
1-49
50-499
500 +
Medium Term (Years 4-6)
1-49
50-499
500 +
Long Term (Years 7-10)
1-49
50-499
500 +
Longer Term (10+ years)
1-49
50-500
Brownfield Development Opportunity
Brownfield Development Opportunities
Local Living
FoodShopRequirement
Protecting and Enhancing Blue and Green Infrastructure
Proposed River Park
Blue Infrastructure Network
Open Space
Food Growing Sites
Woodland Creation Sites
Identified Need for Improved Access
Play Facilities
Community Space
Water Management
Proposed Surface Water Management Infrastructure
Business, Industry and Innovation
Economic Development Area
EDA with Development Opportunities
Glasgow City Centre
Clyde Mission - National Development
Clyde Gateway Innovation
Innovation District - Development Opportunities
Major Health and Education Institutions
Major Health and Education Institutions Opportunity for Campus Plan
Opportunity for Campus Plan (Health)
Opportunity for Campus Plan (Education)
Network of Centres
Principal Retail Area
Major Town Centre
Local Town Centre
Retail Core Area
Other Retail and Commercial/Leisure Centre
Standalone Foodstores and Superstores
Shopping Parades
Proposed Town Centre Regeneration
Ibrox
Cardonald
Pollokshields
Crookston
Mount Florida
Newlands
Darnley
Castlemilk
Carmunnock
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Not to scale

FIGURE

Sustainable South Glasgow

Spatial Objective 2: Nature and Biodiversity Recovery and Restoration

The spatial strategy also identifies Nature Networks that promote ecological connectivity. Regional Core Areas are identified at Pollok Park, Darnley Country Park, Linn Park and Cathkin Braes Country Park as well as the River Clyde east of the tidal weir. These areas are important for ecology as well as cultural and recreation activity for residents and visitors to the city. Potential combined habitat networks are identified in Pollok, Maxwell Park, Queens Park, Toryglen and King's Park. Potential single habitat networks have been identified to link these parks and those identified as regional core areas above via existing single habitat networks. Isolated core areas are identified at three locations, Brock Burn, the White Cart Water and King's Park Golf Course (former) (see Policy 7 for more information).

The spatial strategy identifies greenbelt designations on the south western and south eastern fringe of the city's boundary with Renfrewshire, East Renfrewshire and South Lanarkshire. The spatial strategy seeks to protect and enhance the greenbelt.

A number of sites have been identified across the area for tree planting which will help to enhance local environments and support wider nature and biodiversity recovery and restoration.

Spatial Objective 4: Energy Efficiency and District Heating

The spatial strategy identifies general zones where district heating will be explored. In South Glasgow, the opportunities are concentrated within the River Clyde area, inner urban area of the city and within Pollok and Castlemilk.

Spatial Objective 5: Recycling and Waste Management

Two established household waste and recycling centres are located at Polmadie and Shieldhall which both feature residual waste treatment centres.

Spatial Objective 7: Sustainable Transport

The spatial strategy identifies a number of opportunities related to public transport and active travel. Public transport in the South of the city includes elements of the Glasgow Subway, the suburban railway network and bus route corridors. There are opportunities identified in the plan for bus corridor improvements across the area, following established bus routes which predominately run north to south. The proposed active travel routes from the Connecting Glasgow programme have been identified in the spatial strategy and are primarily focused on connecting existing active travel routes east and west through the higher density areas of South Glasgow.

Spatial Objective 8: Historic Environment

In South Glasgow there are many neighbourhoods of pre-1919 buildings (e.g. Govanhill, Cathcart, Cardonald, King's Park, Battlefield, Mt Florida and Langside) which create a distinctive townscape and contribute to Glasgow's place quality. These areas and other also a large number of listed buildings that add significantly to their local setting.

The conservation areas in South Glasgow contain distinctive groupings of the city's-built heritage (including listed and unlisted buildings) which have been designated to protect their unique qualities. Many of the Conservation Areas are mixed-use residential in character and contain tenemental town centres (e.g. Strathbungo, Pollokshields East, Walmer Crescent, Govan and Shawlands) while others are almost singularly residential in character (e.g. Pollokshields West, Dumbreck and Newlands). Pollok Park is a conservation area and country park and is designated as a Garden and Designed

Landscape. Carmunnock Conservation Area contains parts of Glasgow's only village and has a distinctive unplanned street layout and historic buildings. Snuffmill is a small but distinctive conservation area that has a medieval street layout and dramatic setting. Snuffmill is located near the remains of Cathcart Castle which alongside Crookston Castle are the area's two Scheduled Monuments.

The Battle of Langside is a large area set in and around the Battlefield neighbourhood of the city including Queen's Park.

Liveable South Glasgow

Spatial Objective 10: Brownfield, Vacant and Derelict Land and Empty Buildings

South Glasgow 32 sites and/or buildings that have been allocated as Brownfield Development Opportunities. These buildings and sites have been assessed as having development potential through the plan making process. Clusters can be found in the Areas of Change.

The Council supports the repurposing of vacant buildings and underused buildings where there is no longer a demand for the previous use, subject to other the relevant policy tests.

The Council supports the retention and reuse of unallocated Buildings at Risk (see Policy 9.3) at:

Name	Address
Queen Mary House	Queen Mary Avenue
Southern Necropolis Gate Lodge	316 Caledonia Road
Govanhill Picture House (Former)	45- 49 Bankhall Street
St Margaret's Polmadie Church, Halls and Manse (Former)	110 Polmadie Road
Kennishead Farmhouse and Steading	532 Kennishead Road
Fairfield Farm	Elder Park Road
Cumberland Street Railway Station (Former)	1 Salisbury Street
Our Lady And St Margaret's RC Primary School, Presbytery (Former)	136 Stanley Street
Southern Necropolis Funerary Monuments	316 Caledonia Road
St Martin's Roman Catholic Church Presbytery (Former)	201 Ardencraig Road
Leyland Motor Company (Former)	140 Salkeld Street
St Martin's Roman Catholic Church (Former)	201 Ardencraig Road
Abbotsford Primary Janitor's Lodge	129 Abbotsford Place
Broompark Farm	479 Barrhead Road
Greenfield Primary School	Nimmo Drive
Corner buildings at Albert Drive Town Centre	195-198 Albert Drive
Waverly Cinema (Former)	18 Moss-side Road
Langside Synagogue	125 Niddrie Road
Kingston Bowling Club	49 McCulloch Street
Langside Halls	1 Langside Avenue
Rosshall Park Chimney Stalk	2 Crookston Road
Sentinel Works	61-68 Jessie Street

Spatial Objective 11: Infrastructure First

The spatial strategy identifies Govan Health Centre as a Health Infrastructure Priority.

Spatial Objective 12: Housing

Policy 1 Spatial Strategy identifies the potential for over 4,000 new homes in South Glasgow, based on the indicative capacity of sites that have been assessed through the plan making process. The spatial strategy identifies the River Corridor as well as Govan, Ibrox,

Kinning Park, Kingston and Tradeston as a high growth area in the longer term (10+ years).

The spatial strategy identifies a range of housing delivery projections based on the capacity of sites that have been assessed through the plan making process. In the short term (1-3) years there is the potential to deliver 500+ homes in the areas of Govan/Ibrox and Shawlands Town Centre. The potential for local housing (1-49 homes) is located generally in and around established residential areas of the southside. In the medium term (4-6 years) the areas just south of the River Clyde contain major potential residential growth.

Spatial Objective 15: Areas of Change

The spatial strategy identifies 4 Areas of Change in South Glasgow:

Area of Change	Development Profile
6.2 East Govan and Ibrox	Housing-led regeneration
6.3 Tradeston, Kingston and Scotland Street	Mixed-use regeneration
6.4 Eglinton Toll	Mixed-use regeneration
6.5 Pollokshaws	Housing-led regeneration

The Areas of Change at East Govan and Ibrox and Tradeston, Kingston and Scotland Street should be read alongside the River Place Policy Spatial Strategy and River Areas of Change Areas given the interdependencies and cross-cutting opportunities and constraints within these areas.

Spatial Objectives 16 and 17: Blue and Green Infrastructure and Water Management

Policy 1 Spatial Strategy seeks to protect and enhance the vital network of natural spaces which includes formal parks, nature reserves, waterways and open spaces in South Glasgow. The spatial strategy identifies a large number of parks, gardens and open spaces that generally define neighbourhoods in South Glasgow, reflecting the fact that historically in Glasgow, residential development has been predicated on the provision of parks and open spaces. These are most highly concentrated south of the M74 and M8 motorway with notably fewer open spaces in the previously industrialised areas as one travels toward the City Centre and River Clyde.

The Spatial Strategy identifies several areas where improvements are needed. They include neighbourhoods of Castlemilk, Cardonald, Cathcart, Darnley, Kings Park. The River Clyde corridor is also a major opportunity for enhanced Blue and Green Infrastructure across the northern edge of the South place policy. Play provision improvements track along the same above noted areas. Strengthening access to blue and green infrastructure across the South will be key to supporting healthier, more connected and resilient communities.

In respect of community food growing, the spatial strategy identifies a number of sites relatively evenly distributed across the place policy area (see mapping).

Water Management and Resilience

Twelve sites have been identified for water management infrastructure in the South Place Policy. Three at Auldhouse Burn, three at Brock Burn, two at Mallsmire Burn, one at White Cart, two at Gleddoch Road and one at Willowford Road.

Productive South Glasgow

Spatial Objective 20: Business, Industry and Innovation

Most of the economic development areas in the South Glasgow are the focus of local economic activity. Hillington/Cardonald; Govan/Ibrox and Kinning Park play a more strategic role due to their proximity to the river and access to the trunk road network. Areas that have development opportunities include:

- Hillington/Cardonald Park
- South Nitshill Industrial Estate
- Craigton Industrial Estate
- Thornliebank Industrial Estate
- Kinning Park
- Drakemire Drive
- Kilbirnie Street
- Pomadie
- Dixon's Blazes

There are two identified opportunities for health campus plans to be brough forward at Leverndale Hospital and New Victoria Hospital. Additionally, there are opportunities for education campus plans to be brought forward at Glasgow Clyde College Cardonald Campus and Glasgow Clyde College Langside Campus.

Clyde Gateway is partly located in the South Glasgow. See policy 5.4 Dalmarnock and 5.16 Northeast Glasgow Economic Development for more information.

There is a clear convergence and concentration to the north of the South Glasgow area with the River Clyde and the City Centre and their associated economic development opportunities, most notably through Clyde Mission National Development. See Policy 2: River Clyde and Policy 3: City Centre for more information.

Spatial Objective 21: Town Centres

Across the south there are town centres and commercial centres that exist at various scales. Most town centres in the south of the city are local neighbourhood centres. These are broadly tenemental and within the south-central area the local town centres coalesce to create hubs of activity. Modern shopping centres tend to be either co-located within historic town centres or at standalone sites such as at Pollok Town Centre and the Braes in Castlemilk. See Policy 6.6.

The spatial strategy has identified town centre regeneration opportunities at Shawlands Town Centre and Castlemilk Town Centre, focusing on the redevelopment of post-war shopping centres.

Shawlands has benefited from significant investment in the public realm along Kilmarnock Road, at adjacent side streets, and at Langside Hall and public square, as the 2012 Town Centre Action Plan has proceeded through the implementation phase. This has improved the attractiveness of the centre as a leisure destination. Shawlands Arcade has planning consent to be re-developed, providing 600 new homes with commercial units on the ground floor. Replacing the arcade with a new mixed-use development will help ensure the long-term sustainability of Shawlands Town Centre, improve permeability across the site and add to the vibrancy of the area.

At Castlemilk Town Centre, the Braes shopping centre does not have an anchor tenant which has led to long-term vacancy issues. Funding has been allocated to make environmental improvements to the shopping centre which are underway at the time of writing. The Council is supportive of a supermarket operator locating in Castlemilk. The addition of an anchor tenant to the local town centre will improve the long-term sustainability of the town centre by addressing local living needs and driving greater footfall to the local town centre.

At Albert Drive Town Centre, the Council supports the redevelopment of the two corner buildings Albert Drive and Kenmure Street lost to fire to be redeveloped through a design competition that reinstates the tenemental form with active frontages that support town centre living.

South Place Policy Requirements

The following policy requirements apply for all development proposals located within Policy 6: South Place Policy area.

The following policy applies in South Glasgow:

a) Strategic Development Frameworks (SDF) and Local Development Frameworks (LDF)

The Council has produced two Local Development Frameworks (LDF) in South Glasgow: South Central and Pollok. Wherever possible, projects and proposals within the LDFs have been carried forward into CDP2.

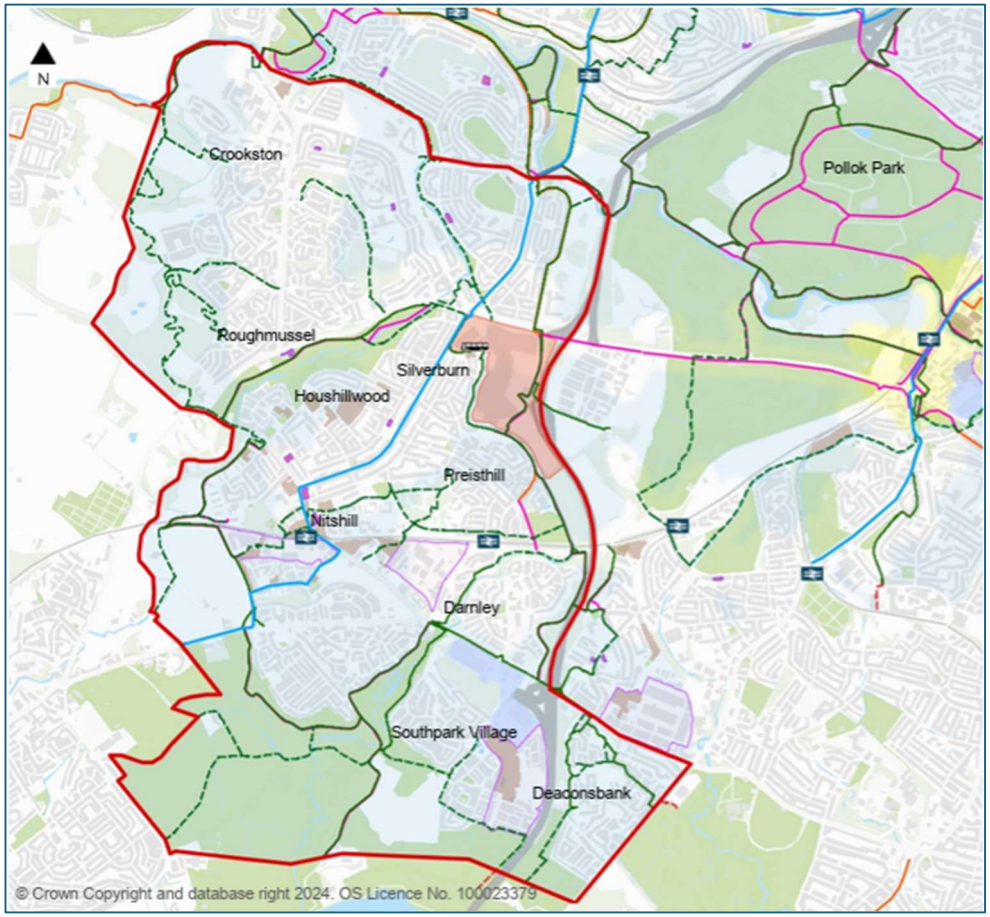
Development proposals in South Glasgow take into account the relevant Strategic Development Framework and/or Local Development Framework in that area.

South Central Local Development Framework

The South Central LDF generally focuses on repairing the fragmented urban form in the area and creating a successful network of neighbourhoods. CDP2 identifies two 'areas of change' within the LDF, at Tradeston, Kingston, and Scotland Street, as well at Eglinton Toll. The South Central LDF should be read in conjunction with these areas of change. Specific policies related Additionally, proposals within these areas shall cross-reference Policy 2: River Clyde and Policy 3: Glasgow City Centre and refer to the River Corridor SDF and City Centre SDF where relevant.

FIGURE

Pollok Local Development Framework



FIGURE

The Pollok LDF focuses on building an inclusive local economy with easier access to local services and opportunities. It additionally focuses on improving Pollok as a green, family-friendly neighbourhood.

Two further areas of change have been identified, one at East Govan and Ibrox and Pollokshaws. Each of these areas are designated Transformational Regeneration Areas, a programme created in partnership with the Council and its partners to develop local housing markets.

Additionally, three Strategic Development Frameworks for the River Clyde, City Centre and the Govan and Partick areas of the city have been adopted. These documents set out the high-level regeneration priorities and should be read in conjunction with the aforementioned LDFs, where there is relevance.

b) Local Place Plans

Local Place Plans have been produced by communities in the south of Glasgow. Local Place Plans are a material consideration in the planning application process. Local Place Plans should therefore be taken into account in any development proposals within the Local Place Plans' boundary, including those registered during the plan-making process at:

- Craigton
- Mount Florida
- Queens Park Neighbourhoods

Areas Of Change – South Glasgow

6.2 East Govan and Ibrox

[Insert placemaking map and Infographic overview of development potential of area of change (numbers of houses etc)]

Vision

6.2.1 The delivery of new homes within East Govan and Ibrox will complement the existing residential community and businesses within the area, repairing the urban form of the area and increasingly connections between the riverside and the southside of the city.

Context for Change

6.2.2 East Govan and Ibrox have a mixed-use albeit relatively low-density character, reflecting the area's history related to heavy industry along the Clyde there has been considerable housing investment in East Govan and Ibrox Transformational Regeneration Area by Wheatley Homes Glasgow, Govan Housing Association and Elderpark Housing Association over the last few years. This has included investment in existing stock, site clearance and remediation, engagement with utility providers to address constraints, and the funding and delivery of more than 200 new homes for a mix of tenures. The further development of new houses in the area, particularly on vacant and derelict land supports the principles and priorities of the Govan and Partick Strategic Development Framework and has the potential to increase density and support the sustainable urban living, with particular emphasis on enhancing Govan Town Centre.

Policy Requirements

- This policy must be read in conjunction with Policy 2. River Clyde

6.2.3 Development proposals will:

1. Take into account the Govan and Partick Strategic Development Framework, River Strategic Development Framework and River Room Placemaking Guidance: Govan Town Centre & The Mouth of the Kelvin and Yorkhill Quay & The Graving Docks, where relevant.
2. Build on the positive momentum of Greater Govan regeneration matching the quality of nearby regeneration such as Water Row and the Graving Docks.
3. Have strong activated edges on key streets and define key urban nodes
4. Relate to the scale of the wider urban environment. Residential and mixed-use areas, keeping the character of the perimeter block structure and tenemental scale, particularly on key streets and routes. Taller individual buildings will be required to be justified against the Tall Buildings Design Guide. Family housing should be terraced rather than semi-detached and detached and located on secondary routes within the perimeter block structure.
5. Respond to daylight and sunlight, wind and noise and the local context.
6. Create a variety of elevational massing and articulation reflecting the historical context and morphology of Govan.

7. Materials should reflect and integrate with those of the wider townscape.
8. Enhance pedestrian and active travel links to the nearest bus and underground services and support improved links to Govan, Govan Town Centre, Ibrox, and Cessnock.
9. Support and enhance the Local Shopping Facilities at:
   a. Govan East
   b. Copland Road
   c. Bellahouston
10. Enhance, and contribute to improved, open space provision, children's play and & public art
11. Accommodate the Surface Water Management Plan agreed with Scottish Water.
12. Take into account Policy 6.8 for Govan/Ibrox Economic Development Area and Policy 2.8 for Pacific Quay Economic Development Area.

East Govan and Ibrox Sites

Site Details	Land Use	Site Requirements
East Govan / Ibrox TRA - Broomloan Road/ Brighton Street/ Summertown Road Site Ref: CfS240039	Housing Area (ha): 6.34 Indicative Capacity: 500	1. Site to be delivered in accordance with the East Govan/Ibrox TRA. Natural Environment: 2. Biodiversity enhancement in urban area. 3. If loss of trees is justified, compensatory planting will be required, preferably onsite. Sustainable Transport: 4. Financial contribution towards the delivery of Connecting Glasgow active travel infrastructure required. 5. Establish a safe, inclusive, attractive and integrated on-site movement network, enabling direct connections to Govan town centre in the north and maximising access to Ibrox subway station to the South. 6. Enhance walking and cycling connections to, from and within the site, providing legible and pedestrian friendly connections between the site and proposed Connecting Glasgow active travel routes on Broomloan Road and Summertown Road. 7. Establish an on-site active travel network that provides a connection to the existing cycle lane on Summertown Road and the proposed Glasgow Orbital City Link on Broomloan Road. 8. Site may create a risk to Glasgow Subway tunnels and/or stations - discussion with SPT required as part of application process. Open Space: 9. Contribution towards meeting the Accessibility Standard unless a community space is to be provided on site. 10. Contribution required towards allotments/growing space unless this can be provided on site. 11. Contribution required towards outdoor sports provision. Heat Networks: 12. Site is within an indicative Heat Network Zone.

East Govan/ Ibrox TRA – Broomloan Road/ Hinshelwood Drive Site Ref: VDL3939	Housing Area (ha): 0.65 Indicative Capacity: 120	1. Site to be delivered in accordance with the East Govan/Ibrox TRA. Natural Environment: 2. Protect, manage and augment existing Nature Network elements (woodland, wetland and grassland). 3. If loss of trees is justified, compensatory planting will be required, preferably onsite. Sustainable Transport: 4. Financial contribution towards the delivery of Connecting Glasgow active travel infrastructure required. Open Space: 5. Contribution towards the maintenance of Bellahouston Park. 6. Contribution required towards allotments/growing space, unless provided on site. 7. Contribution required towards outdoor sports provision. Heat Networks: 8. Site is within an indicative Heat Network Zone.
East Govan/ Ibrox TRA – Merryland Street/ Summertown Road Site Ref: HL4840	Housing Area (ha): 0.31 Indicative Capacity: 24	1. Site to be delivered in accordance with the East Govan/Ibrox TRA. Natural Environment: 2. If loss of trees is justified, compensatory planting will be required, preferably onsite. Community Facilities: 3. Site identified as lacking access to food shop, see Policy 19.11. Sustainable Transport: 4. Financial contribution towards the delivery of Connecting Glasgow active travel infrastructure required. Open Space: 5. Contribution towards the delivery of the River Park. 6. Contribution required towards allotments/growing space. 7. Contribution required towards outdoor sports provision. Heat Networks: 8. Site is within an indicative Heat Network Zone.
East Govan/ Ibrox TRA - Broomloan Court Site Ref: VDL4165	Brownfield Development Opportunity Area (ha): 0.89	1. Site to be delivered in accordance with the East Govan/Ibrox TRA. Natural Environment: 2. Protect, manage and augment existing Nature Network elements (woodland and grassland). Sustainable Transport: 3. If redevelopment of site constitutes a development type and scale identified in Policy 14.1 as requiring active travel developer contributions. A financial contribution towards the delivery of Connecting Glasgow active travel infrastructure will be required. Open Space: 4. Contribution towards the maintenance of Bellahouston Park. 5. Contribution required towards allotments/growing space. 6. Contribution required towards outdoor sports provision. Heat Networks: 7. Site is within an indicative Heat Network Zone.

East Govan/ Ibrox TRA - West of 104 Woodville Street Site Ref: VDL3537	Brownfield Development Opportunity Area (ha): 0.15	1. Site to be delivered in accordance with the East Govan/Ibrox TRA. Natural Environment: 2. If loss of trees is justified, compensatory planting will be required, preferably onsite. Community Facilities: 3. Site identified as lacking access to food shop, see Policy 19.11. Sustainable Transport: 4. If redevelopment of site constitutes a development type and scale identified in Policy 14.1 as requiring active travel developer contributions. A financial contribution towards the delivery of Connecting Glasgow active travel infrastructure will be required. Open Space: 5. If residential proposed, contribution towards the delivery of the River Park. 6. If residential proposed, contribution towards outdoor sports provision. 7. If residential proposed, contribution required towards allotments/growing space. Heat Networks: 8. Site is within an indicative Heat Network Zone.

6.3 Tradeston, Kingston and Scotland Street

[Insert placemaking map and Infographic overview of development potential of area of change (numbers of houses etc)]

Vision

Tradeston, Kingston and Scotland Street will be restructured into vibrant and inclusive inner-city neighbourhoods, reconnecting these inner-city areas to the River Clyde, City Centre and the Southside. Through the regeneration of key vacant and derelict sites, the areas will become dynamic destinations where people live, work, and flourish. In Kingston and Tradeston, the revitalised relationship with the waterfront will serve as the heart of the community—activated by high-quality urban design, multifunctional open spaces, and a richer mix of land use. Scotland Street will change from predominantly industrial land uses into a neighbourhood with greater diversity of uses, density and neighbourhood infrastructure. These three areas will benefit from improved place quality, becoming distinctive people-first environments at the heart of the city.

Context for Change

The three neighbourhoods just south of the River Clyde were historically defined by the riverside economy, comprising docklands, warehousing, trade and heavy industrial activity, on a formal grided street layout, similar to the city centre. Tenemental housing and neighbourhood infrastructure co-existed amongst the industrial hubbub, creating a mixed-use area typical of Victorian Glasgow. With the decline of the riverside industrial economy the area was targeted for redevelopment as part of the Comprehensive Development Areas in the post-war period, with housing and industrial buildings cleared to make way for the M8 ring road and latterly the M74 from the east. These major interventions physically segregated pulled apart what had been a coherent townscape. Today these areas of the city are not without physical constraints and challenges, owing to the aforementioned physical interventions. There is a general disconnect from surrounding neighbourhoods where population density and amenities are located. The case for revitalising these areas is compelling. Each neighbourhood has inherent strengths e.g. the Clyde waterfront, public transport access and contiguousness to other inner-urban neighbourhoods that can be drawn upon to create successful 21st century inner-urban neighbourhoods. Building upon the inherent strength of the gird (particularly in Tradeston and Kingston) and re-using vacant land and underused buildings in the area will bring sustainable density whilst retaining the built heritage to create a strong sense of place.

Policy Requirements

The City Council will progress a masterplan in the area to capitalise on the opportunity and set the blueprint to influence and guide future development. The masterplan will focus on:

1. Developing stronger spatial links between the three areas to the city centre, Clyde waterfront and south side.
2. Enabling good quality, coordinated mixed-use developments as per the principles of local living and delivery of key supporting infrastructure such as nurseries, primary schools, convenience shops, community hubs, and open spaces, to build the area's profile as an attractive and sustainable inner-city neighbourhood.

3. Re-balancing the needs of the road users and promoting public transport and active travel.
4. Boosting the population density to support inner-city living.
5. Building on recent investment and improvements in Tradeston to advance regeneration of the remaining blocks.
6. The creation of a network of usable open spaces and green streets that mitigate flood risk, supports biodiversity and adds to the visual amenity of the area.
7. Improving connections under motorway and rail bridges to adjoining neighbourhoods and amenities.
8. Improving place distinctiveness and quality.

Outwith the masterplan process, development proposals will:

1. Take into account the River Corridor Strategic Development Framework and River Corridor SDF Placemaking Guidance: Broomielaw and Tradeston.
2. Take into account the South-Central Local Development Framework and Neighbourhood Guidance: Tradeston and Kingston.
3. Support high density, mixed-use development along major corridors, with active ground floor frontages, and prioritise uses that support local needs.
4. Support and enhance the local shopping facilities at Bridge Street and Norfolk Street.
5. Promote refurbishment and adaptive re-use of vacant historic buildings for housing, offices or supporting amenities.
6. Incorporate creative design solutions to reduce noise and improve air quality and visual amenity.
7. Promote permeability through sites.
8. Respect, retain and restore the built heritage of the area.
9. Contribute to the improvement of townscape quality, reinforcing the remaining built heritage in the area, creating new focal points to increase a sense of place.
10. Reinforce the grid structure at Tradeston and Kingston.
11. Prioritise the inclusion of sizable publicly accessible green spaces and play areas, to address the deficit in the area.
12. Reconnect and reinforce safe active travel routes to the City Centre as well as the surrounding neighbourhoods.
13. Support and raise the profile of the of the West Asian and Middle Eastern quarter along Commerce Street, Kingston Street and Nelson Street through better branding, marketing and promotion, and improvements to the public realm and built form.
14. Support and enhance the Local Shopping Facility at Bridge Street.
15. Support the retention and reuse of the unallocated Buildings at Risk (see Policy 9.) at:
    - Howdens' Works (former): 191-3 Scotland Street
    - Howden's Engineering Works: Office Block (former): 8 Scotland Street.
    - Subway Power Station with Superintendent's House (former): 173 Scotland Street
    - 118 Tradeston Street
    - Telephone Exchange (former): 243 Centre Street

Tradeston, Kingston and Scotland Street Sites

Site Details	Land Use	Site Requirements
Shields Road Surface Car Park Site ref: CfS240003	Brownfield Development Opportunity Area (ha):1.16	**Natural Environment:** 1. If loss of trees is justified, compensatory planting will be required, preferably onsite. Sustainable Transport: 2. If redevelopment of site constitutes a development type and scale identified in Policy 14.1 as requiring active travel developer contributions. A financial contribution towards the delivery of Connecting Glasgow active travel infrastructure will be required. 3. Establish a safe, inclusive, attractive and integrated on-site movement network, enabling direct pedestrian connections to Shields Road Subway Station and nearest bus stops on Shields Road. 4. Site may create a risk to Glasgow Subway tunnels and/or stations - discussion with SPT required as part of application process. Open Space: 5. If residential proposed, contribution towards meeting the Accessibility Standard. 6. If residential proposed, contribution required towards allotments/growing space. 7. If residential proposed, contribution required towards outdoor sports provision. Heat Networks: 8. Site is within an indicative Heat Network Zone.
100 Morrison Street (Centenary House) Site ref: CfS240170	Brownfield Development Opportunity Area (ha):0.3	Natural Environment: 1. Site set back from river but should seek to provide biodiversity enhancement, restoring nature to the wider Clyde Corridor. Sustainable Transport: 2. If redevelopment of site constitutes a development type and scale identified in Policy 14.1 as requiring active travel developer contributions. A financial contribution towards the delivery of Connecting Glasgow active travel infrastructure will be required. Open Space: 3. Contribution towards provision of city centre open space/green infrastructure and/or delivery of the river park. 4. Contribution required towards outdoor sports provision for any residential element of the proposal. 5. Contribution required towards allotments/growing space for any residential element of the proposal. Heat Networks: 6. Site is within an indicative Heat Network Zone.

Salkeld Street Site ref: CfS240206	Brownfield Development Opportunity Area (ha):2.33	Natural Environment: 1. If loss of trees is justified, compensatory planting will be required, preferably onsite. Sustainable Transport: 2. If redevelopment of site constitutes a development type and scale identified in Policy 14.1 as requiring active travel developer contributions. A financial contribution towards the delivery of Connecting Glasgow active travel infrastructure will be required. 3. Establish a safe, inclusive, attractive and integrated on-site movement network, enabling direct pedestrian connections to the nearest bus stops on Eglinton Street. Open Space: 4. If residential proposed, contribution required towards meeting the Accessibility Standard. 5. If residential proposed, contribution required towards allotments/growing space. 6. If residential proposed, contribution required towards outdoor sports provision. Heat Networks: 7. Site is within an indicative Heat Network Zone.
Tradeston Street Site ref: CfS240558	Brownfield Development Opportunity Area (ha):0.13	Open Space: 1. If residential proposed, contribution required towards meeting the Accessibility Standard. 2. If residential proposed, contribution required towards allotments/growing space. 3. If residential proposed, contribution required towards outdoor sports provision. Sustainable Transport: 4. If redevelopment of site constitutes a development type and scale identified in Policy 14.1 as requiring active travel developer contributions. A financial contribution towards the delivery of Connecting Glasgow active travel infrastructure will be required. Heat Networks: 5. Site is within an indicative Heat Network Zone.
23 Cook Street Site ref: HL3826	Housing Area (ha): 2.02 Indicative Capacity:220	Natural Environment: 1. If loss of trees is justified, compensatory planting will be required, preferably onsite. Sustainable Transport: 2. Financial contribution towards the delivery of City Network active travel infrastructure required. 3. Financial contribution towards the delivery of Connecting Glasgow active travel infrastructure required. 4. Establish a safe, inclusive, attractive and integrated on-site movement network, enabling direct pedestrian connections to West Street Subway Station. 5. Enhance walking and cycling connections to, from and within the site, providing legible and pedestrian friendly connections between the site and existing South West City Way active travel route on West Street. 6. Site may create a risk to Glasgow Subway tunnels and/or stations - discussion with SPT required as part of application process. Open Space:

		7. Contribution towards meeting the Accessibility Standard unless a community space is to be provided on site. 8. Contribution required towards allotments/growing space. 9. Contribution required towards outdoor sports provision. Heat Networks: 10. Site is within an indicative Heat Network Zone.
Bridge Street/ Kingston Street Site ref: HL5000	Brownfield Development Opportunity Area (ha): 0.01	1. Site to be delivered in accordance with the Council's North Laurieston masterplan. Natural Environment: 2. Site set back from river but should seek to provide biodiversity enhancement, restoring nature to the wider Clyde Corridor. Open Space: 3. Contribution towards provision of city centre open space/green infrastructure and/or delivery of the river park. 4. Contribution required towards outdoor sports provision for any residential element of the proposal. 5. Contribution required towards allotments/growing space for any residential element of the proposal. Heat Networks: 6. Site is within an indicative Heat Network Zone.
Cook Street/ Tradeston Street/ Wallace Street/ Centre Street Site ref: HL5057	Housing Area (ha): 0.70 Indicative Capacity:112	Natural Environment: 1. If loss of trees is justified, compensatory planting will be required, preferably onsite. Sustainable Transport: 2. Financial contribution towards the delivery of Connecting Glasgow active travel infrastructure required. 3. Establish an on-site path network that provides a direct pedestrian connection to the nearest bus stops on Eglington Street. 4. Financial contribution towards the delivery of Connecting Glasgow active travel infrastructure required Open Space: 5. Contribution required towards delivery of the River Park. 6. Contribution required towards allotments/growing space. 7. Contribution required towards outdoor sports provision. Heat Networks: 8. Site is within an indicative Heat Network Zone.
180 Centre Street (Hamish Allen Centre) Site ref: HL5148	Housing Area (ha): 0.27 Indicative Capacity:30	Historic Environment: 1. Category B listed building. Listed building(s) should be retained and sensitively adapted. See Policy 8. Sustainable Transport:

		2. Financial contribution towards the delivery of Connecting Glasgow active travel infrastructure required. 3. Establish an on-site path network that provides a direct pedestrian connection to the nearest bus stops on Eglington Street and Kingston Street. 4. Financial contribution towards the delivery of Connecting Glasgow active travel infrastructure required. Open Space: 5. Contribution towards provision of city centre open space/green infrastructure and/or delivery of the river park. 6. Contribution required towards outdoor sports provision. 7. Contribution required towards allotments/growing space. Heat Networks: 8. Site is within an indicative Heat Network Zone.
Scotland Street/ Shields Road Site ref: IL145201	Brownfield Development Opportunity Area(ha): 2.74	Historic Environment: 1. Development proposal should support the retention and adaptation of neighbouring listed buildings. Setting of neighbouring listed buildings should be protected. Natural Environment: 1. If loss of trees is justified, compensatory planting will be required, preferably onsite. Sustainable Transport: 2. If redevelopment of site constitutes a development type and scale identified in Policy 14.1 as requiring active travel developer contributions. A financial contribution towards the delivery of Connecting Glasgow active travel infrastructure will be required. 3. Establish a safe, inclusive, attractive and integrated on-site movement network, enabling direct pedestrian connections to Shields Road Subway Station and nearest bus stops on Shields Road. 4. Enhance walking and cycling connections to, from and within the site, providing legible and pedestrian friendly connections between the site and existing South West City Way active travel route on Shields Road and Scotland Street. 5. Site may create a risk to Glasgow Subway tunnels and/or stations - discussion with SPT required as part of application process. Open Space: 6. If residential proposed, contribution required towards meeting the Accessibility Standard. 7. If residential proposed, contribution required towards allotments/growing space. 8. If residential proposed, contribution required towards outdoor sports provision. Heat Networks: 9. Site is within an indicative Heat Network Zone.

Centre Street gap site Site ref: VDL3435	Brownfield Development Opportunity Area (ha): 0.10	Natural Environment: 1. If loss of trees is justified, compensatory planting will be required, preferably onsite. Sustainable Transport: 2. If redevelopment of site constitutes a development type and scale identified in Policy 14.1 as requiring active travel developer contributions. A financial contribution towards the delivery of Connecting Glasgow active travel infrastructure will be required. Open Space: 3. If residential proposed, contribution required towards delivery of the River Park. 4. If residential proposed, contribution required towards allotments/growing space. 5. If residential proposed, contribution required towards outdoor sports provision. Water Environment: 6. SFRA identifies flood risk - Policy 17 applies. Heat Networks: 7. Site is within an indicative Heat Network Zone.
Morrison Street/ Paisley Road Site ref: VDL4257	Brownfield Development Opportunity Area (ha): 0.13	Natural Environment: 1. Site set back from river but should seek to provide biodiversity enhancement, restoring nature to the wider Clyde Corridor. 2. If loss of trees is justified, compensatory planting will be required, preferably onsite. Sustainable Transport: 3. If redevelopment of site constitutes a development type and scale identified in Policy 14.1 as requiring active travel developer contributions. A financial contribution towards the delivery of Connecting Glasgow active travel infrastructure will be required. Open Space: 4. Contribution towards provision of city centre open space/green infrastructure and/or delivery of the river park. 5. Contribution required towards outdoor sports provision for any residential element of the proposal. 6. Contribution required towards allotments/growing space for any residential element of the proposal. Heat Networks: 7. Site is within an indicative Heat Network Zone.

6.4 Eglinton Toll

Vision

Eglinton Toll will once again become a thriving and vibrant neighbourhood, centred around the historic St Andrew's Cross. Redevelopment of key sites in the area and improvement of public realm will create a high quality, attractive, and well-connected urban form, reconnecting surrounding neighbourhoods and delivering on Glasgow's commitment to sustainable and compact urban development.

Context for Change

Eglinton Toll, also known as St Andrew's Cross, is a key north-south urban gateway and historic cross, bridging the neighbourhoods in the south of the city to the City Centre and River Clyde. The area has historically been the site of industrial activity, beginning with the short-lived Glasgow, Paisley and Johnstone Canal that was located near the junction which later became a railway line. By the end of the 19th century the area had an intensive industrial character with a concentration of railways, sidings, sheds and warehouses to support the local foundries and gas works in the vicinity. The cross itself developed into a key node with a cohesive townscape with gushet buildings adding a distinctive flair to the streetscape. The decline of industry left a legacy of a less than cohesive built form, with much of the former heavy industrial areas latterly infilled with light industrial operations and newer residential development in the last 20 years. The residential infill has increased the density of the area and can support other activities which should be the focus of the cross. Bringing greater definition to the cross and its axial routes will provide better linkages to northern and southern neighbourhoods and also better utilise underused historic buildings public realm which currently deters investment and creates perceptive barriers to traversing the area. Active frontages and improved public realm would make active travel through the area feel safer and more pleasant. By building on the positive movements already being undertaken and utilising the key ingredients that historically made Eglinton Toll an important crossroads and focal point, the area can become a successful and sustainable inner-urban neighbourhood.

Policy Requirements

Development proposals will:

1. Take into account the South Central Local Development Framework and Neighbourhood Guidance: Pollokshields and Eglinton Toll.
2. Be of a high-quality design with mixed-uses along Eglinton Street, with active frontages, reinforcing the local shopping facilities at St Andrews Cross and Eglinton and supporting the residential population to create a distinct quality of place.
3. Reinforce the historic St Andrew's Cross as the local focal point for the area.
4. Improve the safety and quality of walking/cycling connections north via Eglinton Street, breaking down the barriers created across large industrial sites and city infrastructure through active uses, better lighting, greening and better placemaking.
5. Deliver public realm improvements at St Andrews Cross to enhance the setting of the heritage assets at this key gateway.
6. Bring about the positive reuse of the former Printworks building.
7. Improve provisions for green space and play to better support incoming and existing populations.

Eglinton Toll Sites

Site Details	Land Use	Site Requirements
Turriff Street/ Eglinton Street Site Ref: HL0841A	Housing Area (ha): 0.62 Indicative Capacity: 96	Natural Environment: 1. If loss of trees is justified, compensatory planting will be required, preferably onsite. Sustainable Transport: 2. Financial contribution towards the delivery of Connecting Glasgow active travel infrastructure required. 3. Establish a safe, inclusive, attractive and integrated on-site movement network, enabling direct pedestrian connections to the nearest bus stops on Eglinton Street and Pollokshaws Road. Open Space: 4. Contribution required towards meeting the Accessibility Standard. 5. Contribution required towards allotments/growing space. 6. Contribution required towards outdoor sports provision. Water Environment: 7. SFRA identifies flood risk - Development footprint should take into account pluvial flood risk extent. Policy 17 applies. Heat Networks: 8. Site is within an indicative Heat Network Zone.
Barrland Street/ Albert Drive Site Ref: VDL4310	Housing Area (ha): 0.72 Indicative Capacity: 90	Natural Environment: 1. If loss of trees is justified, compensatory planting will be required, preferably onsite. Sustainable Transport: 2. Financial contribution towards the delivery of Connecting Glasgow active travel infrastructure required. Open Space: 3. Contribution towards meeting the Accessibility Standard. 4. Contribution required towards allotments/growing space. 5. Contribution required towards outdoor sports provision. Heat Networks: 6. Site is within an indicative Heat Network Zone.
57 Maxwell Road Site Ref: VDL3930	Brownfield Development Opportunity Area (ha): 1.02	Natural Environment: 1. If loss of trees is justified, compensatory planting will be required, preferably onsite. Sustainable Transport: 2. If redevelopment of site constitutes a development type and scale identified in Policy 14.1 as requiring active travel developer contributions. A financial contribution towards the delivery of Connecting Glasgow active travel infrastructure will be required. 3. Enhance walking and cycling connections to, from and within the site, providing legible and pedestrian friendly connections between the site and the proposed Connecting Glasgow active travel route on Maxwell Road. Open Space:

		4. If residential proposed, contribution towards meeting the Accessibility Standard. 5. If residential proposed, contribution required towards allotments/growing space. 6. If residential proposed, contribution required towards outdoor sports provision. Heat Networks: 7. Site is within an indicative Heat Network Zone.
East of 243 Pollokshaws Road Site Ref: VDL2153	Brownfield Development Opportunity Area (ha): 0.85	Historic Environment: 1. East of 243 Pollokshaws Road (The Printing Works) - Building at risk – see Policy 9.2 If proposed use of building is likely to require developer contributions (see Policy 14), early discussion with the Council is required through pre-application (fee exempt).
Devon Street/ Pollokshaws Road underpass Site Ref: VDL1139	Brownfield Development Opportunity Area (ha): 0.29	Natural Environment: 1. If loss of trees is justified, compensatory planting will be required, preferably onsite. Sustainable Transport: 2. If redevelopment of site constitutes a development type and scale identified in Policy 14.1 as requiring active travel developer contributions. A financial contribution towards the delivery of Connecting Glasgow active travel infrastructure will be required. Open Space: 3. If residential proposed, contribution towards meeting the Accessibility Standard. 4. If residential proposed, contribution towards outdoor sports provision. 5. If residential proposed, contribution required towards allotments/growing space. Heat Networks: 6. Site is within an indicative Heat Network Zone.

Sites of 9 homes or less (subject to change of capacity at application stage – see Structure of CDP2):

Site Details	Site Reference	Land Use	Area (ha):	Indicative Capacity:
339 Eglinton Street/ 36 Devon Street	HL2731	Housing	0.10	8

6.5 Pollokshaws

(Insert placemaking map and Infographic overview of development potential of area of change (numbers of houses etc)]

Vision

Pollokshaws will continue to benefit from additional new housing with the final phases of the Transformational Regeneration Area being developed, rounding out a period of successful housing-led regeneration. Brownfield development opportunities in the area will be brought forward for productive uses, further enhancing the regeneration in the area. In all, Pollokshaws will have been transformed into a sustainable southside neighbourhood.

Context for Change

Pollokshaws was originally a village that was gradually absorbed into the Glasgow conurbation. Its population and built form grew around local industries focused on textile manufacture. By the mid-20th century, the Pollokshaws Plan (1958), part of the Comprehensive Development Area programme, instigated the clearance and replacement of 1600 dwellings deemed to be in poor condition, with 2400 houses within multi-storey blocks and low-rise tenements. The area subsequently suffered from a combination of physical and social problems that led to a present-day regeneration programme headed under the multi-agency Transformational Regeneration Area which has progressed over the last decade. Around 400 high-quality residences for social and market tenure houses have been built with approximately 150 remaining homes to be delivered the final phases. The area around the masterplan contains a mix of land uses including retail, commercial and industrial units with the Nether Auldhouse Retail Park being a key focal point. The White Cart Water meanders through the area and Pollok Park is immediately to the west of the area. The vacant and derelict land within and to the immediate edge of the masterplan area should be the focus for remaining development as well as the built heritage brought back into productive use. This will help the new community integrate better with adjacent neighbourhoods of Shawlands, Newlands/Auldhouse and Mansewood.

Policy Requirements

Development Proposals will:

1. Delivered in accordance with the Pollokshaws TRA and Pollokshaws (Shawbridge) Masterplan and Development Framework.
2. Deliver design and landscape features that reflect Pollokshaws' historic legacy as a village.
3. Create permeable and interlinked streets that enhance linkages to local destinations, such as community facilities, shopping facilities, parks and public transport corridors in the wider vicinity.
4. Support and enhance the local shopping facilities and local focal point at Macarthur Street (Pollokshaws).
5. Support the enhancement of Auldhouse Retail Park.
6. Retain and enhance the remaining built heritage in the area.

Pollokshaws Sites

Site Details	Land Use	Site Requirements
30 Bengal Street, former Sir John Maxwell Primary School, Shawbridge TRA Site Ref: CfS240517	Housing Area (ha): 0.36 Indicative Capacity: 30	1. Site to be delivered in accordance with the Pollokshaws (Shawbridge) TRA. Natural Environment: 2. If loss of trees is justified, compensatory planting will be required, preferably onsite. Sustainable Transport: 3. Financial contribution towards the delivery of City Network active travel infrastructure required. Open Space: 4. Contribution required towards meeting the Quality Standard at Ashtree Park. 5. Contribution required towards allotments/growing space. 6. Contribution required towards outdoor sports provision. Heat Networks: 7. Site is within an indicative Heat Network Zone. Water Environment: 8. SFRA identifies flood risk - Level of protection offered by bund should be assessed as an early action during the preparation of development proposals. Policy 17 applies.
West of 15 Bengal Street, Shawbridge TRA Site Ref: HL4642C	Housing Area (ha): 1.25 Indicative Capacity:146	1. Site to be delivered in accordance with the Pollokshaws (Shawbridge) TRA. Natural Environment: 2. Retain/deliver wider stretch of land alongside river for amenity / habitat connectivity / active travel 3. If loss of trees is justified, compensatory planting will be required, preferably onsite. Sustainable Transport: 4. Financial contribution towards the delivery of City Network active travel infrastructure required. 5. Establish a safe, inclusive, attractive and integrated on-site movement network, enabling direct pedestrian connections to Pollokshaws West train station and the nearest bus stops on Pollokshaws Road. 6. Maintain the existing path along the southern boundary of the site and enhance its accessibility and connectivity for active travel, creating a high-quality active travel link between Pollokshaws Road and Shawbridge Street. Open Space: 7. Contribution required towards meeting the Quality Standard at Pollok Park. 8. Contribution required towards allotments/growing space. 9. Contribution required towards outdoor sports provision. 10. Compensation required for the loss of existing protected sports pitch. Heat Networks: 11. Site is within an indicative Heat Network Zone. Water Environment: SFRA identifies flood risk - Level of protection offered by bund should be assessed as an early action during the preparation of development proposals. Policy 17 applies.

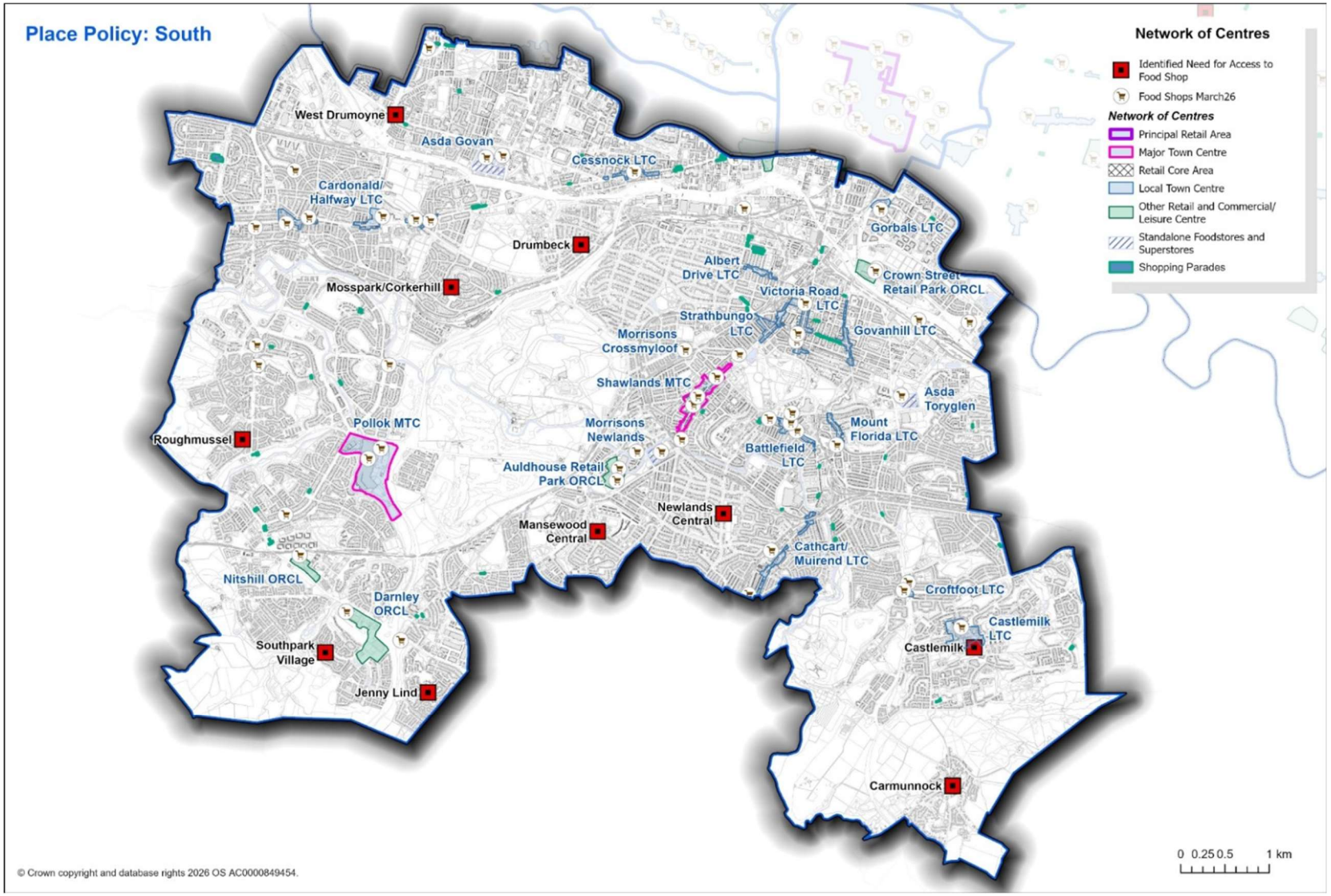
Cogan Street Site Ref: VDL3224	Brownfield Development Opportunity Area (ha): 1.08	Natural Environment: 1. Biodiversity enhancement opportunity in urban area in support of White Cart LNCS. 2. If loss of trees is justified, compensatory planting will be required, preferably onsite. Sustainable Transport: 3. If redevelopment of site constitutes a development type and scale identified in Policy 14.1 as requiring active travel developer contributions. A financial contribution towards the delivery of City Network active travel infrastructure will be required. 4. Establish a safe, inclusive, attractive and integrated on-site movement network, enabling direct pedestrian connections to the nearest bus stops on Shawbridge Street. Open Space: 5. If residential proposed, contribution towards the maintenance of Auldhouse Park East. 6. If residential proposed, contribution required towards allotments/growing space. 7. If residential proposed, contribution required towards outdoor sports provision. Heat Networks: 8. Site is within an indicative Heat Network Zone. Network of Centres: 9. Located in Auldhouse Retail Park.
Well Green/ Greenview Street, Shawbridge TRA Site Ref: VDL4490	Brownfield Development Opportunity Area (ha): 0.10	1. Site to be delivered in accordance with the Pollokshaws (shawbridge) TRA. Sustainable Transport: 2. If redevelopment of site constitutes a development type and scale identified in Policy 14.1 as requiring active travel developer contributions. A financial contribution towards the delivery of City Network active travel infrastructure will be required Open Space: 3. If residential proposed, contribution towards meeting the Quality Standard at Ashtree Park. 4. If residential proposed, contribution required towards allotments/growing space. 5. If residential proposed, contribution required towards outdoor sports provision. Heat Networks: 6. Site is within an indicative Heat Network Zone.

Sites of 9 homes or less (subject to change of capacity at application stage – see Structure of CDP2):

Site Details	Site Reference	Land Use	Area (ha):	Indicative Capacity:
North of 40 Shawholm Street, Shawbridge TRA	HL4642I	Housing	0.27	9

South Glasgow – Development and Regeneration Opportunities

6.6 Network of Centres



FIGURE

Context

Major Centres

The South of Glasgow has a number of town centres across different scales including the two major centres: Shawlands, a traditional tenemental style centre with commercial units at ground floor level, and Pollok, largely based on the Silverburn shopping mall and the Pollok Civic Realm area and public transport hub.

Shawlands

Shawlands is one of the city's key destinations for day and night-time leisure offer, which is reflected in its relatively low level of convenience retail within the tenemental area. Morrisons and Co-op supermarkets supplement this offer at either end of the centre, and combined, this provision serves the local population relatively well. A larger proportion of comparison shopping is present, but the majority of the centre is taken up by service and food and drink uses. Vacancies across the centre are relatively low, both short and long-term.

Pollok Major Town Centre is dominated by the Silverburn shopping mall which serves a sub-regional catchment for comparison shopping, food and drink and leisure activities. Convenience shopping is provided by the large Tesco adjacent to the mall. There are also civic, leisure and health related uses at the Pollok Civic Realm. This area also provides convenient active travel access to the Pollok community nearby, with extensive public transport connections to areas across the Southside and beyond. The centre has undergone a transition over time, with larger units such as the Debenhams being replaced by smaller formats and further diversification towards leisure and food and drink uses, with a greater focus on encouraging longer stays within the centre.

Local Town Centres

There are 12 Local Town Centres in the South area, eight in the inner city and four in more suburban locations. The local centres tend to be tenemental and many have transitioned from retail dominance to food, drink and leisure uses, enhancing local neighbourhoods, supporting local businesses and creating opportunities for local living. As such, there are relatively low levels of retail presence across these centres, with only Croftfoot and Albert Drive exceeding 50% of units in retail use, and another three, Victoria Road, Gorbals and Govanhill above 40%. NPF 4 acknowledges that while town centres are much more than places for shopping, retail use is a driver for footfall, and therefore it remains important in policy terms.

Commercial Centres

There are three Commercial Centres in the South area, each one providing a different role. Darnley, which is relatively small, has a mix of service uses and hot food takeaways. Nether Auldhouse is larger, and has evolved from a primarily bulky goods location to one that is more mixed, with convenience and comparison shopping and a coffee shop. Springfield Quay is a mix of commercial leisure operations and food outlets.

Policy Requirements

The following policy applies:

1. Take into account the South Central Local Development Framework at the following town and commercial centres:
   a. Albert Drive
   b. Asda Toryglen
   c. Crosshill West and East
   d. Gorbals
   e. Shawlands
   f. Springfield Quay
   g. Strathbungo

h. Victoria Road and Edge

2. Take into account the Greater Pollok Local Development Framework at the following town and commercial centres:
   a. Pollok
   b. Darnley
3. Support the Greater Pollok Local Development Framework's long-term opportunity to strengthen the role of Nitshill North and East Local Shopping Facilities to potentially become a local town centre.
4. Support the re-development of Shawlands Arcade to provide street level commercial units and town centre living, and continuing support of the Town Centre Action Plan.
5. Support the further diversification of uses to encourage the ongoing evolution of Silverburn Shopping Centre, within Pollok Town Centre.
6. Policy 19.3 applies – the following local town centres are categorised as:
   a. Retail led: Croftfoot, Albert Drive, Victoria Road, Gorbals and Govanhill.
   b. Mixed/night-time centres: Battlefield, Cessnock, Mount Florida, Cathcart/Muirend, Cardonald/Halfway, Strathbungo.
7. Castlemilk – support for ongoing environmental and active travel improvements, with a view to enhancing the attractiveness of the centre for a wider mix of uses including a supermarket.
8. At Albert Drive Town Centre, support the redevelopment of the two corner buildings Albert Drive and Kenmure Street that reinstates the tenemental form with active frontages that support town centre living.
9. For all centres, proposals will be supported where they:
   a. maintain a balance of uses that is appropriate to the primary role and function of the centre;
   b. avoid clustering of uses that could be detrimental to health and wellbeing;
   c. are not detrimental to residential amenity; and
   d. minimise vacancy.

Food Shopping Deficiency Areas

In accordance with Policy 19.11, the following locations in South Glasgow are identified as having a local shopping or food store deficiency, and therefore do not have good access to shops providing a range of healthy food options:

1. Carmunnock
2. Castlemilk
3. Dumbreck
4. Mansewood Central
5. Mosspark/Corkerhill
6. Newlands Central
7. Roughmussel
8. Southpark Village/Jenny Lind
9. West Drumoyne

6.7 Housing

The following sites will deliver housing within the South Glasgow Place Policy, in addition to those sites included within the Areas of Change.

Site Details	Land Use	Site Requirements
Adelphi Centre, Commercial Road Site Ref: SHIP26_11	Housing Area (ha): 1.40 Indicative Capacity: 75	Natural Environment: 1. New development should seek to deliver a variety of additional habitat types to restore nature to the Clyde Corridor Sustainable Transport: 2. Establish a safe, inclusive, attractive and integrated on-site movement network, enabling direct pedestrian connections to the nearest bus stops on Crown Street and Ballater Street. 3. Enhance active travel environment on Adelphi Street alongside the River Clyde Waterfront. Open Space: 4. Contribution to outdoor sports provision for any residential or PBSA elements of the proposal. 5. Contribution to allotments for any residential element of the proposal. 6. Contribution towards provision of city centre open space/green infrastructure and/or delivery of the river park. Water Environment: 7. SFRA identifies flood risk - detailed FRA required, access points to be determined. Policy 17 applies. Heat Networks: 8. Site is within an indicative Heat Network Zone.
Silverfir Street Site Ref: HL3186E	Housing Area (ha): 0.31 Indicative Capacity: 45	1. Refer to Oatlands Masterplan. Natural Environment: 2. If loss of trees is justified, compensatory planting will be required, preferably onsite. 3. New development should seek to deliver a variety of additional habitat types to restore nature to the Clyde Corridor. Community Facilities: 4. Site identified as lacking access to food shop, see Policy 19.11. Open Space: 5. Contribution towards meeting the Quality Standard at Richmond Park. 6. Contribution required towards allotments/growing space unless this can be provided on site. 7. Contribution required towards outdoor sports provision. Heat Networks: 8. Site is within an indicative Heat Network Zone.

Eastwood Avenue/ Kilmarnock Road, Shawlands Arcade Site Ref: HL5172	Housing Area (ha): 2.19 Indicative Capacity: 600	Natural Environment: 1. If loss of trees is justified, compensatory planting will be required, preferably onsite. Sustainable Transport: 2. Establish a safe, inclusive, attractive and integrated on-site movement network, enabling direct pedestrian connections to the nearest bus stops on Kilmarnock Road and Pollokshaws Road. Open Space: 3. Contribution required towards meeting the Accessibility Standard. 4. Contribution required towards allotments/growing space unless to be provided on site. 5. Contribution required towards outdoor sports provision. Heat Networks: 6. Site is within an indicative Heat Network Zone. Network of Centres: 7. Located in Shawlands town centre. Proposals should contribute to town centre living.
Edminston Drive/ Broomloan Road - "Albion, Ibrox" Site Ref: HL5141	Housing Area (ha): 1.79 Indicative Capacity: 160	Natural Environment: 1. If loss of trees is justified, compensatory planting will be required, preferably onsite. Sustainable Transport: 2. Establish a safe, inclusive, attractive and integrated on-site movement network, enabling direct pedestrian connections to the nearest bus stops on Broomloan Road. Open Space: 3. Contribution towards meeting the Accessibility Standard unless a community space is to be provided on site. 4. Contribution required towards allotments/growing space. 5. Contribution required towards outdoor sports provision. Heat Networks: 6. Site is within an indicative Heat Network Zone.
South of Investment Way Site Ref: CfS240216	Housing Area (ha): 6.09 Indicative Capacity: 155	Natural Environment: 1. Nature Network Regional Core Area. Protect, manage and augment NNs (grassland and woodland). 2. Areas of native woodland and long-established woodland to the south-east of the site should be protected, including root zones and buffers. 3. If loss of other trees is justified, compensatory planting will be required, preferably onsite. Sustainable Transport: 4. Ensure the provision of accessible, conveniently located bus stops on site. 5. Establish a safe, inclusive, attractive and integrated on-site movement network, enabling direct pedestrian connections to on-site bus stops and the path network leading onwards to Kennishead train station. 6. Establish an on-site path network that provides a direct pedestrian connection to the path network leading to Kennishead Train Station. Open Space:

		7. Contribution required towards meeting the Accessibility Standard by delivery of a Community Space on site. 8. Contribution required towards allotments/growing space. 9. Contribution required towards outdoor sports provision.
305 Caledonia Road Site Ref: UCS240137	Housing Area (ha): 1.00 Indicative Capacity: 152	Natural Environment: 1. If loss of trees is justified, compensatory planting will be required, preferably onsite. 2. New development should seek to deliver a variety of additional habitat types to restore nature to the Clyde Corridor. Sustainable Transport: 3. Establish a safe, inclusive, attractive and integrated on-site movement network, enabling direct pedestrian connections to the nearest bus stops on Caledonia Road. Open Space: 4. Contribution towards meeting the Accessibility Standard. 5. Contribution required towards outdoor sports provision. 6. Contribution required towards allotments/growing space. Heat Networks: 7. Site is within an indicative Heat Network Zone.
Simshill Road Site Ref: CfS240538	Housing Area (ha): 2.56 Indicative Capacity: 150	Natural Environment: 1. Establishment of robust green belt boundary in the form of tree planting on western, southern and south-eastern edges of site, contrbuting to biodiversity 2. Nature Network Regional Core Area. Protect, manage and augment Nature Networks (grassland and woodland). 3. If loss of trees is justified, compensatory planting will be required, preferably onsite. Community Facilities: 4. Site identified as lacking access to food shop, see Policy 19.11. Sustainable Transport: 5. Establish a safe, inclusive, attractive and integrated on-site movement network, enabling direct pedestrian connections to the nearest bus stops on Carmunnock Road and the Simshill Road/Drakemire Drive Community Space. 6. Enhance walking and cycling connections to, from and within the site, providing legible and pedestrian friendly connections between the site and existing recreational active travel routes in Linn Park. Open Space: 7. Contribution towards meeting the Quality Standard at Simshill Road/Drakemire Drive. 8. Contribution required towards allotments/growing space. 9. Contribution required towards outdoor sports provision.
Nithsdale Road Site Ref: CfS240568	Housing Area (ha): 0.66	Natural Environment: 1. Adjacent to wooded rail line. Opportunity to strengthen woodland connectivity. 2. If loss of trees is justified, compensatory planting will be required, preferably onsite.

	Indicative Capacity: 104	Sustainable Transport: 3. Establish a safe, inclusive, attractive and integrated on-site movement network, enabling direct pedestrian connections to Pollokshields West train station and nearest bus stops on Nithsdale drive. Open Space: 4. Contribution towards meeting the Quality Standard at Maxwell Square. 5. Contribution required towards allotments/growing space. 6. Contribution required towards outdoor sports provision. Heat Networks: 7. Site is within an indicative Heat Network Zone.
80 Titwood Road, former Crossmyloof Carehome Site Ref: CfS240160	Housing Area (ha): 0.69 Indicative Capacity: 70	Natural Environment: 1. Adjacent to wooded rail line. Opportunity to strengthen woodland connectivity. 2. If loss of trees is justified, compensatory planting will be required, preferably onsite. Sustainable Transport: 3. Establish a safe, inclusive, attractive and integrated on-site movement network, enabling direct pedestrian connections to Crossmyloof train station. Open Space: 4. Contribution required towards the maintenance of Queen's Park. 5. Contribution required towards meeting the Quantity Standard. 6. Contribution required towards allotments/growing space. 7. Contribution required towards outdoor sports provision. Heat Networks: 8. Site is within an indicative Heat Network Zone.
South of Barlia Terrace, former Tree Nursery Site Ref: CfS240527	Housing Area (ha): 3.92 Indicative Capacity: 60	Natural Environment: 1. Irreplaceable trees of High Nature Conservation Value on site - protected by NPF4, must not be removed. 2. If loss of trees is justified, compensatory planting will be required, preferably onsite. 3. Development site should not intrude into either the Castlemilk Park Local Nature Reserve (declared 2024) or Castlemilk Glen/King's Burn LNCS which abuts the site along its southern and western boundary or Glenwood Ancient Woodland. 4. Nature Network Regional Core Area. Protect, manage and augment Nature Networks 5. Establish a safe, inclusive, attractive and integrated on-site movement network, enabling direct pedestrian connections to the nearest bus stops on Ardencriag road. Open Space: 6. Contribution required towards meeting the Accessibility Standard or by the delivery of a new community space on site. 7. Contribution required towards allotments/growing space. 8. Contribution required towards outdoor sports provision. Heat Networks: 9. Site is within an indicative Heat Network Zone.

183-187 Glenlora Drive Site Ref: VDL3789	Housing Area (ha): 0.90 Indicative Capacity: 54	Natural Environment: 1. Protect, manage and augment Nature Networks (woodland and grassland primarily but also wetland in support of Levern Water LNCS). 2. Priority area for increasing tree canopy - opportunities for tree planting should be identified. 3. Pollution Prevention Plan, appropriate mitigation and development design required to prevent runoff into watercourse Open Space: 4. Contribution required towards the maintenance of Househill Park. 5. Contribution required towards allotments/growing space, unless provided on site. 6. Contribution required towards outdoor sports provision. Heat Networks: 7. Site is within an indicative Heat Network Zone.
Kilmuir Crescent Site Ref: UCS240217	Housing Area (ha): 2.10 Indicative Capacity: 52	Natural Environment: 1. Irreplaceable trees of High Nature Conservation Value on site - protected by NPF4, must not be removed. Sustainable Transport: 2. Establish a safe, inclusive, attractive and integrated on-site movement network, enabling direct pedestrian connections to the nearest bus stops on Kyleakin Road and Kilmuir Road. Open Space: 3. Contribution required towards meeting the Accessibility Standard. 4. Contribution required towards allotments/growing space. 5. Contribution required towards outdoor sports provision. Water Environment: 6. SFRA identifies flood risk - Potential to explore forming new drainage link to Auldhouse Burn with flood storage on site and attenuated discharge. Policy 17 applies.
Land at 150 Berryknowes Avenue Site Ref: CfS240124	Housing Area (ha): 1.08 Indicative Capacity: 50	Natural Environment: 1. Retain and enhance the open space as multifunctional space. 2. Retain key trees wherever possible. If loss of trees is justified, compensatory planting will be required, preferably onsite. Sustainable Transport: 3. Establish a safe, inclusive, attractive and integrated on-site movement network, enabling direct pedestrian connections to the nearest bus stops on Paisley Road West. Open Space: 4. Contribution required towards meeting the Accessibility Standard. 5. Contribution required towards allotments/growing space. 6. Contribution required towards outdoor sports provision.
640 Pollokshaws Road Site Ref: HL5173	Housing Area (ha): 0.18	Open Space: 1. Contribution required towards the maintenance of Queen's Park. 2. Contribution required towards meeting the Quantity Standard.

	Indicative Capacity: 50	3. Contribution required towards allotments/growing space. 4. Contribution required towards outdoor sports provision. Heat Networks: 7. Site is within an indicative Heat Network Zone. Network of Centres: 8. Located in Strathbungo town centre. Proposals should contribute to town centre living.
Kennisholm Avenue/ Hopeman Drive Site Ref: HL4172	Housing Area (ha): 1.70 Indicative Capacity: 47	Natural Environment: 1. Nature Network Regional Core Area. Protect, manage and augment Nature Networks. Sustainable Transport: 2. Establish a safe, inclusive, attractive and integrated on-site movement network, enabling direct pedestrian connections to the nearest bus stops on Kennishead Place. Community Facilities: 3. Site identified as lacking access to food shop, see Policy 19.11. Open Space: 4. Contribution required towards meeting the Accessibility Standard. 5. Contribution required towards allotments/growing space. 6. Contribution required towards outdoor sports provision.
Overtown Avenue, former Gowanbank Primary School Site Ref: HL4762	Housing Area (ha): 2.14 Indicative Capacity: 44	Natural Environment: 1. If loss of trees is justified, compensatory planting will be required, preferably onsite. Open Space: 2. Contribution required towards the maintenance of Househill Park. 3. Contribution required towards allotments/growing space. 4. Contribution required towards outdoor sports provision. Heat Networks: 5. Site is within an indicative Heat Network Zone.
West of 7 Festival Gate Site Ref: HL5144	Housing Area (ha): 0.47 Indicative Capacity: 43	Natural Environment: 1. If loss of trees is justified, compensatory planting will be required, preferably onsite. Community Facilities: 2. Site identified as lacking access to food shop, see Policy 19.11. Open Space: 3. Contribution required towards meeting the Quality Standard at Festival Park. 4. Contribution required towards allotments/growing space. 5. Contribution required towards outdoor sports provision. Water Environment: 6. SFRA identifies flood risk - Detailed FRA required to consider coastal flooding from the River Clyde. Policy 17 applies. Heat Networks: 7. Site is within an indicative Heat Network Zone.

Laurieston Road/ Erroll Gardens Site Ref: HL5146	Housing Area (ha): 0.14 Indicative Capacity: 43	Natural Environment: 1. If loss of trees is justified, compensatory planting will be required, preferably onsite. Open Space: 2. Contribution required towards meeting the Quality Standard at Gorbals Rose Garden. 3. Contribution required towards allotments/growing space. 4. Contribution required towards outdoor sports provision. Heat Networks: 5. Site is within an indicative Heat Network Zone. Network of Centres: 6. Located in Gorbals town centre. Proposals should contribute to town centre living.
44 Downcraig Road, former St Margaret Mary School Site Ref: CfS240518	Housing Area (ha): 1.88 Indicative Capacity: 40	Natural Environment: 1. If loss of trees is justified, compensatory planting will be required, preferably onsite. 2. Nature Network Regional Core Area. Protect, manage and augment Nature Networks. Sustainable Transport: 3. Establish a safe, inclusive, attractive and integrated on-site movement network, enabling direct pedestrian connections to the nearest bus stops on Ardencraig Road. 4. Enhance walking and cycling connections to, from and within the site, providing legible and pedestrian friendly connections between the site and recreational active travel paths in adjacent woodland. Community Facilities: 5. Site identified as lacking access to food shop, see Policy 19.11. Open Space: 6. Contribution required towards meeting the Accessibility Standard unless a community space is to be provided on site. 7. Contribution required towards allotments/growing space. 8. Contribution required towards outdoor sports provision. Heat Networks: 9. Site is within an indicative Heat Network Zone.
Davislea, Mallaig Road Site Ref: HL5154	Housing Area (ha): 0.52 Indicative Capacity: 39	Natural Environment: 1. If loss of trees is justified, compensatory planting will be required, preferably onsite. Open Space: 2. Contribution required towards the maintenance of Elder Park. 3. Contribution required towards meeting the Quantity Standard. 4. Contribution required towards allotments/growing space. 5. Contribution required towards outdoor sports provision. Heat Networks: 6. Site is within an indicative Heat Network Zone.

Prospecthill Road/ Grange Road Site Ref: HL5068	Housing Area (ha): 0.29 Indicative Capacity: 36	Historic Environment: 1. Development area contained within inventory of battlefields: Battle of Langside. See Policy 8. Natural Environment: 1. If loss of trees is justified, compensatory planting will be required, preferably onsite. Open Space: 2. Contribution required towards the maintenance of Queen's Park. 3. Contribution required towards meeting the Quantity Standard. 4. Contribution required towards allotments/growing space. 5. Contribution required towards outdoor sports provision. Heat Networks: 6. Site is within an indicative Heat Network Zone.
Ardencraig Road, east of Mountain Trail View Site Ref: CfS240522	Housing Area (ha): 1.60 Indicative Capacity: 35	Natural Environment: 1. If loss of trees is justified, compensatory planting will be required, preferably onsite. 2. Nature Network Regional Core Area. Protect, manage and augment Nature Networks Sustainable Transport: 3. Establish a safe, inclusive, attractive and integrated on-site movement network, enabling direct pedestrian connections to the nearest bus stops on Ardencraig Road. Community Facilities: 4. Site identified as lacking access to food shop, see Policy 19.11. Open Space: 5. Contribution required towards meeting the Accessibility Standard. 6. Contribution required towards allotments/growing space. 7. Contribution required towards outdoor sports provision. Heat Networks: 8. Site is within an indicative Heat Network Zone.
1514 Barrhead Road Site Ref: HL4565	Housing Area (ha): 0.98 Indicative Capacity: 32	Natural Environment: 1. Irreplaceable trees of High Nature Conservation Value on site - protected by NPF4, must not be removed. 2. Nature Network Combined Habitat Network. Protect, manage and augment. Community Facilities: 3. Site identified as lacking access to food shop, see Policy 19.11. Open Space: 4. Contribution required towards the maintenance of Househill Park. 5. Contribution required towards allotments/growing space. 6. Contribution required towards outdoor sports provision.
16 Glenacre Terrace Site Ref: UCS240239	Housing Area (ha): 0.70 Indicative Capacity: 32	Open Space: 1. Contribution required towards meeting the accessibility standard. 2. Contribution required towards allotments/growing space. 3. Contribution required towards outdoor sports provision.

		Heat Networks: 4. Site is within an indicative Heat Network Zone.
152 Newlands Road Site Ref: HL5134	Housing Area (ha): 0.15 Indicative Capacity: 43	Natural Environment: 1. If loss of trees is justified, compensatory planting will be required, preferably onsite. Community Facilities: 2. Site identified as lacking access to food shop, see Policy 19.11. Open Space: 3. Contribution required towards meeting the Accessibility Standard. 4. Contribution required towards allotments/growing space. 5. Contribution required towards outdoor sports provision.
Bankbrae Avenue/ Glenlora Drive Site Ref: VDL3548	Housing Area (ha): 0.52 Indicative Capacity: 31	Natural Environment: 1. If loss of trees is justified, compensatory planting will be required, preferably onsite. Open Space: 2. Contribution towards maintaining Household Park. 3. Contribution required towards allotments/growing space, unless provided on site. 4. Contribution required towards outdoor sports provision. Heat Networks: 5. Site is within an indicative Heat Network Zone.
West of 294 Cleeves Quadrant Site Ref: CfS240031	Housing Area (ha): 0.32 Indicative Capacity: 30	Natural Environment: 1. Protect, manage and augment single habitat Nature Networks (woodland and grassland). 2. If loss of trees is justified, compensatory planting will be required, preferably onsite. Open Space: 3. Contribution required towards meeting the Quality Standard at Cleeves Road. 4. Contribution required towards allotments/growing space. 5. Contribution required towards outdoor sports provision. Heat Networks: 6. Site is within an indicative Heat Network Zone.
60 Forfar Avenue Site Ref: HL0667	Housing Area (ha): 0.59 Indicative Capacity: 30	Natural Environment: 1. If loss of trees is justified, compensatory planting will be required, preferably onsite. Open Space: 2. Contribution required towards meeting the Accessibility Standard. 3. Contribution required towards allotments/growing space. 4. Contribution required towards outdoor sports provision.
32-40 Whitriggs Road Site Ref: VDL3854	Housing Area (ha): 0.50	Natural Environment: 1. Nature Network Regional Core Area. Protect, manage and augment Nature Networks. In key location to create potential stepping stone between Levern Water LNCS and Dams to Darnley car park.

	Indicative Capacity: 28	Community Facilities: 2. Site identified as lacking access to food shop, see Policy 19.11. Open Space: 3. Contribution required towards meeting the Accessibility Standard. 4. Contribution required towards allotments/growing space. 5. Contribution required towards outdoor sports provision. Heat Networks: 6. Site is within an indicative Heat Network Zone.
300 Nitshill Road Site Ref: CfS240308	Housing Area (ha): 0.52 Indicative Capacity: 27	Natural Environment: 1. Priority area for increasing tree canopy - opportunities for tree planting should be identified. Open Space: 2. Contribution required towards meeting the Accessibility Standard. 3. Contribution required towards allotments/growing space. 4. Contribution required towards outdoor sports provision. Heat Networks: 5. Site is within an indicative Heat Network Zone.
Portman Street Phase 3 Site Ref: HL5069	Housing Area (ha): 0.11 Indicative Capacity: 24	Natural Environment: 1. If loss of trees is justified, compensatory planting will be required, preferably onsite. Open Space: 2. Contribution required towards meeting the Accessibility Standard. 3. Contribution required towards allotments/growing space. 4. Contribution required towards outdoor sports provision. Heat Networks: 5. Site is within an indicative Heat Network Zone.
8 Ardmaleish Road, former Bennigans Pub Site Ref: VDL4275	Housing Area (ha): 0.33 Indicative Capacity: 24	Natural Environment: 1. Create habitats in support of Castlemilk Glen LNCS, or other local priorities. 2. If loss of trees is justified, compensatory planting will be required, preferably onsite. Open Space: 3. Contribution required towards meeting the Accessibility Standard. 4. Contribution required towards allotments/growing space. 5. Contribution required towards outdoor sports provision. Heat Networks: 6. Site is within an indicative Heat Network Zone.
North of 239 Cleeves Road Site Ref: CfS240509	Housing Area (ha): 0.49 Indicative Capacity: 20	Natural Environment: 1. Priority area for increasing tree canopy - opportunities for tree planting should be identified. Open Space: 2. Contribution required towards meeting the Quality Standard at Cleeves Rd. 3. Contribution required towards allotments/growing space.

		4. Contribution required towards outdoor sports provision. Heat Networks: 5. Site is within an indicative Heat Network Zone.
Shields Road/ Nithsdale Road, former Rowandale Nursing Home Site Ref: HL1105	Housing Area (ha): 0.25 Indicative Capacity: 17	Historic Environment: 1. Category B listed, Pollokshields Christian Brethren Meeting House, including boundary wall and gatepiers and West Pollokshields Conservation Area. Listed building should be retained and sensitively adapted – see Policy 8. Natural Environment: 1. If loss of trees is justified, compensatory planting will be required, preferably onsite. Open Space: 2. Contribution required towards meeting the Quality Standard at Maxwell Square. 3. Contribution required towards allotments/growing space. 4. Contribution required towards outdoor sports provision. Heat Networks: 5. Site is within an indicative Heat Network Zone.
McCulloch Street Site Ref: CfS240535	Housing Area (ha): 0.26 Indicative Capacity: 16	Natural Environment: 1. If loss of trees is justified, compensatory planting will be required, preferably onsite. Community Facilities: 2. Site identified as lacking access to food shop, see Policy 19.11. Open Space: 3. Contribution required towards meeting the Accessibility Standard. 4. Contribution required towards allotments/growing space. 5. Contribution required towards outdoor sports provision. Heat Networks: 6. Site is within an indicative Heat Network Zone.
85 Westmoreland Street Site Ref: HL3982	Housing Area (ha): 0.07 Indicative Capacity: 16	Natural Environment: 1. If loss of trees is justified, compensatory planting will be required, preferably onsite. Open Space: 2. Contribution required towards the maintenance of Queen's Park. 3. Contribution required towards allotments/growing space. 4. Contribution required towards outdoor sports provision. Heat Networks: 5. Site is within an indicative Heat Network Zone.
2 Camphill Avenue, the Ivory hotel Site Ref: HL5168	Housing Area (ha): 0.14 Indicative Capacity: 16	Historic Environment: 1. Development area contained within Inventory of Battlefields: Battle of Langside. Natural Environment: 1. If loss of trees is justified, compensatory planting will be required, preferably onsite. Open Space:

		2. Contribution required towards the maintenance of Queen's Park. 3. Contribution required towards meeting the Quantity Standard. 4. Contribution required towards allotments/growing space. 5. Contribution required towards outdoor sports provision. Heat Networks: 6. Site is within an indicative Heat Network Zone.
South of 110/114 Pinmore Street Site Ref: UCS240080	Housing Area (ha): 0.35 Indicative Capacity:15	Natural Environment: 1. If loss of trees is justified, compensatory planting will be required, preferably onsite. 2. Nature Network Regional Core Area. Protect, manage and augment Nature Networks. Community Facilities: 3. Site identified as lacking access to food shop, see Policy 19.11. Open Space: 4. Contribution required towards meeting the Accessibility Standard. 5. Contribution required towards allotments/growing space. 6. Contribution required towards outdoor sports provision. Heat Networks: 7. Site is within an indicative Heat Network Zone.
8 Sinclair Drive Site Ref: HL3832	Housing Area (ha): 0.12 Indicative Capacity: 14	Natural Environment: 1. If loss of trees is justified, compensatory planting will be required, preferably onsite. Open Space: 2. Contribution towards the maintenance of Queen's Park. 3. Contribution towards meeting the Quantity Standard. 4. Contribution required towards allotments/growing space. 5. Contribution required towards outdoor sports provision. Heat Networks: 6. Site is within an indicative Heat Network Zone. Network of Centres: 7. Located in Battlefield town centre. Proposals should contribute to town centre living.
Holmbyre Terrace Site Ref: HL4293	Housing Area (ha): 0.17 Indicative Capacity: 14	Natural Environment: 1. If loss of trees is justified, compensatory planting will be required, preferably onsite. Community Facilities: 2. Site identified as lacking access to food shop, see Policy 19.11. Open Space: 3. Contribution required towards meeting the Accessibility Standard. 4. Contribution required towards allotments/growing space. 5. Contribution required towards outdoor sports provision. Heat Networks: 6. Site is within an indicative Heat Network Zone.

Hoddam Terrace Site Ref: HL4406	Housing Area (ha): 0.05 Indicative Capacity: 12	Natural Environment: 1. Nature Network Regional Core Area. Protect, manage and augment Nature Networks. Community Facilities: 2. Site identified as lacking access to food shop, see Policy 19.11. Open Space: 3. Contribution towards meeting the Accessibility Standard. 4. Contribution required towards outdoor sports provision. 5. Contribution required towards allotments/growing space.
17 South Annandale Street Site Ref: HL5220	Housing Area (ha): 0.06 Indicative Capacity: 12	Historic Environment: 1. Development area contained within the Inventory of Battlefields: Battle of Langside. Natural Environment: 2. If loss of trees is justified, compensatory planting will be required, preferably onsite. Open Space: 3. Contribution required towards meeting the Quality Standard at Govanhill Park. 4. Contribution required towards allotments/growing space. 5. Contribution required towards outdoor sports provision. Heat Networks: 6. Site is within an indicative Heat Network Zone.
51 Kyleakin Road Site Ref: HL4838	Housing Area (ha): 0.09 Indicative Capacity: 11	Natural Environment: 1. If loss of trees is justified, compensatory planting will be required, preferably onsite. Community Facilities: 2. Site identified as lacking access to food shop, see Policy 19.11. Open Space: 3. Contribution required towards meeting the Accessibility Standard. 4. Contribution required towards allotments/growing space. 5. Contribution required towards outdoor sports provision.
26 Glenlora Drive, former Craigbank Nursery School Site Ref: CfS240524	Housing Area (ha): 0.24 Indicative Capacity: 10	Natural Environment: 1. Priority area for increasing tree canopy - opportunities for tree planting should be identified. Open Space: 2. Contribution required towards the maintenance of Household Park. 3. Contribution required towards allotments/growing space. 4. Contribution required towards outdoor sports provision. Heat Networks: 5. Site is within an indicative Heat Network Zone.

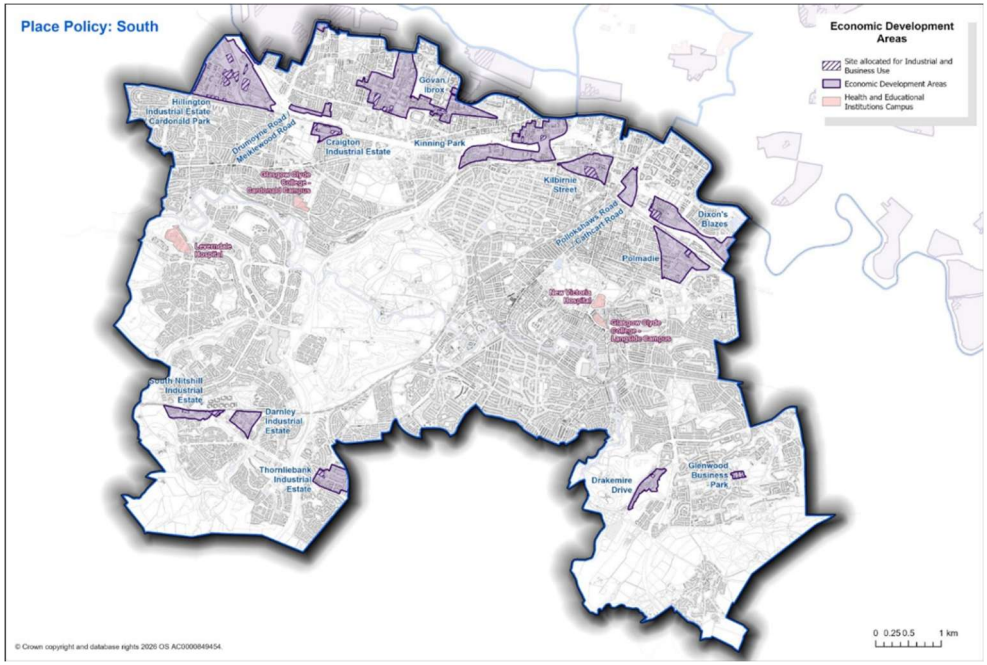
Sites of 9 homes or less (subject to change of capacity at application stage – see Structure of CDP2):

Site Details	Site Reference	Land Use	Area (ha):	Indicative Capacity:
Adjacent to 41 Craig Road	HL5145	Housing	0.07	8
Albert Drive Gap Site	SHIP26_29	Housing	0.03	8
South of 44 Kempsthorn Crescent	UCS240272	Housing	0.25	8
9 Maybole Street	VDL3724	Housing	0.14	8
Southeast of 30 Rostan Road	HL5043	Housing	0.18	6
75 Westmoreland Street	HL5175	Housing	0.06	4
308 Albert Drive	HL5184	Housing	0.17	4

6.8 Economic Development

South Glasgow has 14 Economic Development Areas (EDA) covering 349.73 hectares that contribute to the city's economy. Most areas in this part of the city focus on delivering the Everyday City demands of the spatial strategy but some have a wider role contributing to Clyde Mission including Hillington / Cardonald; Govan / Ibrox and Kinning Park due to their proximity to the river.

Land accounting for 21.74 hectares has been identified with the potential for development for economic development purposes. Sites are therefore identified for development in this policy.



FIGURE

Hillington Industrial Estate / Cardonald Park

Context

Key industrial agglomeration comprising Hillington Park, Deanside Freight terminal and Cardonald Park managed areas. The area has various access points including Hillington East rail station and two motorway junctions (25 and 26). The extensive area comprises a mix of traditional warehouse buildings as well as more modern pavilions and modular buildings built to a range of styles, sizes and ages – accordingly the area accommodates a wide range of industrial and business, as well as ancillary, users. The area has excellent freight handling potential given its proximity to freight networks, energy potential for heat network given proximity to South Clyde Energy Centre, and growth potential, given the availability of land. The physical environment is generally good although older buildings will require investment to enable their transition to net zero.

Deanside Freight terminal provides one of the key freight transfer opportunities (rail/road) in this part of the country (along with the nearby King George V dock (water) and Glasgow Airport (air) links). Three sites around the freight terminal were identified at 2025 including two in temporary use as parking associated with the building of the adjacent South Clyde Energy Centre and one recently fenced off from public access. Together they account for 3.43 ha of undeveloped land.

Hillington Park comprises part of the wider Hillington Industrial Estate that stretches into Renfrewshire and was formerly a simplified planning zone. 4 plots accounting for 1.62 ha of land remained undeveloped at 2025.

Cardonald Park comprises 12 buildings accessed off Fifty Pitches Road. Existing floorspace is assessed as factory/workshops (52%),

stores/warehouse (28%), office (18%) and a clinic (2%). Two plots accounting for 2.16 ha of land remained undeveloped at 2025.

Policy Requirements:

1. The Council will continue to support economic development that would generate additional jobs, including via the re-use, expansion and adaption of existing buildings as well as construction of new and replacement buildings.
2. The Council will support the expansion of the Deanside freight facility, as well as new and additional buildings in Hillington Park and Cardonald Park for industrial and business uses or ancillary services such as small-scale retail and leisure uses, and motor vehicle sales operations: the former to serve the existing organisations and make the parks more sustainable and attractive for 21st century business investment; and, the latter to diversify further development opportunities.
3. Development proposals should enable a positive transition to net zero, including the development of modern building stock such as new warehousing and office pavilions as well as the adaptation and expansion of existing buildings.
4. The Council supports the collective preparation of public realm improvement plans that would positively contribute to the industrial estate's environment, including for pedestrians, and would expect new development proposals to contribute to the delivery of any such plans.

Sites

Site Details	Land Use
Fifty Pitches Road / Fifty Pitches Place, Cardonald Park (Plot 3) Site Ref: IL138004	Class 4, 5, 6 Area (ha): 1.71
East of 30 Hepburn Road, Hillington Industrial Estate Site Ref: IL137803	Freight-related Area (ha): 1.52
South of 123 Johnstone Avenue, Hillington Industrial Estate Site Ref: IL137802	Class 4, 5, 6 Area (ha): 1.08
North of 123 Johnstone Avenue, Hillington Industrial Estate Site Ref: IL137102	Class 4, 5, 6 Area (ha): 0.93
East of 25 Hepburn Road / Ainslie Road / Nasmyth Road South, Hillington Industrial Estate Site Ref: IL137303	Class 4, 5, 6 Area (ha): 0.89
West of 220 Carnegie Road Site Ref: IL163701	Class 4, 5, 6 Area (ha): 0.59
Fifty Pitches Way / Hardgate Road, Cardonald Park (Plot 1) Site Ref: IL138002	Class 4, 5, 6 Area (ha): 0.45
East of 220 Carnegie Road Site Ref: CfS250038	Class 4, 5, 6 Area (ha): 0.14

Govan / Ibrox

Context

Extensive agglomeration of independent businesses and managed estates between Govan and Ibrox in the south of the city.

The area includes a wide range of marketed locations including Elderpark Workspace (Govan Workspace Ltd), Rowan Business Park (Graham and Sibbald), Harmony Court (Indurent), Citylink Industrial Estate (Savills), Junction 24 Business Park (Dawn Developments), Moorpark Central (Savills), Moorpark Court (Rydens), Moorpark Industrial Estate (Jobs and Business Glasgow), Edmiston Trade Park (Reith Lambert), Ibrox Business Park (Ryden / Savills / Mileway), Woodville Park Industrial Estate (John Smith (Edinburgh) Ltd), Maritime House (Ryden), Kinloch House, Woodville Court Industrial Estate (Ryden), Ibrox Industrial Estate, Acre House, Central House,

Graham House (AVL), Watermark Business Park (Ross & Liddell), Festival Court (Avison Young), Festival Business Centre (Jobs and Business Glasgow / Graham and Sibbald), "100 Brand Street" Digital Media and Business Centre (100BrandSt.com) and Brand Street (McB Property) catering to a range of sectors including local office provision, including co-working opportunities; creative space, including rehearsal space and a cluster of media and digital businesses around Brand Street; engineering and construction sector, including some circular economy businesses; and the location hosts key NHS and UK Border Agency users as well as the headquarters of several businesses.

There is a mix of traditional, listed and modern warehousing, offices and factories of varying age and condition.

Policy Requirements:

1. This policy must be read in conjunction with Policy 6.2 East Govan and Ibrox.
2. Take into account the Govan and Partick SDF.
3. The Council will continue to support the effective management of the marketed locations and will support economic development that would generate additional jobs, including via the re-use, expansion and adaption of existing buildings as well as the construction of new and replacement buildings. In particular, the Council will support development that would make the location more sustainable and attractive for 21st century business investment, including via the further diversification of economic development opportunities.
4. Development proposals should enable a positive transition to net zero, enhance routes to Govan, Govan Town Centre, Ibrox and Cessnock, and demonstrate a contribution to community wealth building as well as demonstrating that they have contributed to the Clyde Mission outcome of making the river corridor a greater engine of sustainable and inclusive growth for the city.
5. The Council will consider further live-work units, taking cognisance of the potential impact of introducing sensitive users to the area, and around the edge of the location, to ensure they do not adversely impact established businesses.
6. The Council supports the collective preparation of public realm improvement plans that would positively contribute to the location's environment, including for pedestrians, and development proposals should contribute to the delivery of any such plans.

Sites

Site Details	Land Use
Arthurlie Street / Aboyne Street, Rowan Business Park Site Ref: VDL3084	Class 4, live-work units Area (ha): 1.31
East of 387 Helen Street, Junction 24 Business Park Site Ref: IL162601	Class 4 Area (ha): 0.51
West of 387 Helen Street, Junction 24 Business Park Site Ref: CfS240317	Class 4 Area (ha): 0.43
Woodville Street / Carmichael Street / Fairley Street / Copland Road Site Ref: UCS240253	Class 4, 5, 6 Area (ha): 0.64
East of 143 Woodville Street Site Ref: CfS240006	Class 4, 5, 6 Area (ha): 0.09
East of Carmichael Street Site Ref: CfS250014	Class 4, 5, 6 Area (ha): 0.09

Kinning Park

Context

Extensive agglomeration of independent businesses and managed estates at Kinning Park, north and south of the M8/M74, in the south of the city.

The area includes a wide range of marketed locations including Academy Park (Camlin/Rydens/Cargill), Kinning Parkway Estate (Jones Lang Lasalle/Colliers), Century Business Park (Savills), The Claremont Centre (Property Services), Excelsior Industrial Estate (Indurent), Centurian Business Park (Ryden), Miln Park Trading Estate (Mileway), The Schoolhouse (Urban Office/Savills), Kinning Park Business Centre (Spectrum Properties), Kingston Bridge Trading Estate (Savills/Canmoor) catering to a range of sectors including storage and distribution and trade counters that benefit from the access to the strategic road network as well as some leisure businesses, gyms, and music schools. Notable occupiers include Jacobs and Turner Ltd (Trespass), Amazon, Scottish Galvanisers, and the NHS.

There is a mix of traditional, listed and modern warehousing; offices, including pavilions, co-working, and microbusinesses; factories of varying age and condition; and two land opportunities to the north of the motorway. As well as the excellent road access the location hosts Kinning Park and Shields Road underground stations with Dumbreck rail station close to Academy Park in the southwest.

Policy Requirements:

1. Take into account the South Central Local Development Framework.
2. The Council will continue to support the effective management of the marketed locations and support economic development that would generate additional jobs and demonstrate a contribution to community wealth building. This may include support for further leisure, culture, and art uses, for example, where they would bring a historic building back into use, however the focus of development should be on making the area a more sustainable, and attractive, 21st century business location. Changes that may bring about positive change include the further diversification of economic development opportunities where they can demonstrate that they have contributed to the Clyde Mission outcome of making the river corridor a greater engine of sustainable and inclusive growth for the city.
3. Development proposals should enable a positive transition to net zero, and this may be via the re-use, expansion and adaption of existing buildings, as well as construction of new and replacement buildings.
4. Recognising existing leisure businesses in Kinning Park, the Council will take cognisance of the potential impact of introducing non-class 4, 5 and 6 employment uses to the area, especially around the edge of the location, to ensure they do not adversely impact established class 4, 5 and 6 businesses or the potential to attract future class 4, 5 and 6 businesses to the area.
5. The Council supports the collective preparation of public realm improvement plans that would positively contribute to the location's environment and access, including for pedestrians, and would expect new development proposals to contribute to the delivery of any such plans. They should seek to improve access to the underground stations, include the re-instatement of the pedestrian bridge across the M8, and ensure that road capacity and access for large vehicles is not diminished as a result of improvements for other users, given the importance of the location's links to the strategic road network.
6. Support the retention and reuse of the Building at Risk at:
   a. Our Lady And St Margaret's RC Primary School, Presbytery (Former): 136 Stanley Street

Sites

Site Details	Land Use

Southeast of Admiral Street Site Ref: VDL4339	Class 4, 5, 6 Area (ha): 0.49
Scotland Street West / Middlesex Street Site Ref: CfS250016	Class 4, 5, 6 Area (ha): 0.26

Polmadie

Context

Agglomeration of independent businesses, south of Junction 1A of the M74 in the south of the city, clustered around the Glasgow Recycling and Renewables Energy Centre (Viridor). Operators within the area include AAH Pharmaceuticals (distribution), Ardent (Hire), United Wholesale, Breedon (building materials), Wingate electrical, and Crolla (food distribution). The existing floorspace is assessed as factory/workshops (44%), warehouse/stores (41%), and other (15%) including batching plants, a fire station, church, and several yards. The majority of units are over 55 years old (pre 1970) with the energy centre the most recent development. Many units would benefit from refurbishment including the buildings associated with the identified site.

Policy Requirements:

1. Take into account the South Central Local Development Framework.
2. The Council will support Polmadie's key role in the circular economy and will encourage ancillary and related users that would enable a positive transition to net zero, including the development of modern building stock as well as the adaptation and expansion of existing buildings.
3. Development proposals will be expected to demonstrate that they add to the mix of uses that serve the local community and bring diverse training and employment opportunities to the area.
4. Development should improve the built environment of the area and promote street-oriented development along major routes to improve pedestrian connectivity and experience to, and through, the area.
5. The Council supports the collective preparation of public realm improvement plans that would positively contribute to the industrial estate's environment, road surfacing, and parking challenges. It will encourage plans to maximise the benefits of the proximity to the motorway junctions onto the M74 and would expect new development proposals to contribute to the delivery of any such plans.
6. Support the retention and reuse of the Building at Risk at:
   a. Sentinel Works: 61-68 Jessie Street (Category A listed building).

Sites

Site Details	Land Use
35 Jessie Street Site Ref: CfS250017	Class 4, 5, 6 Area (ha): 0.77

Dixon's Blazes

Context

Agglomeration of independent businesses and the managed estates including Southpoint Industrial Estate (Fisher German), Shawfield Retail and Trade Park (McIntyre Property Consultants), Morris Park (Morris Group), New Caledonia House, and 24 Rosyth Road (Morris Group). Operators within the area include Mathew Algae (coffee), and City Plumbing. The location is elongated running northwest to southeast along the M74 motorway, which forms the southwestern boundary and by New Rutherglen Road in the North East. Junction

1A of the M74 is centrally located and provides vehicular access east and west. The existing floorspace is assessed as office (14%), factory/workshops (21%), warehouse/stores (63%), and other (1%) including three gymnasiums. The majority of units are over 55 years old (pre 1970) with some newer units (1970-1990). Many units would benefit from refurbishment, and some recent refurbishment and diversification has been undertaken recently.

Policy Requirements:

1. Take into account the South Central Local Development Framework.
2. The Council will support the effective management of the managed estates and will encourage proposals for economic development purposes focussed on positively contributing to the Clyde Gateway aim of driving inward investment and improvement for the people and communities across the east end.
3. Development proposals should maximise the benefits of the proximity to the motorway network and should demonstrate how they would enable a positive transition to net zero, including the development of modern building stock, as well as the adaptation and expansion of existing buildings.
4. The Council supports the collective preparation of public realm improvement plans that would positively contribute to the area's environment, road surfacing, and parking challenges, and would expect new development proposals to contribute to the delivery of any such plans.

Sites

Site Details	Land Use
South of 550 Lawmoor Street Site Ref: VDL1100	Class 4, 5, 6 Area (ha): 1.97

Kilbirnie Street

Context

Agglomeration of independent businesses and the managed estates at West Street Industrial Area (M Suleman Property Company Limited) and Tradeston Industrial Estate (M Suleman Property Company Limited), both accessed off West Street. Operators within the area include Arnold Clark (car repairs), Bestway (wholesalers), and Keyline (building materials). The location is bound on each side by rail lines and the elevated M74 cuts across the area. Vehicle access is from West Street, Salkeld Street and Kilbirnie Street with West Street underground station on the northwestern perimeter. The existing floorspace is assessed as office (3%), factory/workshops (24%), warehouse/stores (69%), garage/yards (4%) and other (1%) including a showroom and community centre. The majority of units are 35 to 55 years old (1970-1990), with some older units (pre 1970) that would benefit from refurbishment.

Policy Requirements:

1. Take into account the South Central Local Development Framework.
2. The Council will support the effective management of the managed estates, including the re-use and refurbishment of existing buildings for economic development purposes and will encourage the further diversification of other buildings for productive uses focused on serving and generating employment for the surrounding communities. This may include incubator spaces for local business start-ups, social enterprises, and flexible office spaces.
3. Development proposals should take account of the neighbourhood vision set out in the Tradeston and Kingston place policy and any masterplan that is subsequently produced, recognising the opportunity for an intensification of employment generating uses

which would make local working more attractive to those who begin to live in the adjacent new neighbourhood.

4. Development proposals should demonstrate clearly how they would improve the transition through the area to the adjacent neighbourhoods and this could involve the introduction of high-quality working spaces, advanced manufacturing and commercial uses along Kilbirnie Street and West Street, and any other pedestrian routes leading to the new neighbourhoods.
5. The agent of change will be of relevance to any proposals at the perimeter of the area to ensure future residents and existing businesses are not impacted by new development.
6. The Council encourages development proposals to contribute to any approved, locally-led, improvement plans, that could promote development opportunities, improve the pedestrian environment and encourage active travel, to create a more integrated, attractive and sustainable business environment.

Sites

Site Details	Land Use
95 Kilbirnie Street Site Ref: VDL4041	Class 4, 5, 6 Area (ha): 2.65

Thornliebank Industrial Estate

Context

Self-contained traditional industrial estate accessed off Nitshill Road and comprising an agglomeration of independent businesses that serves the southwest of the city. The estate provides accommodation opportunities at various scales and forms. This is reflected in the range of existing sectors and users. Existing floorspace is assessed as factory/workshops (79%), store/warehouse (18%), and depot/garage (2%), with other floorspace attributed to office, showrooms and a surgery. Many of the buildings are pre-1970s but new investment has resulted in recent additions and there is land available for further development, the physical environment, including older buildings, will require investment to enable them to transition to net zero.

Caledonian Business Centre comprises a large prominent building at the entrance to the estate that has been sub-divided into flexible, serviced office space of 100 to 4,500 square feet and rentable meeting rooms.

Policy Requirements:

1. The Council will continue to support development that would generate additional local jobs and would encourage management of the area for economic development purposes including the re-use and adaption of existing buildings. In particular the Council will support proposals that would enable a positive transition to net zero, including the development of modern building stock as well as the adaptation and expansion of existing buildings.
2. The Council supports the collective preparation of public realm improvement plans that would positively contribute to the industrial estate's environment, road surfacing, and parking challenges, and would expect new development proposals to contribute to the delivery of any such plans.

Sites

Site Details	Land Use
West of 1 Dornie Court Site Ref: IL139805	Class 4, 5, 6 Area (ha): 0.76

Darnley Industrial Estate

Context

Remaining elements of traditional industrial estate accessed off Nitshill Road and Kennishead Road, and by rail from Priesthill and

Darnley station. It serves the southwest of the city. The estate provides opportunities at various scales and accommodates a range of sectors and this is reflected in the variety of existing uses and users including car sales and waste management. Existing floorspace is assessed as factory/workshops (25%), store/warehouse (65%), and office (5%), with other floorspace (6%) attributed to a car showroom and a shop. Majority of units are pre-1970, with some units built 1970-1990. The physical environment would benefit from investment to address on-street parking and road/pavement conditions, localised issues with street lighting, and boundary treatment. Older buildings are likely to need support adapting to the requirements of net zero.

Policy Requirements:

1. Take into account the Greater Pollok Local Development Framework.
2. The Council will continue to support development that would generate additional local jobs through the effective management of the area for economic development purposes including the re-use and adaption of existing buildings. In particular, the Council will support proposals that would enable a positive transition to net zero including via support for circular economy uses.
3. The Council will resist the further transition of the site to retail warehousing.
4. The Council supports the collective preparation of public realm improvement plans that identify actions that would positively contribute to the industrial estate's environment and access arrangements, including enhancement of the gateways to, and from, the location (particularly for pedestrians to public transport routes and active travel opportunities), and actions that would address any road surfacing and parking challenges that are identified. Development proposals should contribute to the delivery of any such plans.

Sites

Site Details	Land Use
Finglen Place. Site Ref: UCS240070	Class 4, 5, 6 Area (ha): 0.37

One yard was identified at 2025 accounting for 0.37 hectares of land that was in use but without any physical development.

St Andrews Industrial Estate

Context

Self-contained industrial estate, managed by Indurent, and a UK government job centre, accessed off Pollokshaws Road, and the large, modern Caledonia bus depot, accessed off Cathcart Road, in the south of the city. Excluding the bus depot, there are 8 units across 4 buildings with existing floorspace assessed as office (35%), factory/workshops (11%), and store/warehouse (54%). Buildings are all less than 55 years old (post-1970). Existing businesses include Rightdose (pharmaceuticals), Rexel (cables), and Kidd (packaging).

Policy Requirements:

1. The Council will continue to support development that would generate additional local jobs through the effective management of the area for economic development purposes including the re-use and adaption of existing buildings. In particular the Council will support proposals that would enable a positive transition to net zero, contribute to an improved public realm, access or parking arrangement.

South Nitshill Industrial Estate

Context

Traditional industrial estate accessed off Wiltonburn Road and Weensmoor Road, and by rail from Nitshill station. The majority of the sites flank Woodhead Road although the area also includes a yard accessed from Nitshill Road.

The estate provides accommodation opportunities at various scales and forms and hosts several Council facilities. It the area provides as an employment location for the south of the city. Existing floorspace is assessed as museum resource centre (62%), factory/workshops (30%), store/warehouse (3%), and other (6%), with other floorspace attributed to office, bakery, garage and a day nursery. The Council also have a depot with a large yard in the southeastern part of the estate. Some units were built pre-1970 but the majority of units were built 1970-1990. The Museum Resource Centre and Museum Business Park are more recent additions. The physical environment would benefit from investment, including to address roads/pavement conditions. Older buildings will require investment to enable their transition to net zero.

Museum Business Park comprises three pavilions subdivided into 18 units, located east of the Museum Resource Centre. Existing floorspace is assessed as workshops (48%), stores (10%), day nursery (30%) and other uses (13%) including office and restaurant space. The business park is accessed off Woodhead Road and includes free parking, super-fast connectivity, 24/7 security monitoring, and on-site management.

Policy Requirements:

1. Take into account the Greater Pollok Local Development Framework.
2. The Council will continue to support development that would generate additional local jobs through the effective management of the area for economic development purposes and will encourage actions such as improved linkages to other nearby visitor destinations such as Silverburn and Pollok Park, consideration of the development of a business improvement zone bid, and the creation of a local business association. In particular the Council will support the expansion of the Glasgow Museum Resource Centre and would welcome proposals that would contribute to the growth of the Glasgow Museum Resource Centre (GMRC) as a destination for visitors.
3. Development proposals should enable a positive transition to net zero, including where this may involve the re-use, expansion, adaption of existing buildings as well as the development of modern building stock, while acknowledging the sensitivities arising by the proximity of residential homes to the south.
4. The Council supports the collective preparation of public realm improvement plans that identify actions that would positively contribute to the area's environment and access arrangements, including enhancement of the gateways to, and from, the location (particularly for pedestrians to public transport routes and active travel opportunities), and would expect new development proposals to contribute to the delivery of any such plans.

Sites

Site Details	Land Use
593 Nitshill Road (former Network Rail yard) Site Ref: VDL2473	Class 4, 5, 6 Area (ha): 1.15

Drakemire Drive

Context

Cluster of managed estates and independent businesses comprising an agglomeration of business and industrial users accessed off Drakemire Drive and serving the southeast of the city. Built form

comprises a range of pre-1990 industrial units of various sizes that are remote from sensitive uses.

Linn Park Industrial Estate comprises 3 blocks subdivided into 13 terraced warehouse units. Existing floorspace is assessed as workshops (67%) and stores (33%). These range between 500 to 2,200 sq ft in size and each has a concrete floor, metal sheet roofing and three phase electrical power as well as a manual roller shutter door and a pedestrian access door. There is a communal yard with parking.

Drakemire Business Park comprises 4 blocks subdivided into 16 units and a yard. Existing floorspace is assessed as workshops (87%), stores (10%) and associated with yard (3%). The business park has two gated access points off Drakemire Drive and communal parking throughout.

Enterprise Park comprises a large (~20,000 square metre), sub-divided building to the north of the industrial area. Historically a furniture factory, the building has been sub-divided for leisure use and more recently sub-divided again into small units that host a range of small and local businesses.

Various standalone businesses along Drakemire Drive are also part of the area and are generally similar in style and size to those within Drakemire Business Park. Yards are potentially available for new or more intensive economic development.

Policy Requirements:

1. The Council will continue to support development that would generate additional local jobs through the effective management of the area for economic development purposes including the re-use and adaption of existing buildings, and the construction of new buildings on available yardspace. In particular the Council will support proposals that would enable a positive transition to net zero, as well as the development of modern building stock.
2. The Council supports the collective preparation of public realm improvement plans that would positively contribute to the business park's environment, access and parking challenges and would expect new development proposals to contribute to the delivery of any such plans.

Sites

One yard was identified at 2025 accounting for 0.26 hectares of land that was in use but without any physical development.

Site Details	Land Use
99 Drakemire Drive Site Ref: VDL2981	Class 4, 5, 6 Area (ha): 0.27

Craigton Industrial Estate

Context

Traditional industrial estate in the south of the city. The estate is anchored by a large UPAC Packaging Group development but also hosts Patersons Materials and Precision Engineering Ltd amongst others. Vehicle access is off Barfillan Drive, to the south, requiring vehicles to pass through a residential area to get to the strategic road network. A gated road access to Berryknowes Road is located to the west and has been identifed as a preferred vehicular access by the Local Place Plan. Existing floorspace is assessed as factory/workshops (69%), store/warehouse (13%), and other (19%), with other floorspace attributed to a foundry, batching plant and studio. The majority of units are more than 55 years old (pre-1970) and, while some refurbishment works are evident, will require investment to enable their transition to net zero. The physical environment would benefit from investment, including to address roads/pavement

conditions and to reduce the impact on surrounding residential properties.

Policy Requirements:

1. The Council will continue to support economic development that would generate additional local jobs including the development of available yardspace. In particular the Council will support proposals that would enable a positive transition to net zero, including the development of modern building stock as well as the adaptation and expansion of existing buildings.
2. The Council supports the collective preparation of public realm improvement plans that would positively contribute to the industrial estate's environment, access and parking challenges and would consider proposals to re-open the vehicular access to Berryknowes Drive where it can be demonstrated that it would also improve pedestrian access to Cardonald Station. The Council expects new development proposals to contribute to the delivery of any such plans.
3. North of 133 Barfillan Drive. Site Ref: UCS240098. SFRA identifies flood risk - Pluvial flood risk requires assessment, flood storage on site may be required. Policy 17 applies.

Sites

Site Details	Land Use
East of Block 7, 121 Barfillan Drive Site Ref: IL153201	Class 4, 5, 6 Area (ha): 0.86
North and East of Block 12, 121 Barfillan Drive Site Ref: UCS240100	Class 4, 5, 6 Area (ha): 0.72
North of 133 Barfillan Drive Site Ref: UCS240098	Class 4, 5, 6 Area (ha): 0.22

Drumoyne Road / Meiklewood Road

Context

Agglomeration of independent businesses, a police compound and council yard, located in the south of the city. The area is accessed from Shieldhall Road, via Meiklewood Road or Drumoyne Road, and comprises 22 units including Amiry and Gilbride, EcoSave, Gauge Metals, and John Brown Hire amongst others. Existing floorspace is assessed as factory/workshops (19%), warehouse/stores (69%), office (9%) and children's nursery (2%). Majority of units are 35 to 55 years old (1970-1990), with some older units (pre 1970). Good access to the strategic road network east/west (m8) and north (Clyde Tunnel), but localised circulation issue at Drumoyne Road. The agent of change will be of relevance for any redevelopment proposals given the proximity to residential properties.

Policy Requirements:

1. The Council will continue to support development that would generate additional local jobs. In particular the Council will support proposals that would enable a positive transition to net zero including those that would involve the re-use, expansion and adaption of existing buildings while acknowledging the sensitivities arising from the proximity of the location to residential homes.
2. Development proposals should contribute to an improvement of the location's environment, access, and parking arrangements.

Glenwood Business Park

Context

Self-contained business park comprised of 65 units across 6 pavilion buildings. Located off Castlemilk Drive, close to Castlemilk town centre in the south of the city. Existing floorspace is assessed as office (20%), workshops (67%) and stores (12%). Estate is owned by Jobs and Business Glasgow with allocated car parking with visitor spaces

and modern security and CCTV systems. Built form comprises modern (post 1990), terraced industrial units of steel frame construction with brick / block infill walls and pitched metal sheeting roof. Units range from 500-1,250 sq ft and are of open plan layout with some having internal office accommodation. Access to each unit is via both a pedestrian door and a secure, electric vehicular roller door.

Policy Requirements:

1. The development plan will continue to support the effective management of the business park for economic development purposes including the re-use and adaption of existing buildings. In particular will support proposals that would enable a positive transition to net zero or that would contribute to an improvement of the business park's environment, access and parking arrangements.

Health and Tertiary Education Campuses

The Council support development proposals on the following campuses in accordance with Policy 17. Economic Development.

1. New Victoria Hospital
2. Leverndale Hospital
3. Nuffield Health Glasgow Hospital
4. Ross Hall Hospital
5. Priory Clinic
6. Glasgow Clyde College – Cardonald and Langside

6.9: Brownfield Development Opportunities

The following sites are Brownfield Development Opportunities, in accordance with Policy 9, within the South Glasgow Place Policy, in addition to those sites included within the Areas of Change.

Site Details	Land Use	Site Requirements
Crown Street/ Ballater Street Site Ref: VDL3651	Brownfield Development Opportunity Area (ha): 0.37	Natural Environment: 1. Nature Network Regional Core Corridor. Protect, manage and augment, particularly northern edge. 2. If loss of trees is justified, compensatory planting will be required, preferably onsite. Open Space: 3. Contribution towards provision of city centre open space/green infrastructure and/or delivery of the river park. 4. If residential proposed, contribution required towards allotments/growing space. 5. If residential proposed, contribution required towards outdoor sports provision. Water Environment: 6. SFRA identifies flood risk - Policy 17 applies. Heat Networks: 7. Site is within an indicative Heat Network Zone.
Prospecthill Road/ Aikenhead Road "Hanginshaw" Site Ref: CfS240116	Brownfield Development Opportunity Area (ha): 4.42	Historic Environment: 1. Development area contained within inventory of battlefields: Battle of Langside. Natural Environment: 2. If loss of trees is justified, compensatory planting will be required, preferably onsite. 3. Enhance east - west green network connectivity, Toryglen Park to Queen's Park Sustainable Transport: 4. Establish a safe, inclusive, attractive and integrated on-site movement network, enabling direct pedestrian connections to the nearest bus stops on Aikenhead Road. Open Space: 5. If residential proposed, contribution towards meeting the Quality Standard at Cathkin Park. 6. If residential proposed, contribution required towards allotments/growing space. 7. If residential proposed, contribution required towards outdoor sports provision. Heat Networks: 8. Site is within an indicative Heat Network Zone.
Helen Street (former gasholder site) Site Ref: CfS240172	Brownfield Development Opportunity Area (ha): 1.54	Natural Environment: 1. If loss of trees is justified, compensatory planting will be required, preferably onsite. Sustainable Transport: 2. Establish a safe, inclusive, attractive and integrated on-site movement network, enabling direct pedestrian connections to the nearest bus stops on Aikenhead Road.

		Open Space: 3. If residential proposed, contribution required towards meeting the Accessibility Standard. 4. If residential proposed, contribution required towards allotments/growing space. 5. If residential proposed, contribution required towards outdoor sports provision. Heat Networks: 6. Site is within an indicative Heat Network Zone.
Mitchell Hill/ Bogany Terrace Site Ref: UCS240049	Brownfield Development Opportunity Area (ha): 0.90	Natural Environment: 1. If loss of trees is justified, compensatory planting will be required, preferably onsite. 2. Nature Network Regional Core Area. Protect, manage and augment Nature Networks. Open Space: 3. If residential proposed, contribution towards meeting the Accessibility Standard. 4. If residential contribution, contribution required towards allotments/growing space. 5. If residential proposed, contribution required towards outdoor sports provision. Heat Networks: 6. Site is within an indicative Heat Network Zone.
Househillmuir Road Site Ref: UCS240082	Brownfield Development Opportunity Area (ha): 0.43	Natural Environment: 1. If loss of trees is justified, compensatory planting will be required, preferably onsite. 2. Protect, manage and augment single habitat Nature Network. Open Space: 3. If residential proposed, contribution towards meeting the Quality Standard at Cleeves Road. 4. If residential contribution, contribution required towards allotments/growing space. 5. If residential proposed, contribution required towards outdoor sports provision. Heat Networks: 6. Site is within an indicative Heat Network Zone.
Calfhill Road/ Barnbeth Road Site Ref: UCS240123	Brownfield Development Opportunity Area (ha): 0.40	Natural Environment: 1. Irreplaceable trees of High Nature Conservation Value on site - protected by NPF4, must not be removed. 2. Protect, manage and augment single habitat Nature Network. Community Facilities: 3. Site identified as lacking access to food shop, see Policy 19.11. Open Space: 4. If residential proposed, contribution towards meeting the Accessibility Standard. 5. If residential proposed, contribution required towards outdoor sports provision. 6. If residential proposed, contribution required towards allotments/growing space.
Simshill Road/ Linnview Avenue Site Ref: CfS250037	Brownfield Development Opportunity Area (ha): 0.38	Natural Environment: 1. If loss of trees is justified, compensatory planting will be required, preferably onsite. 2. Nature Network Regional Core Area. Protect, manage and augment Nature Networks. Open Space: 3. If residential proposed, contribution towards the maintenance of Linn Park.

		4. If residential proposed, contribution required towards outdoor sports provision. 5. If residential proposed, contribution required towards allotments/growing space.
Site at Caledonia Free Church, Hospital Street / Cathcart Road Site Ref: VDL1132	Brownfield Development Opportunity Area (ha): 0.30	Historic Environment: 1. Caledonia Road United Presbyterian Church (former) - Building at risk - Policy 9.2 applies 2. Category A listed building. Natural Environment: 3. If loss of trees is justified, compensatory planting will be required, preferably onsite. Open Space: 4. If housing proposed, early discussion with the Council is required through pre-application (fee exempt). Water Environment: 5. SFRA identifies flood risk - impact on roads accessing the site. Policy 17 applies. Heat Networks: 6. Site is within an indicative Heat Network Zone.
Linnview Avenue, former clubhouse Site Ref: CfS250036	Brownfield Development Opportunity Area (ha): 0.26	Natural Environment: 1. Establishment of robust green belt boundary to north and west of site. 2. If loss of trees is justified, compensatory planting will be required, preferably onsite. 3. Nature Network Regional Core Area. Protect, manage and augment Nature Networks. Open Space: 4. If residential proposed, contribution towards the maintenance of Linn Park. 5. If residential proposed, contribution required towards outdoor sports provision. 6. If residential proposed, contribution required towards allotments/growing space.
Gleddoch Road Site Ref: UCS240103	Brownfield Development Opportunity Area (ha): 0.25	Community Facilities: 1. Site identified as lacking access to food shop, see Policy 19.11. Open Space: 2. If residential proposed, contribution required towards meeting the Quality Standard at Penilee Recreation Ground. 3. If residential proposed, contribution required towards outdoor sports provision. 4. If residential proposed, contribution required towards allotments/growing space.
McGregor Street/ Ardlaw Street Site Ref: VDL3081	Brownfield Development Opportunity Area (ha): 0.20	Open Space: 1. If residential proposed, contribution required towards meeting the Accessibility Standard. 2. If residential proposed, contribution required towards outdoor sports provision. 3. If residential proposed, contribution required towards allotments/growing space. Heat Networks: 4. Site is within an indicative Heat Network Zone.
40 Muirend Ave Site Ref: UCS240251	Brownfield Development Opportunity	Natural Environment: 1. If loss of trees is justified, compensatory planting will be required, preferably onsite. Open Space:

	Area (ha): 0.16	2. If residential proposed, contribution required towards meeting the Accessibility Standard. 3. If residential proposed, contribution required towards outdoor sports provision. 4. If residential proposed, contribution required towards allotments/growing space. Water Environment: 5. SFRA identifies flood risk - Less vulnerable land use - industrial / commercial - more appropriate. Policy 17 applies.
Land North of 134 Langton Road Site Ref: VDL3953	Brownfield Development Opportunity Area (ha): 0.13	Natural Environment: 1. If loss of trees is justified, compensatory planting will be required, preferably onsite. Open Space: 2. If residential proposed, contribution required towards meeting the Accessibility Standard. 3. If residential proposed, contribution required towards outdoor sports provision. 4. If residential proposed, contribution required towards allotments/growing space.
28 Wiltonburn Road Site Ref: VDL3502	Brownfield Development Opportunity Area (ha): 0.13	Natural Environment: 1. If loss of trees is justified, compensatory planting will be required, preferably onsite. 2. Nature Network Regional Core Area. Protect, manage and augment Nature Networks. Open Space: 3. If residential proposed, contribution required towards meeting the Accessibility Standard. 4. If residential proposed, contribution required towards outdoor sports provision. 5. If residential proposed, contribution required towards allotments/growing space. Heat Networks: 6. Site is within an indicative Heat Network Zone.
17 Torrisdale Street Site Ref: HL5153A	Brownfield Development Opportunity Area (ha): 0.08	Historic Environment: 1. Development area contained within Inventory of Battles: Battle of Langside. Open Space: 2. If residential proposed, contribution required towards the maintenance of Queen's Park. 3. If residential proposed, contribution required towards allotments/growing space. 4. If residential proposed, contribution required towards outdoor sports provision. Heat Networks: 5. Site is within an indicative Heat Network Zone.
Crookston Road Site Ref: UCS240091	Brownfield Development Opportunity Area (ha): 0.07	Natural Environment: 1. Tree Protection Order on site. Open Space: 2. If residential proposed, contribution required towards meeting the Accessibility Standard. 3. If residential proposed, contribution required towards outdoor sports provision. 4. If residential proposed, contribution required towards allotments/growing space.

Part 5. Topic Policies

Sustainable Places

Policy 7. Natural Environment

This policy provides Glasgow-specific policy detail to complement NPF4 Policies 3, 4, 5, 6 and 8 and should be read in conjunction with NPF4 Policies 1, 2, 3, 4, 5, 6 and 8.

Glasgow has a rich and extensive natural environment which benefits both people and nature, helping create better, healthier places and helping the City mitigate, and adapt to, climate change. It is critical that Glasgow's residents and visitors can experience and engage with nature throughout the City, including the City Centre. This policy protects and enhances Glasgow's natural assets, biodiversity, soils and trees, with a view to helping deliver the Scottish Biodiversity Strategy's ambitions for Scotland to be Nature Positive by 2030, and to have restored and regenerated biodiversity across the country by 2045.

7.1 Biodiversity

New development shall conserve, restore and enhance biodiversity in accordance with NPF4 Policy 3. In doing so, full account should be taken of national guidance, including NatureScot's Developing with Nature Guidance, their forthcoming guidance on a biodiversity metric for Scotland's planning system and the Scottish Government's Planning Guidance: Biodiversity, in addition to guidance produced by the Council to accompany this policy.

All development proposals shall be based on an understanding of the characteristics of the site, established through site survey. This shall include any possible geodiversity, wildlife or habitat significance and must be completed prior to site clearance/preparation works beginning. This should:

a) highlight any designations (eg Local Nature Conservation Sites or Nature Networks) on or near to the site;
b) identify potentially important habitats (mature trees, woodland, hedgerows, species-rich grasslands, wetlands, etc);
c) identify if protected species are likely to be in, or near, the site;
d) give an indication of the ecological data required for progressing a planning application; and
e) recommend if more detailed surveys will be necessary.

Unless there are good reasons not to, the Council expects that survey information will be made available to the Glasgow Museums Biological Records Centre.

Survey work should be undertaken at the appropriate times of year to reflect species/habitats with the potential to be on site. Species surveys are weather dependent so it may be necessary to delay a survey or to carry out more than one survey if the weather is not suitable. Survey work shall be used to influence the design of the site, protecting key habitats and habitat connectivity, identifying blue and green infrastructure requirements and influencing proposals for mitigation and biodiversity enhancement.

Opportunities for enhancing biodiversity and mitigating any on-site biodiversity/ habitat loss should be considered from the earliest stages of the development process and must clearly follow the mitigation

hierarchy (see NPF4). Both mitigation (where required) and enhancement should be factored into the development design, as part of a wider approach to the creation of sustainable, liveable and productive places. Where the biodiversity baseline is minimal (eg cleared sites), opportunities shall be taken to maximise biodiversity enhancement (and, where possible, increase habitat connectivity), particularly where existing habitats and other natural assets are relatively scarce eg the City Centre, western Clyde corridor and other densely urban areas of the city. All measures proposed for enhancement of biodiversity should include provision for long-term management and maintenance of new/enhanced habitats.

Where the development site is on or close to a Nature Network (see policy 7.2), biodiversity enhancement should deliver enhanced habitat connectivity reflective of the relevant Nature Network habitat type at that location (details can be found in Planning Guidance on the natural environment).

Any recent loss of vegetation or habitat shall be taken into account in determining the biodiversity baseline of the site as the basis for enhancement, and mitigation measures to address any recent loss will be required.

Whilst on-site biodiversity enhancement is expected, there may be sites or scenarios in which full on-site mitigation and enhancement will not be possible. Where this is clearly evidenced, provision shall be made for off-site mitigation/enhancement, within the vicinity of the site. The type, nature and extent of off-site enhancement/mitigation measures shall be guided by national guidance and site survey. The focus of off-site enhancement shall be on managing and enhancing the City's Nature Networks and other designated nature conservation sites and on helping deliver the Local Biodiversity Action Plan and other relevant Council Strategies for biodiversity, such as the Forestry and Woodland Strategy and the Glasgow Pollinator Plan.

7.2 Nature Networks

Glasgow's Nature Networks are identified on the Spatial Strategy Map. They reflect:

a) the key concentrations of existing habitats (grassland, wetland and broadleaved woodland);
b) where species can move easily between habitat patches via habitat networks, corridors and stepping stones; and
c) where there are gaps in the network/opportunities to better connect habitat patches.

Planning Guidance on the natural environment provides further detail on the City's Nature Networks, including mapping of habitat types, potential connections, missing links and how they have been identified. It will be important in helping understand the types of enhancements that individual development sites can provide to enhance Nature Networks in line with this policy.

Nature Networks are fundamentally about connecting nature rich sites and so the City's Nature Networks also include Glasgow's designated sites (Sites of Special Scientific Interest, Local Nature Conservation Sites, Local Nature Reserves and Country Parks), representing the City's key areas for biodiversity.

Glasgow's Nature Networks consist of 5 key components:

1. Regional Core Areas and Core Corridors

There are 9 Regional Core Areas and 4 Regional Core Corridors, as shown on the Spatial Strategy Map, where there are a clustering of designated sites and high levels of connectivity for two or more habitat types. The Core Areas and Corridors are of regional significance and represent the cornerstones of regional, as well as the City's, Nature Networks.

2. Single Habitat Nature Networks

Single Habitat Nature Networks are identified for their value in facilitating the movement of species associated with a particular habitat type (broadleaved woodland, grassland or wetland).

These corridors often link designated sites via a series of smaller linear features and/or stepping stones. They also include opportunities for bridging network gaps – for example, through use of open space, new development or transport corridors. Single habitat networks are of 3 types:

a) Continuous habitat network – existing, continuous single habitats;
b) Potential habitat network – areas of the City that offer potential for habitat enhancement/expansion to link areas of continuous habitat network or core areas/corridors; and
c) Combined habitat network – areas of the City where single habitat networks are in close proximity, providing both continuous single network connectivity for one habitat type and potential for habitat enhancement for others.

3. Isolated Core Areas (designated sites)

Isolated Core Areas are those designated sites (Local Nature Conservation Sites, Local Nature Reserves and Sites of Special Scientific Interest) that lie outwith 1 and 2 above. Designated Sites are shown on the Proposals Map.

4. Sustainable Use Areas (reintroducing biodiversity into the wider City)

Sustainable Use Areas are the other areas of the city. In these areas, the use of blue-green infrastructure and Nature-Based Solutions, and/or the creation of new habitat wherever the opportunity arises, can start to deliver the building blocks of future Nature Networks.

5 Spatial Priorities for Enhancement

Two parts of the City are particular priorities for ecological enhancement and are shown on the Spatial Strategy Map:

a) The River Clyde Corridor, west of Glasgow Green, reflecting its potential to provide a strategic cross-city corridor for nature; and
b) The City Centre, reflecting its strategic location at the heart of the City but recognising the current nature-deficit in the area.

Development proposals on or close to a Nature Network, as defined above, shall safeguard and enhance habitats and habitat connectivity by maintaining, improving and creating nature networks, including new blue-green infrastructure interventions to provide significant biodiversity enhancement. This should be informed by Planning Guidance on the natural environment and by site survey that considers habitat type, site context, adjacent sites and opportunities to maintain and increase habitat connectivity, create stepping stones and deliver habitat improvements in the area. All measures proposed for the safeguarding or enhancement of Nature Networks shall make provision for their positive long-term management.

Whilst it is expected that these measures will be provided within the development site, it might not always be possible to do so or it may be the case that the most effective means of enhancing habitat connectivity will be the delivery of off-site measures. Where this is the case, provision for off-site nature network enhancement will be required. In such circumstances, any contributions taken may sometimes be most effectively utilised on maximising the ecological value of existing natural assets through enhanced maintenance.

7.3 Species

NPF4 sets out requirements for development proposals that are likely to have an adverse effect on species protected by legislation. The

Scottish biodiversity list sets out species and habitats important to furthering the conservation of biodiversity, as required by the Nature Conservation (Scotland) Act 2004.

To support sustainable development in North East Glasgow, Glasgow City Council have produced in partnership a Water Vole Conservation Action Plan (CAP). The CAP provides a strategic framework for water vole conservation management. A Terrestrial Water Vole Population Map shows where water voles might occur, and where site surveys will be required to determine their presence on an individual site. In addition, development proposals on sites that might support terrestrial water voles must:

a) follow the NatureScot Standing Advice for planning consultations – water voles;
b) take into account site requirements set out in Policy 5. These have been identified to assist in identifying sites where Policy 7.3 applies, however other sites may need to consider the terrestrial water vole population and associated protected habitat;
c) contact the Council at the earliest opportunity for pre-application advice; and
d) follow the mitigation hierarchy in Policy 7.1.

Nature Scot guidance on managing development sites to keep them free of terrestrial water voles should be followed.

7.4 Nature Enhancement and Water Resilience in Dense Urban Areas

New development should incorporate blue-green infrastructure and nature-based solutions, helping the City adapt to climate change, address the nature crisis and become a more climate resilient and liveable place. In the less densely developed parts of the City, this is likely to be achieved by incorporating blue-green infrastructure and nature based solutions into the landscaping of development. However, opportunities for promoting nature recovery, water resilient places and enhancing habitat connectivity in the more densely developed parts of the City, particularly the City Centre, are likely to be reliant on measures that form an integral part of the building fabric. Development in these areas should be designed to deliver multi-functional blue-green infrastructure, maximising use of the built fabric, including green roofs, to do so.

Green roofs can play an important role in delivering climate resilience and benefits for nature. Whilst they are most commonly flat, green roofs can, depending on design and intended function, be in excess of 5 degrees. The required functions of the roof should be considered at the building design stage and reflected in the final design.

Where blue-green infrastructure cannot be incorporated satisfactorily into the landscaping of a new development, new flat (up to 5 degrees) and gently sloping (above 5 degrees, but capable of use for blue-green infrastructure) roofs should deliver biodiversity (including, where appropriate, a variety of habitats to support nature) and SuDS benefits unless this would be inconsistent with design, heritage or other development plan considerations.

Where it can be shown that there are technical or financial reasons why this cannot be achieved, consideration will be given to reducing these requirements.

7.5 Natural Assets

There is a strong presumption against the loss of sites designated for the protection of natural assets. Development proposals that directly or indirectly affect a Local Nature Reserve (LNR), Local Nature Conservation Site (LNCS) or Local Geodiversity Site (LGS), as shown on the Proposals Map, will only be supported where:

a) the biodiversity value and integrity of the area (see Planning Guidance on the natural environment), including its role in the connectivity of Nature Networks, will not be compromised; or
b) the social or economic benefits to be gained from the development are of strategic, city-wide importance and clearly outweigh the conservation interest of the site

Where development proposals negatively impact on these sites, directly or indirectly, then suitable mitigation shall be provided.

Development proposals that directly or indirectly affect a Local Landscape Area (LLA), as shown on the Proposals Map, will only be supported where the proposed development would have a positive impact on the character or qualities of the site.

Sites of Special Scientific Interest are shown on the Proposals Map and are protected by policy 4 of NPF4.

7.6 Forestry, Woodland, Trees and Hedgerows

Glasgow's Forestry and Woodland Strategy (FWS) sets an aim of increasing the total tree canopy across Glasgow, from the current 18% to 20% by 2034. This requires the retention of as many existing trees as possible, the replacement of those that will be lost (including through, from example, ash dieback) and new and expanded woodlands. The Glasgow Tree Plan identifies potential new woodland creation sites for doing so on land controlled by the Council. These sites range in size from sites in excess of 0.25 ha down to individual street trees. Whilst there are ambitions to deliver new trees at all scales, the larger sites identified in the City Tree Plan are shown on the Proposals Map, with a view to delivering new trees at these locations over the lifetime of this Plan.

There is a strong presumption against the loss of structurally sound and healthy trees. Development proposals will not be supported where they will result in loss of, or have an adverse impact on, trees, woodlands or hedgerows identified for protection in the FWS i.e. Ancient, Long Established or Semi-Natural Woodlands, native woodlands, and veteran trees. The Proposals Map shows ancient, long-established and or semi natural woodland. Native woodland is as identified in the Native Woodland Survey of Scotland and can be viewed on the Scottish Forestry website and on the Place Policy mapping.

Tree Preservation Orders (TPOs) can be made in the interest of amenity and/or where a tree, group of trees or woodland is of cultural or historical significance. It is an offence for any person, in contravention of a TPO, to remove or damage a tree without the consent of the Council. Removal or damage should only occur in exceptional circumstances and, where this happens, appropriate replacement planting shall be provided. Whilst TPOs are shown on the Proposals Map, new TPOs are likely to be designated during the lifetime of the plan. The felling of trees which are not protected by a TPO may, in the absence of a full planning permission providing for their removal, require a felling licence from Scottish Forestry.

Development proposals and their design must be informed by the Council's FWS and a survey of the trees and hedgerows present on the site and extending into it. The survey must be prepared by a qualified arboriculturist and be proportionate to the quantity of trees and hedgerows on and extending into the site and the scale of the proposed development. It must set out the biological value of the trees and the impact the proposal will have on them.

Proposals shall, whenever possible, strengthen woodlands and nature networks, and avoid their fragmentation and isolation as this can significantly impact plants, animals and biodiversity levels. Designs

should take cognisance of underground service infrastructure and allow sufficient spacing between existing and proposed structures and hard landscaped features (e.g. footpaths) to allow for the future growth of trees and hedgerows. Damage to root systems, surrounding soil, and the crown of all trees within, and extending into, the development site should be avoided during construction phases. Further detail shall be set out in Guidance.

In addition to delivering wider public benefits, the removal of trees and hedgerows must be justified by arboricultural reasons. Any negative impacts on biodiversity must be mitigated in line with the mitigation hierarchy before any enhancements to the biodiversity of the site are considered. Mitigation and enhancement measures should incorporate a range of suitable tree species, particularly native species whenever possible, and a variety of other measures to contribute to the site's biodiversity. Compensatory planting must be considered in terms of the following approach:

a) appropriate planting within the boundary of the development site of the same scale as those removed;
b) only where it has been demonstrated that a) above is not feasible, will the Council consider such appropriate planting on land outwith the development site, under the control of the applicant. This approach shall be secured through a legal agreement;
c) only where it has been demonstrated that the social, economic and environmental benefits of the proposal clearly outweigh the loss of trees from the site, and that a) and b) above are not feasible, will the Council consider if a compensatory financial payment may be appropriate to address any loss. Where a payment is taken, the Council will use it to deliver new trees in accordance with the Council's Forestry and Woodland Strategy or to deliver the City's Nature Networks. This will be secured through a legal agreement with the payment calculation being based on CAVAT (Capital Asset Value for Amenity Trees) wherever appropriate.

Planting should be designed to support healthy tree growth, and it important to maintain trees and hedgerows after the completion of development (including compensatory planting) to ensure they survive to maturity. Measures to safeguard their future health and longevity, such as how they will be maintained, when, by whom and how the work will be funded, shall therefore be provided in a Tree Management Plan.

7.7 Soils

New development shall protect valued soils, including land that is culturally or locally important for primary use, in accordance with NPF4 Policy 5. Amongst other things, NPF4 policy 5 provides protection for prime agricultural land and for peatland and carbon rich soils. There is no Class 1 or 2 agricultural land in Glasgow, but there are small areas of prime agricultural land (Class 3.1) around the edge of the urban area in the east, north and south east of the City. There are a number of areas of peatland or peaty soil in the City, mainly in and around the Seven Lochs Wetland Park in the north east of the City. The James Hutton Institute's Land Capability for Agriculture and Soil Maps provide a good indication of where these resources are.

New development proposals on prime agricultural land and/or peat/carbon rich soil shall be accompanied by a detailed assessment of the likelihood of the proposal negatively impacting the soils, including the likely net effects of the development on climate emissions and loss of carbon. This should not rely solely on the mapping provided by the James Hutton Institute but should also draw on other sources, including any mapping that the Council might make available, previous site investigations, etc. The assessment shall inform careful project design to ensure that adverse impacts are first avoided and then minimised in accordance with relevant guidance and the mitigation hierarchy.

7.8 Green Belt

Policy 8 of NPF4 supports the use of green belts as a settlement management tool to help direct development to the sustainable locations, protect the character, landscape, natural setting and identity of the City, support Nature Networks and facilitate the management of land to help tackle climate change.

Glasgow's green belt boundary was reviewed in producing this plan and is shown on the Proposals Map. The green belt is protected by policy 8 of NPF4.

Policy 8. Historic Environment

This policy provides Glasgow-specific policy detail to complement NPF4 Policy 7 and should be read in conjunction with NPF4 Policies 7 and 9.

Glasgow's distinctive character has developed over many generations. Its historic environment— including buildings, scheduled monuments, battlefields, townscapes, gardens, designed landscapes, and the city's established pattern of streets and parks—reflects a rich legacy of statutory and non-statutory heritage assets and areas of historic interest. Many of these features are recognised and protected through designations such as the World Heritage Site, Listed Buildings, Conservation Areas, Tree Preservation Orders and Gardens and Designed Landscapes.

Glasgow's architectural heritage—its buildings, monuments and open spaces—is a valuable and finite resource. Protecting, conserving and enhancing these assets is essential to ensuring their long-term contribution to the city and its communities. This policy promotes civic pride, shared stewardship, and the continued importance of Glasgow's historic environment in shaping sustainable future development.

8.1 Protecting Glasgow's Historic Environment

The Council will aim to protect, conserve and enhance the historic environment in accordance with National Planning Framework 4 (NPF4) and the Historic Environment Policy for Scotland (HEPS), both of which form key national policy considerations in the planning system. HEPS is the national policy for the historic environment and is a material consideration for any decision that may affect heritage assets. When assessing development proposals, the Council will consider their potential impact on the historic environment, and will support high-quality, sustainable design that respects and complements the character, appearance and setting of heritage assets, including listed buildings, conservation areas, scheduled monuments, archaeological sites and historic gardens and designed landscapes. This approach reflects national policy requirements to protect and promote the historic environment and to minimise any unavoidable adverse impacts

Proposals that would result in an unacceptable adverse effect on the historic environment will not be supported, consistent with the statutory duties set out in historic environment legislation, including the Historic Environment Scotland Act 2014 and associated designation and consent processes.

Development proposals with a potentially significant impact on historic assets or places must be accompanied by an assessment which is based on an understanding of the cultural significance of the historic asset and/or place. The assessment should identify the likely visual or physical impact of any proposals for change, including cumulative effects and provide a sound basis for managing the impacts of change.

The following principles underpin all decision-making related to Glasgow's historic environment. These apply to every section of Policy 8 and should be read before considering the detailed policy that follows:

a) Presumption in Favour of Retention – There is a strong presumption in favour of retaining historic buildings, structures, landscapes and archaeological assets. Loss of historic fabric should only be considered in exceptional circumstances where all reasonable options for retention, repair, reuse or adaptation have been fully explored and evidenced.
b) Alignment with National Policy (NPF4 and HEPS) – All proposals must comply with the requirements of National Planning Framework 4 (NPF4) and the Historic Environment Policy for Scotland (HEPS). Decisions must support national objectives for safeguarding cultural significance, sustainable reuse of existing buildings, and responsible management of change.
c) Protect, Conserve and Enhance – Development must protect, conserve and, where appropriate, enhance the historic environment. This includes safeguarding architectural character, setting, townscape quality, landscape value and the wider historic context.
d) Evidence-Based Assessment – Any proposal that may affect a historic asset or its setting must be informed by a clear, proportionate and evidence-based assessment. This should demonstrate understanding of the asset's cultural significance, identify potential impacts—including cumulative impacts—and justify the proposed approach.
e) Minimise and Mitigate Adverse Impacts – Where change is proposed, applicants must show that harmful effects on the historic environment have been avoided wherever possible, and where unavoidable, have been minimised and appropriately mitigated. Measures should be sensitive to historic fabric and proportionate to the nature and significance of the asset.

8.2 Traditional Sandstone Buildings

Glasgow's distinctive character is strongly shaped by its traditional sandstone buildings, whether listed, unlisted, or located within or outwith Conservation Areas. Their loss can significantly harm local townscape quality and the wider historic environment. The Council therefore has a strong preference for their retention and re-use wherever possible.

To protect and enhance the City's historic environment and areas of established character, the retention, repair and improvement of traditional sandstone buildings - particularly along main road corridors and in areas defined by sandstone tenements, terraces and villas - will be supported. This aligns with national policy expectations to minimise detrimental impacts on the historic environment and make informed decisions based on significance, condition and long-term sustainability.

Where redevelopment of a site containing a traditional sandstone building is proposed outside Conservation Areas, applicants must provide a reasoned justification that addresses:

a) the structural condition of the building,
b) its economic viability,
c) the architectural and urban design merits of the proposal, and
d) the need to conserve embodied carbon, reflecting sustainable development principles.

This approach corresponds with the broad focus within NPF4 Policy on the reuse of existing buildings together with heritage legislation and guidance that seeks to avoid unnecessary loss of historic fabric and ensure alternatives to demolition are fully explored.

8.3 Maintaining Listed Buildings and Properties in Conservation Areas

Building owners are responsible for the regular maintenance of their properties. Local Authorities have a range of statutory powers under the Planning Acts and may take action to effect necessary repairs where listed buildings fall into disrepair. A planned maintenance regime, including regular inspections, is strongly recommended to prevent deterioration and costly repairs.

Keeping the external envelope of a building in good condition helps ensure the long-term preservation of the interior. Routine inspections should focus on:

a) roof coverings and structure;
b) rainwater goods;
c) external walls and finishes; and
d) external joinery and ironwork.

It is essential to ensure that where a building is likely to be vacated and left unoccupied for a period of time that regular inspections and routine maintenance are continued. Protective works to properly secure the building (allowing for reasonable ventilation) and avoidance of water ingress and flooding from blocked gutters, gullies and drains are also essential requirements.

Carrying out a survey to identify if there is rot present and to establish the structural condition of a building may also be essential. Eradication of rot, if found, should be undertaken early. All services should be isolated. Pipe work, cisterns and taps should be drained down. Gas and electrical services should be terminated outside the building to minimise the risk of fire.

Notification of vacancy should be given to the building's insurers, the Local Authority and Police Scotland. Sufficient details should be recorded to allow the building to be taken into effective management during its period of vacancy. Where there are valuable fixtures and fittings in a building, a proper record (security marking/photographic record) should be made of architectural items of interest such as: a) traditional doors; b) fireplaces; c) chimney pieces; d) balustrades; and e) panelling, etc.

Where there is concern that security measures will not be satisfactory to prevent loss of architectural fittings, owners are advised to contact the Planning Authority as a matter of urgency for advice.

Historic Environment Scotland (HES) emphasises that fire safety in listed and historic buildings is essential both for protecting human life and for safeguarding irreplaceable cultural heritage. Their *Managing Change: Fire and Historic Buildings* guidance highlights that many traditional structures face heightened fire risks due to their age, materials, and complex layouts, making tailored fire safety measures and thorough fire risk assessments vital. HES notes that interventions must be sensitively designed to avoid harming historic fabric while still ensuring buildings remain safe and usable, reinforcing that maintaining and adapting these properties is key to keeping them in active use.

Advice and Support

Further specialist advice on maintaining historic buildings is available from bodies such as Historic Environment Scotland, which provides national guidance on managing change in the historic environment, including maintenance and repair expectations.

Glasgow City Heritage Trust (GCHT) also offers a range of advice, grant funding for heritage projects, events and engagement.

Under One Roof provides common repair and retrofit support for tenement flat owners in Scotland.

Consent Requirements

Routine maintenance—such as clearing gutters, repainting timber or ironwork, or like-for-like repairs to traditional windows, roof coverings or rainwater goods—do not normally require consent. However, owners should seek guidance from the Council where uncertainty exists, particularly for listed buildings or buildings within Conservation Areas.

8.4 Listed Buildings – Demolition

There is a presumption in favour of the retention of all listed buildings and any proposal for the demolition of a listed building requires Listed Building Consent. Listed buildings should be supported to adapt to new and sustainable uses, and the Council will respond positively to creative, high-quality- design solutions that facilitate their long-term retention. This approach aligns with national policy requirements to manage change in a way that protects the historic environment while enabling appropriate adaptation and reuse. Furthermore, HEPS requires decisions affecting the historic environment to minimise detrimental impacts and to demonstrate that alternatives have been properly assessed.

The Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997 places a statutory duty on decisionmakers to pay special regard to the preservation of listed buildings and their settings, making this a primary consideration in determining applications for demolition.

Consent for demolition of a listed building is only granted in exceptional circumstances (see NPF4 Policy 7b for more policy detail). Where an application for demolition or substantial alterations is proposed, an evidenced request for recording the asset with Historic Environment Scotland will be a condition of consent.

Development proposals for the demolition of listed buildings will not be supported unless it has been demonstrated that there are exceptional circumstances and that all reasonable efforts have been made to retain, reuse and/or adapt the listed building. Considerations include whether the:

a) building is no longer of special interest;
b) building is incapable of physical repair and re-use as verified through a detailed structural condition survey report;
c) repair of the building is not economically viable and there has been adequate marketing for existing and/or new uses at a price reflecting its location and condition for a reasonable period to attract interest from potential restoring purchasers; or
d) demolition of the building is essential to delivering significant benefits to economic growth or the wider community.

This aligns with national expectations for transparent and evidence-based decision-making affecting the historic environment.

More detailed policy guidance on the reuse, adaptation or demolition of listed buildings is set out in Historic Environment Scotland's Managing Change in the Historic Environment guidance series. These documents outline how reuse can be achieved—including proactive marketing requirements—and identify the limited circumstances in which demolition may be justified by significant community or economic benefits.

8.5 Listed Buildings – Alterations and extension

In determining applications for planning permission or listed building consent, the Council is required to have special regard to the

desirability of preserving the listed building, its setting, and any features of special architectural or historic interest it possesses, in accordance with the statutory duties set out in the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997.

Applications for substantial alteration or extension of a listed building must be supported by comprehensive and robust supporting information. This should include information that clearly evaluates and explains the impact of the proposed works on the building's fabric, character, and setting. The level of information provided must be proportionate, case-specific, and relevant to the particular significance and circumstances of the asset. This approach reflects national policy requirements, which state that decisions affecting the historic environment must be based on an informed and inclusive understanding of cultural significance, and that any adverse impacts should be minimised and clearly justified.

Further guidance on assessing and managing change to listed buildings is provided within Historic Environment Scotland's Managing Change in the Historic Environment guidance series, together with the accompanying Planning Guidance on the historic environment.

The Council encourages the sensitive alteration and extension of Listed Buildings where this will not harm their special interest. To this end, proposals for the alteration of a Listed Building must:

a) respect the original layout and plan form of the building;
b) not result in the loss of historic fabric, including fixtures and fittings, which contribute to the building's special interest;
c) incorporate detailed design and traditional materials which reflect or complement the period, style and architectural character of the building;
d) replace missing traditional features, such as period doors or decorative plasterwork with good quality replicas of the originals;
e) follow further detailed guidance for repairs, alterations and extensions; and
f) seek advice at the outset as to whether the project will give rise to any archaeological issues.

Proposals for the extension of a Listed Building must ensure that:

a) the scale is subservient to the original building;
b) its location, design, scale, massing and proportion protects the building's appearance, character and setting; and
c) the detailed design and use of materials complement the building's period, style and character. Developers/applicants should seek advice on materials from the City Council; and
d) advice has been sought at the outset as to whether the project will give rise to any archaeological issues.

8.6 Listed Buildings – Setting

In Glasgow's dense urban context, the setting of a listed building often includes a wider group of surrounding properties. The character and distinctiveness of an individual building may depend on the harmonious relationship of a group, where the value of each is enhanced by its neighbours and by the spaces between them.

Where a listed building is a key visual element in a street, any new development within that street should be assessed as being within its setting. Protecting and enhancing the setting of listed buildings - and the character of Conservation Areas - remains a primary consideration when assessing new development, including impacts on townscape and streetscape.

Development within the curtilage of a listed building, or any development that may influence its townscape or landscape setting, will only be supported where it is clearly demonstrated that the

proposals will not harm the architectural character, appearance, historic interest, or setting of the listed building.

Applicants must show that the historic environment has been fully understood and that potential impacts on setting have been minimised, consistent with national policy expectations for informed, evidence-based decision-making in relation to heritage assets.

Understanding and Assessing Setting

Further guidance is provided in Historic Environment Scotland's Managing Change in the Historic Environment: Setting, which explains how to identify, describe and evaluate impacts on setting.

Where development is proposed, applicants must:

a) Identify the historic assets that may be affected and understand their cultural significance;
b) Define the setting of each asset, including how it contributes to the public's ability to appreciate its architectural or historic interest;
c) Assess the impact of the proposal on that setting and demonstrate how detrimental effects have been avoided or mitigated.

8.7 Development within the Curitlage of Listed Buildings

For Listed Buildings, all new development within the curtilage shall relate to the main building in terms of materials and design and, in the grounds, it is important not to lose the historical relationship between the main property and any ancillary buildings.

Development in side and rear gardens is only likely to be granted where the houses resulting from the splitting of the feu will have gardens in scale with the established pattern in the area. Some developments within gardens may raise archaeological issues. Advice on whether this is the case should be sought at the outset of any project.

The curtilage of a building will normally form part of the setting but, it is also important to consider land immediately adjacent to, or visible from, the Listed Building:

a) no building of similar or greater scale should be erected close to the main subject of listing;
b) the principal elevations of the Listed Building should remain visible from all significant viewpoints;
c) the siting, design, scale, form, density and materials of new development should be sympathetic to the main item of listing and its ancillary development; and
d) new development should not restrict or obstruct views of, or from, the Listed Building(s) or rise above and behind the building so that its silhouette can no longer be seen against the sky from the more familiar viewpoints.

8.8 Infill Development – Conservation Areas

Proposals for infill developments in Conservation Areas should maintain or enhance the character and appearance of their historic context by using high quality design and materials. Subject to the Plan's development and design policies and development guides, proposals for infill or gap site development in Conservation Areas should reinforce local distinctiveness and historic character and seek to:

a) respect the established building lines of the street where this is an identified feature;
b) ensure that the scale and massing respects and responds to the existing adjacent properties; and

c) harmonise external finishes with those of existing adjacent properties (while natural stone is the preferred option in areas of traditional construction, alternative materials may be acceptable dependent on the quality of the architectural design and the context of its setting).

*Area specific policy for infill development is detailed within the 5 place policies. Area specific guidance is also detailed in Planning Guidance on the historic environment.

8.9 Conservation Areas

Under the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997, planning authorities must identify areas of special architectural or historic interest and ensure their character or appearance is preserved or enhanced. Glasgow currently has 25 Conservation Areas, covering a range of historic environments including the City Centre, Victorian suburbs, rural settlements and former estate landscapes.

Conservation Areas derive their significance from the collective character of buildings and the spaces between them, and planning control is directed at maintaining this wider context. New development is not ruled out and must be designed to preserve or enhance the area's character. This approach reflects national policy requirements for informed and sensitive decision-making affecting the historic environment.

Even small or incremental changes—such as alterations to windows, doors, shopfronts, painting, extensions or boundary changes—can erode character if poorly designed. Such works must therefore be carried out sensitively and in keeping with the building and the wider area.

All proposals for new development in or affecting the setting of a Conservation Area must:

a) preserve or enhance its special character and appearance;
b) use high-quality design and materials appropriate to the historic context;
c) protect significant views into and out of the area;
d) retain open spaces and trees that contribute positively to its character.

Alterations or extensions to unlisted buildings must respect the building's period, style and proportions, avoid the loss of traditional features, and use appropriate materials.

Conservation Area Appraisals identify the key characteristics of each area, including its development history, townscape qualities and special features. These appraisals help guide decision-making by defining what is important to preserve or enhance.

8.10 Conservation Areas – Demolition

Proposals for the demolition of an unlisted building within a conservation area that makes a positive contribution to its character or appearance will only be supported in exceptional circumstances. Applicants must demonstrate that all reasonable options for retention, repair, reuse or adaptation have been fully explored and demonstrated not to be viable. This aligns with national policy requirements to minimise adverse impacts and ensure alternatives are fully assessed.

Demolition of any building in a conservation area—listed or unlisted—will not normally be supported unless a detailed planning application is approved for a replacement development (or acceptable

landscaping) that preserves or enhances the conservation area's special character.

In considering applications, the Council will take account of the building's importance to the conservation area and the proposals for the cleared site. Buildings with architectural, historic or archaeological value should be retained wherever possible

Demolition of a building that makes a positive contribution to a conservation area will only be supported in exceptional circumstances, and only where all reasonable options for retention, repair, reuse or adaptation have been shown to be unviable.

Demolition may be acceptable only in limited cases, such as where the building has little townscape or heritage value, no historic or archaeological significance, where its structural condition rules out retention at reasonable cost, or where its form prevents viable reuse.

Any proposal for the demolition of an unlisted building in a conservation area requires Conservation Area Consent. Planning applications will be assessed under NPF4 Policy 7f. To protect townscape quality, consent for redevelopment will require the retention of existing buildings until the replacement development commences. Partial demolition, including the retention of the ground floor only, is unlikely to be acceptable.

8.11 Gardens and Designed Landscapes

Gardens and Designed Landscapes (GDLs) are grounds laid out for artistic effect; and are an important part of Glasgow's historic environment. They form a record of how the city has changed and contribute to its identity and landscape character. They support wellbeing and education. They provide setting of Conservation Areas, Listed Buildings, other buildings and monuments. They provide important habitats for biodiversity and may hold important plant collections.

Sites included in the Inventory of Gardens and Designed Landscapes are of national importance and their designation is a material consideration in planning decisions. Inventory sites are compiled and maintained by Historic Environment Scotland (HES) on behalf of Scottish Ministers.

Glasgow contains five Inventory Gardens and Designed Landscapes:

1 Glasgow Botanic Gardens
2 Pollok Park
3 The Necropolis
4 Kelvingrove Park
5 Victoria Park

In addition, there are historic landscapes and Local Landscape Areas throughout the city which have landscape importance. These landscapes help Glasgow to realise its ambitions; including in relation to placemaking, environment, biodiversity, climate change, equality and public health. Policy 7.5 provides policy on Local Landscape Areas.

Work is currently underway to identify historic landscapes of former mansion houses which may merit protection. Guidance will, in due course, identify these landscapes and guidance on how new development in or affecting them should preserve and enhance their character and quality, natural elements and built features and preserve views in and out of them.

Local authorities must consult HES on any development that may affect an Inventory GDL. Development proposals should demonstrate that they preserve or enhance protected features, comply with relevant policies, and avoid harm to the site's character or setting.

Where appropriate, restoration of original landscape features and removal of unsympathetic structures will be supported.

New structures or landscape works affecting an Inventory GDL will not be supported unless HES, NatureScot and the Council are satisfied that they are necessary. Listed Building Consent or Scheduled Monument Consent may also be required where relevant.

Where development is approved, works must be carefully sited and constructed, with adequate provision made for future maintenance.

8.12 Antonine Wall World Heritage Site

The Council will seek to retain, protect, preserve and enhance the AWWHS, its associated archaeology, character and setting. Accordingly:

a) there will be a presumption against development which would have an adverse impact on the AWWHS.
b) there will be a presumption against development within the AWWHS buffer/setting zone which would have an adverse impact on the site and its setting, unless:
    i) mitigating action, to the satisfaction of the Council in consultation with Historic Environment Scotland, can be taken to redress the adverse impact; and
    ii) there is no conflict with other CDP2 policies.

8.13 Historic Battlefields

Historic battlefields are an important and finite part of the historic environment. They contribute to cultural identity, support understanding of heritage, foster community pride, contain memorials, offer opportunities for education, recreation and reflection, and can support local economies through tourism.

Historic Environment Scotland (HES) maintains the Inventory of Historic Battlefields, which identifies nationally important sites and supports their future protection and management.

Glasgow contains one Inventory battlefield: the Battle of Langside. Detailed information and maps are available through HES.

HES advises that planning authorities must take Inventory battlefields into account in their plans, policies and decision-making, ensuring that development proposals fully consider potential impacts on the battlefield's character, setting and significance.

8.14 Archaeological Sites

The historic environment includes a wide range of designated and non-designated archaeological assets, many of which are finite, irreplaceable and contribute to place, identity and cultural understanding. Planning authorities must protect archaeological sites, monuments and their settings, and preserve them in situ wherever possible.

Where in situ preservation is not possible, developers must secure excavation, recording, analysis and archiving, with publication of significant findings where required, in line with national policy.

Early consultation with the Council's Archaeology Service (WoSAS) is strongly recommended to understand the archaeological sensitivity of a site and any information required to support a planning application.

Where development may affect largescale historic environment assets such as designed landscapes or battlefields, proposals must conserve—and where appropriate enhance—their key characteristics and special qualities.

Glasgow's Historic Environment Record (HER), maintained by WoSAS, provides information on known and potential archaeological

remains; developers should consult it at an early stage to avoid delays and inform design modifications where necessary.

Applicants may be required to provide additional archaeological information, such as desk-based assessments or field evaluations, and should be open to modifying proposals to reduce impacts.

8.15 Scheduled Monuments

Scheduled monuments are nationally important archaeological sites protected under the Ancient Monuments and Archaeological Areas Act 1979.

Glasgow contains nine scheduled monuments recorded in the Council's Historic Environment Record (HER).

Development that adversely affects a scheduled monument or its setting will only be supported in exceptional circumstances. Early engagement with the Council and Historic Environment Scotland (HES) is required.

Guidance on assessing setting is provided in HES's Managing Change in the Historic Environment: Setting.

Scheduled Monument Consent (SMC) from HES is required for any works affecting the protected area of a scheduled monument, in addition to planning permission. Both consents must be obtained before work begins.

Scotland contains more than 8,000 scheduled monuments, legally protected as nationally important archaeological sites under the Ancient Monuments and Archaeological Areas Act 1979. Glasgow's Historic Environment Record (HER) includes over 7,000 historic environment assets, of which nine are scheduled monuments.

Proposals that would adversely affect a scheduled monument or the integrity of its setting will only be supported in exceptional circumstances. Early identification of potential impacts is essential. Where development may affect views *to* or *from* a scheduled monument, applicants should seek early advice from the Council and Historic Environment Scotland (HES) to understand the sensitivity of the monument's setting. The Council will consult HES on any planning application that may affect the setting of a scheduled monument.

Further advice on Scheduled Monument Consent is available from Historic Environment Scotland.

8.16 Sites of Archaeological Importance

When development has the potential to affect the historic environment, including archaeological remains and scheduled monuments, applicants must follow established procedures to identify, assess, avoid, minimise or mitigate impacts. These procedures support sustainable development while ensuring historic environment assets and their settings are protected and, where possible, enhanced.

Early engagement with the Council's archaeology service is essential. National guidance emphasises the importance of early consultation to understand the archaeological sensitivity of a site, the likely impacts of development, and the information required to support an application.

Where archaeological issues are identified, applicants may be required to provide additional information, such as a desk-based assessment, survey or field evaluation. This allows the Council to determine whether:

a) significant archaeological remains are present,
b) impacts can be avoided through design changes, or
c) impacts must be mitigated, typically through excavation and recording secured by planning condition.

If remains cannot feasibly be preserved in situ, the developer may be required to fund preservation by record, including excavation, analysis and publication.

Where planning permission is granted with archaeological conditions, these may be discharged in stages to ensure appropriate oversight. If unexpected remains—particularly human remains or significant artefacts—are discovered during development, work must stop and the Council's archaeology service contacted immediately, in line with legal requirements.

Policy 9. Brownfield, Vacant and Derelict Land and Underused Buildings

This policy provides Glasgow-specific policy detail to complement NPF4 Policy 9 and should be read in conjunction with NPF4 Policy 9.

The major economic and population changes that have occurred in Glasgow over the preceding century have left the city with a relatively large amount of brownfield land, vacant and derelict land and underused buildings. The Council recognises that reusing brownfield land and existing buildings is the most sustainable form of development and that its thoughtful redevelopment contributes to:

a) the culture and dynamism of the city,
b) the overarching aim to create a compact city,
c) minimising pressure on greenfield land
d) protecting embodied carbon and energy; and
e) the circular economy.

The Council seeks a long-term sustainable positive outcome for the city's brownfield/vacant and derelict land and underused buildings (including Buildings at Risk). CDP2 has allocated Brownfield Development Opportunities in Place Policies 2 – 6 that have been identified during plan preparation. They include sites with brownfield land, vacant and derelict land and underused buildings (including those identified as Buildings at Risk). The Place Policies (Policies 2-6) detail the location and individual requirements of the Brownfield Development Opportunities.

Policy 9 also provides support and criteria for the redevelopment of any unallocated sites with brownfield land, vacant and derelict land and underused buildings (including those identified as Buildings at Risk) that arise throughout the plan period.

9.1 Brownfield Land and Vacant and Derelict Land

There is a presumption in favour of the redevelopment of the Brownfield Development Opportunities (including those with buildings) identified in the Place Policies 2 – 6, subject to matters of detail relating to the specific characteristics of the site and the nature of any future proposal.

Development proposals should demonstrate that they have considered the retention of any natural features of the brownfield site including, for example, mature trees, hedgerows and natural ponding.

The temporary use of sites for green infrastructure and other suitable purposes is supported but any such proposals should ensure that the site could be swiftly made available for permanent re-use.

9.2 Underused Buildings

There is a presumption in favour of the re-use and retention of the buildings identified as Brownfield Development Opportunities in the Place Policies 2 – 6. Any development proposal that would involve their demolition should be accompanied by a robust and evidenced reasoning, including, but not necessarily limited to, an assessment of its suitability for conversion based on its previous use, a structural survey and embodied carbon assessment and a viability assessment.

Any listed building will also be assessed against Policy 8 Historic Environment.

Where a Building at Risk is proposed for conversion or forms part of a proposal, the Council will respond favourably to creative ideas and good design, in order to ensure the retention of the building and bring the building back into productive use. Early engagement with the Planning Authority is strongly encouraged to establish the relevant policy implications for redevelopment and provide any assistance towards a positive outcome. Pre-application advice fees are exempt for Buildings at Risk.

Where an underused building(s) (including a Building at Risk) is on a larger brownfield or vacant and derelict site, the Council expects the building(s) to be brought back into productive use as part of the larger development proposal.

9.3 Unallocated Sites and Buildings

There is a presumption in favour of the redevelopment of brownfield land and the re-use and retention of buildings that are not allocated as Brownfield Development Opportunities, during the plan period.

Development proposals will be expected to demonstrate how they would:

a) Positively contribute towards delivery of Policy 1 Spatial Strategy.
b) Positively contribute towards the Areas of Change policy requirements, where located within an Area of Change.

Development proposals shall:

a) Adhere to any masterplans, development briefs or design guides prepared by the Planning Authority
b) Consider and respond to any community aspirations set out within a Local Place Plan that set out alternative proposals for the use of the site.
c) On brownfield land, set out a clear pathway from site investigation through remediation to demonstrate that the site can be developed and reused safely.
d) For buildings, any proposal for demolition will require to undertake a structural survey and viability assessment of any buildings associated with redevelopment. This shall clearly set how the proposed development's social and economic benefits would outweigh the balanced environmental impact in terms of embodied energy, carbon and safety.

Policy 10. Sustainable Transport

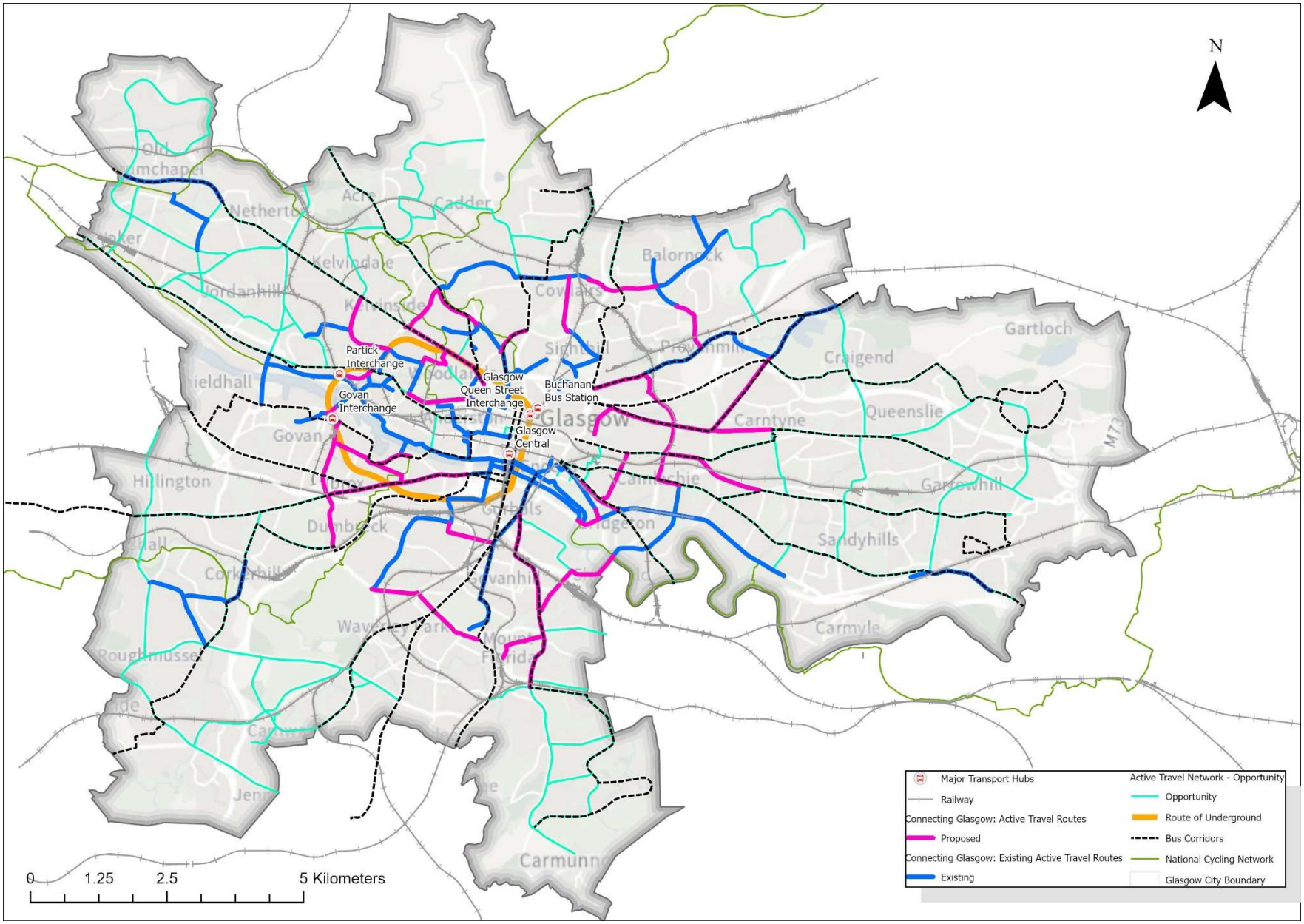
This policy provides Glasgow-specific policy detail to complement NPF4 Policy 13 and should be read in conjunction with NPF4 Policy 13.

Glasgow's transport system plays a vital cross cutting role in delivering the objectives of CDP2 and supporting the council's wider vision for the city. The operation of this system as a sustainable, reliable and well-connected integrated network is essential to supporting the economic growth and the planned housing development set out in CDP2. It also plays a critical role in climate mitigation and adaptation and improving the health and wellbeing of Glasgow's citizens by enhancing air quality and expanding opportunities for active travel.

The Glasgow Transport Strategy (GTS) provides a comprehensive vision and strategic framework to guide the future of transport across the city. The following policies align with the GTS to set out the development requirements for sustainable transport and land-use integration, the delivery of sustainable transport infrastructure, the safeguarding of existing assets, vehicle-parking standards, and measures to mitigate the transport impacts of new development. Together, these policies form a coordinated approach that ensures future development in Glasgow both supports and is well connect to a transport system that is sustainable, inclusive and reliable.

As the CDP2 plan period progresses, it is anticipated that the Clyde Metro programme will advance. Clyde Metro will deliver NPF4 National Development 6: Urban Mass/Rapid Transit Network for Glasgow. Together with bus reform and investment in heavy rail, Clyde Metro represents a step change shift in the Glasgow City Region's transport system, delivering a fully integrated mass transit network with the potential to significantly reshape the operation of the strategic public transport network. As the Clyde Metro develops, decisions made on applications using Policy 10, and especially policy 10.1 and 10.2, will take into account the Clyde Metro network.

Figure X - Glasgow's Transport Network



10.1 Sustainable Location of New Development

Development proposals will be supported where:

a) Existing transport infrastructure is sufficient to enable sustainable travel; or
b) The necessary infrastructure to enable everyday sustainable travel can be delivered as part of the development, whether by way of on-site provision or through developer contributions.

To guide development towards locations with appropriate public transport access, the Council has developed a Public Transport Accessibility Mapping Tool. This tool identifies varying levels of public transport accessibility, including the Public Transport Priority Zone. Developments of the relevant land use type and scale should be located in accordance with the minimum corresponding public transport accessibility zone requirements set out in Figure X.

Where a proposal constitutes one of the Development Types in Figure X but the full site boundary does fall within the minimum corresponding Frequency Zones on the Public Transport Accessibility Mapping Tool, enhancements to public transport accessibility will be required for the proposal to progress. In such cases, applicants should engage with Strathclyde Partnership for Transport to discuss necessary improvements.

Figure X: Public Transport Accessibility Zones and Supported Development Types

Development Type	High Frequency Accessibility	Regular Frequency Accessibility	Public Transport Priority Zone*	Limited Frequency Accessibility
Residential	✓	✓	✓	
Managed Accommodation	✓			
General Industry	✓	✓		
Storage and Distribution	✓	✓		
Hotels/Public Houses/Restaurant	✓	✓		
Leisure Facilities	✓	✓		
Community Facilities	✓	✓		
Retail (Food and Non-Food)	✓	✓		
Offices and Business	✓			
Commercial	✓			

Commercial Leisure				✓			
Stadia				✓			
Universities and Colleges				✓			
Hospitals				✓			
All other development	As determined by the council	As determined by the council	As determined by the council	As determined by the council			

*'The '*Public Transport Priority Zone*' overlaps with other accessibility zones and comprises the areas of the city that are within an appropriate walking distance of public transport infrastructure with potential of supporting high-frequency public transport services, (Rail Corridors and Public Transport Priority Corridors). Although some limited parts of this zone coincide with areas currently identified as having *Limited Frequency Accessibility*, residential development is supported in principle within the 'Public Transport Priority Zone'. This is because introducing trip-generating uses in these locations can help strengthen the long-term viability of enhanced service frequencies on nearby corridors identified as having the potential to operate as high-frequency routes. In effect, new development can contribute to establishing the population base needed to support improved service levels and promote more sustainable travel patterns due to its proximity to existing high-potential sustainable transport infrastructure.

Where a site falls within the Public Transport Priority Zone but currently has limited-service frequency, development proposals must demonstrate that:

a) The proposal will help establish a sufficient population base increase to support improved public transport provision; and

b) The design enables direct, safe, and convenient connections to existing public transport stops.

10.2 Public Transport at the Heart of Development

Site Design and Layout

Development layouts must facilitate direct, safe, and attractive walking routes to on-site and nearby public transport stops. When appropriate proposals should provide accessible, well-lit and conveniently located bus stops that enable passive surveillance.

Development layouts should, where appropriate, facilitate the safe and efficient operation of bus services through the site, including the provision of any specific infrastructure requirements identified at the design stage. However, appropriate layouts and infrastructure alone do not guarantee the introduction of a bus service. The mechanisms required to secure improvements to service provision must therefore be agreed through the Development Management process.

Travel Packs

To encourage sustainable travel habits, the Council supports the use of travel packs, or digital equivalents, for all developments and will

require their submission for all residential developments exceeding 50 dwellings.

Travel Packs must provide clear information on sustainable travel opportunities, public transport ticketing options, and (where applicable) include public transport incentives such as bus passes or discounted tickets.

The provision of sustainable transport incentives through Travel Packs should be secured via planning conditions and/or Section 69 and Section 75 Agreements in the following circumstances:

a) Large residential developments with low parking provision;
b) Where identified as necessary mitigation through the development management process;
c) Where a proposal does not meet the public transport service frequency requirements set out in Policy 10.1.

Mobility Hubs

The Glasgow Transport Strategy supports the inclusion of shared mobility solutions in new development, including mobility hubs - a concept also supported in Strategic Transport Projects Review 2. A mobility hub is defined as a recognisable place with different and connected transport modes supplemented with enhanced facilities and information features to both attract and benefit the traveller.

While sharing similar characteristics Major Transport Hubs, mobility hubs can vary in scale and function. The Council supports their delivery at all scales, where they incorporate features and design measures consistent with Design and Placemaking Planning Guidance and CoMoUk Mobility Hub Guidance.

Development proposals should provide mobility hubs at a scale proportional to the scale of development and should incorporate that mobility hub components that complement the site context and nature of proposed development.

For large residential proposals, the Council expects the creation of 'new housing development mobility hubs' that co-locate public and shared mobility modes alongside supporting non-mobility and urban realm features.

Major Transport Hubs

Glasgow benefits from five major strategically located Major Transport Hubs, each providing high levels of accessibility to the city's wider transport network. In recognition of this enhanced connectivity, development proposals located within vicinity of these interchanges (as shown on Figure X) should:

a) Be delivered at higher densities, where this can be achieved without adverse impacts on townscape or other material planning considerations; and
b) Incorporate mixed-use proposals where suitable.

Density and Public Transport Accessibility

The Public Transport Accessibility Mapping Tool identifies the Public Transport Priority Zone (defined in policy 10.1). In recognition of the strong current levels of public transport accessibility in these areas - and the potential for enhanced service frequency made viable by an increased local population catchment - development within the Public Transport Priority Zone should generally be delivered at higher densities where this can be achieved without adverse impacts on townscape or other material planning considerations. Higher-density development in these locations helps establish and sustain a sufficient population base to support improved public transport provision and promote long-term sustainable travel behaviours.

Development proposals that incorporate varying degrees of building density must ensure that the highest-density elements are located as close as practicable to public transport access points, where compatible with environmental considerations, townscape impacts, and other material considerations, and in accordance with Policy 11: Design and Placemaking.

Where proposals with varying densities are to be delivered in phases, early phases should prioritise the highest-density components. This approach helps establish a critical population mass from the outset, supporting viable public transport services and enabling sustainable travel behaviours from the beginning of occupation.

10.3 Active Travel at the Heart of Development

Providing safe and convenient opportunities for Active Travel

To support the creation of places that support active lifestyle and the creation of opportunities to use active travel for everyday journeys all new development must incorporate a design approach to street layout and site access which promotes walking, wheeling and cycling for all.

Proposals should demonstrate how the proposed development will create safe, inclusive, attractive and integrated walking and cycling connections to key surrounding assets. To achieve appropriate active travel connections, development proposals are expected to demonstrate how they have incorporated the design criteria outlined in Design and Placemaking Planning Guidance.

Pedestrian and cycle access must be provided for the public on an unrestricted 24-hour basis, except where solely for internal access within a site where restricted access is necessary to the effective functioning of that use (e.g. a factory complex).

Development proposals located on, or adjacent to, existing or proposed active travel infrastructure (as illustrated in Figure X) must:

a) Provide direct and convenient connections to the adjacent active travel infrastructure; and
b) Deliver elements of the proposed project infrastructure on-site, where appropriate and proportionate.

Where development lies beside proposed active travel infrastructure, and where a strategic enhancement to active travel provision is required, applicants may also be required to make a financial contribution towards the delivery of that infrastructure, in accordance with Policy 14: Developer Contributions.

Development proposals located at or near the GCC boundary must facilitate cross-boundary active travel connections to neighbouring local authority areas.

Proposals must not obstruct, undermine, or prejudice the delivery or functioning of existing, proposed or opportunity Active Travel Network routes (as shown on Figure X). Development at or near the GCC boundary must also ensure that existing or planned continuous cross-boundary active travel connections are not impeded.

Delivery of active travel infrastructure should provide blue and green infrastructure benefits, where feasible in accordance with Design and Placemaking Planning Guidance.

Cycle Parking and Supporting Facilities

The Council shall require the provision of cycle parking in new development and redevelopment proposals in line with the minimum cycle parking standards specified in Appendix 1: Parking Standards. Cycle parking is expected to proportionately exceed these minimum standards in the following circumstances:

a) At destinations or along routes which attract relatively high numbers of cyclists or;
b) where mode share targets developed through Transport Assessments indicate this would be necessary.

As shown in Appendix 1: Parking Standards, cycle parking standards distinguish between provisions for employees/residents and those for visitors. Design and location criteria must reflect the differing functions of these parking types, ensuring that visitor parking and employee/resident parking are appropriately tailored to their respective needs:

a) Visitor parking is generally short-term and should be easily accessible and visible to visitors arriving by cycle. Visitor parking should be located at an easily accessible location close to, or within, the entrance area of the development in order to enhance security through passive surveillance.
b) Staff and resident parking will have to cater for longer stays and needs to be secure enough to encourage users to cycle to work/park their bike safely overnight. Cycle parking for residents should, generally, be located within, or to the rear of, the residential building or a secure compound to ensure it is safe and secure.

Cycle parking should always be safe, sheltered and secure and be designed in accordance with Design and Placemaking Guidance.

Employment sites must provide on-site showers, lockers, changing and drying facilities, as a means of promoting walking and cycling to work. These are important trip-end facilities that can positively affect an individual's decision to walk, run or cycle regularly.

Employment sites must provide public or semi-public repair stands with basic tools in well-lit, overlooked and sheltered locations to ensure safety and usability.

Employment sites and flatted developments must provide electric bike charging stations co-located with secure resident or staff cycle parking, in accordance with the CDP2 Design and Placemaking Guidance and at the level of provision set out in Appendix 1: Parking Standards.

Within large-scale residential developments, the provision of public electric bike charging stands and cycle repair facilities for visitors will be required and are expected to be delivered via a Mobility Hub, in accordance with Policy 10.2.

Access Routes and the Core Path Network

In line with the Land Reform (Scotland) Act and NPF4 Policy 20 Blue and Green Infrastructure, CDP2 safeguards access rights and core paths. As such, development should not:

a) prejudice the continuity of Core Paths, as defined by the Glasgow Core Paths Plan, or impact adversely on the existing walking/cycling network; or
b) obstruct or adversely affect a public right of way (including paths that meet the criteria for a right of way at Common Law) unless satisfactory provision is made for its replacement. The Council's Outdoor Access Officer can provide advice on rights of way and other access rights.

Development proposals that affect existing core paths must maintain public access by providing Council-approved alternative or modified routes during construction and upon completion.

Replacement routes must offer equivalent or improved alignment and quality. Where aspirational core paths are identified within a site, they must be incorporated into the design layout. All routes - temporary, replacement, and new - must meet Council standards, support passive surveillance, and contribute to placemaking principles. Diversions or stopping-up orders will require statutory public consultation.

The Core Paths Plan and access rights will be material considerations in considering planning applications. The Council will seek reasonable opportunities from developers to create, manage, maintain and improve access through conditions or legal agreements.

Where practicable, proposals for the establishment of new, or alteration of existing, paths and access routes should incorporate suitable measures for the collection and treatment of surface water (See Policy 16.4) as part of a Sustainable Drainage Scheme (SuDS), and opportunities to contribute to the enhancement of biodiversity.

10.4 Safeguarding Transport Infrastructure

There will be a presumption in favour of retaining the disused rail formations shown on the Proposals Map, including former track bed, embankments, retaining walls tunnels and bridges

Where a disused railway formation shown on the Proposals Map passes through a development site, and has the potential to form part of the City's walking and cycling network (or does so at present), developers will be required to incorporate/deliver the pedestrian/cycle route as part of their application, or provide an acceptable alternative that delivers at least equivalent transport and green network benefits.

Any road, rail or other public transport scheme that affects a former railway formation shown on the Proposals Map which is part of an existing or proposed walking and cycling network must ensure that the integrity and continuity of the existing / proposed link is retained, ensuring its attractiveness and safety as a route is not reduced. Where appropriate, such transport schemes should make provision for an alternative route which is safe, attractive and easy to use, prior to the closure of a pre-existing route.

If development proposals affect parts of former rail formations not shown on the Proposals Map, the formation's potential to support active travel or public transport within the development and surrounding area should be assessed as part of a placemaking approach, and the active travel route provided where appropriate.

All existing transport infrastructure (the means and equipment necessary for the movement of passengers or goods, including the River Clyde, Forth and Clyde Canal and strategic freight hubs) are safeguarded from inappropriate development. Development proposals should not adversely impact the City's operational transport network.

Where development proposals would result in the closure / stopping-up or diversion of existing transport routes or facilities (including stations, depots and freight facilities) or affect how they function, then the Council will require to be satisfied that this will not have an adverse impact, including on:

a) local amenity, air quality or noise (see Policy 11: Design and Placemaking);
b) the economy of the City;
c) opportunities for active travel/recreational access;
d) the integrated functioning of the transport systems; and
e) the natural environment, including greenhouse gas emissions.
f) near-term opportunities for mode shift of freight from road to more sustainable modes

10.5 Car Parking

Car Parking Provision and Design

Provision of car parking must be provided at a scale that is reflective of its location and that encourages a greater proportion of people to use alternative sustainable transport modes. Final parking levels should be determined through a placemaking-led design process and be informed by a Transport Assessment, where appropriate.

Car parking must be delivered in accordance with the maximum car parking standards set out in Appendix 1.

Provision should take into consideration alternative forms of shared mobility solutions, such as car clubs, bike clubs and seek to minimise the risk of off-site parking impacts.

Disabled Parking provision must be provided in accordance with the minimum disabled parking standards set out in Appendix 1.

For all developments, car parking should be considered an integral placemaking consideration in the overall design of the proposal and should be delivered in accordance with Policy 11 Design and Placemaking and its associated guidance.

Proposals must accord with the following car park design requirements:

a) Car parking is secure, safe and enables passive surveillance.
b) Car parking does not dominate the street scene - located to the rear or side of a development so that the front elevation is not entirely fronted by hardstanding.
c) Car parking must incorporate convenient pedestrian links to associated buildings, facilities and the surrounding path network.
d) Car parking hardstanding must be broken up with sections of appropriate soft landscaping and drainage features that incorporate suitable measures for the collection and treatment of surface water.
e) Car parking must not impede existing or proposed active travel infrastructure.

For residential developments:

a) Car free housing developments will be positively considered where the site criteria and proposal requirements are met.
b) Car parking design should accord with the Design Guide for New Residential Areas (or any subsequent update).
c) Where on-plot parking is provided in front garden settings, at least 50% of the front garden space must be dedicated to soft landscaping features, permeable surfaces, boundary treatments and other treatments to offset visual impacts and increases in surface water run-off.

For non-residential developments:

a) Car free development will be positively considered where the site criteria and proposal requirements are met.
b) Car parking design must accord with the SCOTS Road Development Guide (or any subsequent update).
c) For major developments, Transport Assessment will be the determining factor in assessing parking provision within the maximum standards outlined in Appendix 1:

Car-Free Development

Car-free development is required within the City Centre and is encouraged in other suitable locations across the city. The Council supports car-free development on sites that meet the following criteria:

a) The site is located within the City Centre, or within Restricted or Controlled Parking Zones, and is at least a 500-metre walking distance from the nearest streets not covered by a CPZ or RPZ; and
b) The site is within walking distance of high-frequency public transport services (see Public Transport Accessibility Mapping Tool); and
c) The site has convenient and safe access (within 400 metres) to local shops and facilities, including publicly accessible open space.

Any on-site parking provision for car-free development should be limited to car-club, car-sharing, or servicing purposes only. Parking design should reflect this limited function and should be designed to actively discourage private car use and vehicle entry, in accordance with CDP2 Placemaking Guidance.

Where development is proposed as car-free, provision for disabled persons' parking must still be made in accordance with the minimum standards set out in Appendix 1. To uphold the principles of car-free development and ensure its long-term effectiveness, developments must incorporate robust and enforceable mechanisms for ongoing parking management following occupation. These measures could include:

a) Legal restrictions within title deeds or tenancy agreements that prohibit private car parking within the site, except for car-sharing purposes.
b) The exclusion of residents of all new housing developments, including car-free developments, from eligibility for residents' parking permits for on-street parking within CPZs.
c) Provision for residents' occasional and short-notice car use, for example through a car-sharing scheme or partnership with a local hire company.
d) The establishment of a residents' committee by the developer to oversee the management of the development, including access control and the operation of car-sharing spaces.
e) Marketing of the development to include the provision of an annual public transport season ticket for the first year of occupation.

Off Street Public Parking

New off-street public parking will only be permitted where an existing permanent public car park is removed, and the total capacity of any new provision does not exceed that being replaced. Temporary parking will only be supported as an interim measure to maintain provision during replacement works.

Proposals for new off-street public parking provision will require to meet the following traffic criteria:

a) safe access and egress;
b) no queuing on road; and
c) no disruption to public transport or active travel routes.

City Centre public off-street parking will be limited to existing levels or replacement provision that does not exceed that being replaced.

The Council will not support proposals for permanent or temporary public parking, outwith the city centre, that is intended to serve commuting demand, except where this would be consistent with an approved transport strategy for park and ride.

Parking Control and Management

The creation of a House in Multiple Occupancy (HMO) may increase pressure on the surrounding area's existing on-street parking supply. To manage any potential implications on parking caused by the creation of an HMO the following restrictions apply:

a) In controlled parking areas existing HMOs are limited to one resident parking permit per property
b) In controlled parking areas future approved HMOs will not receive any resident parking permits.
c) In other areas of the city, the impact on on-street parking will be considered when assessing HMO proposal

Any car park of 50 or more spaces should be the subject of a management plan, to control use, agreed with the Council. Parking provision should not provide for journeys to work by staff above a maximum agreed level.

Where off-road parking provision is wholly unallocated or is less than 1 space per dwelling, a management plan should be submitted by the developer and agreed by the Council.

Where parking is provided within halls of residence, student accommodation or co-living developments, a management agreement will be required to manage the allocation, control and rotation of parking spaces.

10.6 Electric Vehicles

Public EV Charge Points and Charging Stations

Proposals for the installation of on-street EV charging points will generally be supported where located within a Controlled Parking Zone.

Public EV charging points and charging stations must provide accessible EV charging infrastructure, designed and delivered in accordance with PAS1899 Electric Vehicles Accessible Charging Specifications.

Public EV charging points and stations must be sited and designed to ensure effective passive surveillance, whilst ensuring they do not have an unacceptable detrimental impact upon accessibility or visual amenity within the public realm.

EV Charging Points in New Development

In accordance with Building (Scotland) Regulations every new building must be designed and constructed in such a way that provision for the charging of electric vehicles is made where car parking spaces are located within the building or the curtilage of the building. Conversion of existing buildings should seek to achieve the same standards set out below, however where site or other circumstances make this impractical or unviable then applicants will be expected to provide a reasoned explanation in order to justify a reduced EV infrastructure requirement.

In residential development where parking is provided, electric vehicle (EV) charging infrastructure must be delivered in accordance with the requirements set out in the Building (Scotland) Regulations:

a) A minimum of one active EV charging space per dwelling must be provided, unless it has been agreed that the development will deliver below 100% allocated parking provision.
b) In developments with communal off-street parking where the total number of parking spaces exceeds the number of dwellings, enabling infrastructure must be provided in all additional spaces to allow for 100% passive provision.
c) Accessible parking spaces must include EV charging infrastructure at the same proportion as general parking provision

(i.e. one per dwelling). Where the number of parking spaces exceeds the number of dwellings, active EV charging must be provided for at least one in every four (or part thereof) additional accessible spaces.

In non-residential development, EV charging infrastructure must be delivered in accordance with the requirements set out in the Building (Scotland) Regulations:

a) A minimum of one active EV charging space per 10 car parking spaces (or part thereof) must be provided.
b) Where more than 10 car parking spaces are provided, enabling infrastructure must be installed in at least 50% of spaces to allow for a minimum of 50% passive provision.
c) Accessible parking spaces must include EV charging infrastructure at the same proportion as general parking provision.

All development which incorporates dedicated parking should provide for safeguarding capacity in the electricity network for 20% of passive spaces.

In detached, semi-detached or terraced housing developments with dedicated garages or driveway space, it is expected that cabling will be provided to an appropriate point, within curtilage (either in-garage or next to driveway), for all new housing units.

Where active spaces are provided during development or added later, the Council requires owners/operators of commercial buildings and factors of flatted developments with communal parking to implement and maintain appropriate car park management. This must include:

a) controlled access to EV charging spaces (including dedicated spaces in flatted developments); and
b) arrangements for payment of electricity used for charging.

For retail, leisure, and other publicly accessible developments (including commercial car parks), similar arrangements must ensure public access and payment facilities.

If, during the life of this Plan, the Building (Scotland) Regulations are revised in respect of EV charging infrastructure, these new requirements will supersede the criteria set out above.

10.7 Transport Assessments and Travel Plans

In accordance with NPF4 Policy 13 c), “where a development proposal will generate a significant increase in the number of person trips, a transport assessment will be required to be undertaken in accordance with the relevant guidance.” The council recognises the following developments as a potential significant trip generating and will require a transport assessment to submitted as part of the planning application in the following circumstances:

a) Major development proposals, as defined in Figure X; or
b) Proposals which exceed the criteria set out in Figure X or
c) The proposal is located in an area that does not meet the required sustainable transport accessibility standards. This includes sites where public transport accessibility levels fall below the minimum threshold for the relevant development type, as defined in Policy 10.1.

Figure X: Transport Assessment Threshold and Criteria

Development Type	Major Development Threshold
Housing	100 units
General Industry	5,000 sqm
Offices and Business	2,500 sqm

Distribution and warehousing	10,000 sqm
Food and Non-Food Retail	1,000 sqm
Hotels	100 beds
Cinemas/Bingo Halls/ Theatres/ Conference Facilities	1,000 sqm
Leisure	1,000 sqm
Stadia	1,500 seats
Higher and further education	2,500 sqm
Hospitals	2,500 sqm
Criteria	
• generates 100 or more vehicle trips per day; or • generates 10 or more freight movements per day; or • provides 100 or more car parking spaces on site; or • where the Council has significant concerns about the possible transport impact of the proposed development Account will be taken of the cumulative impact, within an area, of small developments below these threshold	

All transport appraisals should be carried out in accordance with Transport Scotland's Transport Assessment Guidance (2012) (or any subsequent updates).

Transport assessments should set out:

a) how the proposed development has been designed in line with the Sustainable Transport Hierarchy and Sustainable Investment Hierarchy;
b) how the CDP2 Transport Appraisal has been taken into account:
c) how the development will promote greater use of sustainable modes of transport for everyday journeys;
d) how the proposed development will impact the transport network during and after construction; and
e) proposed mitigations to address any adverse impacts identified as a result of the development proposal.

Where a Transport Assessment is required, a supporting Travel Plan must also be submitted to help deliver the objectives of the assessment.

Travel Plans should encourage sustainable travel behaviour and must be produced and submitted alongside a Transport Assessment in accordance with the Transport Assessment and Travel Plan Guidance. Travel Plans must include clear measurable targets created to facilitate ongoing monitoring and evaluation of the travel plan's effectiveness.

Liveable Places

Policy 11. Design and Placemaking

This policy provides Glasgow-specific policy detail to complement NPF4 Policy 14 and should be read in conjunction with NPF4 Policies 14 and 15.

Glasgow is one of the most distinctive cities in Scotland and the UK. Glasgow's built environment has a rich history and continues to evolve. The city experienced many urban reconfigurations in response to various challenges in the 19th and 20th century which continue to inform the city's regeneration efforts today. Both placemaking and placemending are key planning objectives for the city. Understanding this context is fundamental to how the Council approaches the design of the built environment through the planning process.

Policy 11 supports NPF4 Annex D; "Six Qualities of Successful Places". The policy guides the design of development proposals to be ambitious and realise the fundamental placemaking priorities that underpin national policy as they relate specifically to Glasgow. Policy 11 should be delivered in all developments.

A suite of Design and Placemaking Planning Guidance will accompany CDP2.

11.1 The role of Design and Placemaking in Glasgow

Buildings and spaces ultimately reflect our shared culture and tell us in physical form what makes Glasgow, Glasgow. The design of buildings and spaces in our city creates a sense of place and identity and facilitates the emotional connection people have to Glasgow and their home city. The design process is the act of using creative thinking and analysis to solve a problem, taking into account user needs and the local context. High-quality design elevates buildings and spaces combines the functional and aesthetic to create more dynamic and inspiring environments.

Placemaking is an approach to urban planning and design that considers how best to create meaningful places that are centred around the needs and aspirations of people, first. It is the act of shaping buildings and public spaces that foster stronger civic participation and a greater sense of community and belonging. Placemaking requires a holistic consideration of the planning, design and management of places.

All development proposals that go through the planning process must be focussed on producing high-quality designs that add value to the city's-built environment, enhancing Glasgow as a place to live, work, play, learn, create, and thrive.

Design of developments and of public spaces must consider their suitability for use by children, women and those of all genders, older people, disabled people and those with neurodiverse needs. The city belongs to everybody and must be considered through these different lenses.

The Council recognises that the placemaking process is most successful when there is input and collaboration between built environment stakeholders which includes developers,

designers, planners, the local community and other stakeholders. Policy 11 is intended to assist all of those that contribute to the design, development and regeneration of Glasgow.

Applicants are expected to use this policy and its supporting Planning Guidance as a tool during:

- Initial design phases,
- Pre-application discussions; and
- Formal planning applications.

11.2 The Healthy City

A healthy Glasgow will consist of buildings and places designed to serve the needs of its citizens; delivering creative design solutions that address a range of necessities for living a healthy life.

Development proposals will address health and wellbeing by designing buildings and spaces that:

a) Reduce fuel poverty (see also Policy 15).
b) Reduce stress and isolation, by creating opportunities for semi-private and public social interaction and respite.
c) Enable opportunities for visual interaction between people in interior and exterior spaces where building facades form a perimeter boundary to streets, amenity spaces and public realm.
d) Activate ground floor edges and omit blank walls and blind corners to improve safety, surveillance and social engagement.
e) Encourage provision of public toilet facilities and water refill locations in suitable locations including parks and public realm.

Development proposals will address health and wellbeing in the design of public spaces that:

a) Is informed by the established local identity and character and through engagement with the local community.
b) Integrate visually appealing design solutions that aid legibility, visibility, and wayfinding.
c) Entice participation in sporting activities and communal events.
d) Deliver free-flowing pedestrian and cycling routes that are usable throughout the day and evening, ensuring illumination, provision of shelter, bicycle parking, and places with seating for rest and social interaction (see Policy 10).
e) Provide functional and nurturing design solutions that consider all levels of mobility, prioritise safety and accessibility and integrate design enhancements for a range of age groups, genders, physical abilities, sensory impairments, neurodivergences, and orientations (see also Planning Guidance on Design and Placemaking including the Feminist Planning Toolkit).
f) Support and protect community facilities and local service provision that are publicly accessible and avoids a centralised approach that increases the need to travel excessive distances to services.
g) Deliver opportunities for inhabitants and local people to connect with nature (see also Policy 7).
h) deliver meaningful blue-green infrastructure and nature based solutions including spaces for recreation, local food growing, play and shared outdoor activities (see also Policies 14 and 16).
i) Prioritise the regeneration of vacant and derelict buildings and stalled brownfield sites (see also Policy 2-6 and 9).

11.3 The Pleasant City

A pleasant Glasgow will be memorable, not only for its iconic architecture, grand civic spaces, or bold contemporary design, but for

preserving and enhancing buildings and spaces that facilitate a personal connection to the built environment.

Development proposals will create a pleasant environment by designing buildings that are:

a) Intentionally designed to enhance and reflect Glasgow's unique built environment.
b) Designed to embrace Glasgow's notoriously changeable weather, at different times of day, throughout the year. Design analysis should consider how environmental comfort for pedestrians and users of external amenity space may be affected, informing early-stage design decisions and mitigation measures that offer protection from the elements.
c) Designed to mitigate for any local constraints in the local environment, including the impact of noise on users of the development.
d) Lessen the disruptive impact of construction works on the city; planning for screening solutions that can add to the character of place, or robust meanwhile uses that offer rare opportunities to transform temporary gap sites into places for inspiration during long term multi-phase developments.
e) Capitalise on the existing topography of the site, accentuating existing landforms and historic features whilst shaping the design proposal in relation to changing levels, orientation, enjoyable views and cultural landmarks.
f) Incorporate well-designed landscaping and blue green infrastructure, whether at ground or roof level, delivering planting, trees and other measures to soften boundaries, break up monotony, and contribute towards city-wide objectives to green the city to absorb more CO2, boost biodiverse habitats and offer natural protection from changing climatic conditions (see also Policy 16).
g) Promotes a sense of safety, incorporating Secured by Design (SBD) and Crime Prevention Through Environmental Design (CPTED) principles.

Development proposals will create a pleasant environment by designing public spaces that:

a) Provide hospitable external environments that are designed for people to linger, congregate and facilitate memorable moments to pause, rest and engage with others.
b) Be attractive to a diverse population, utilising opportunities to reflect Glasgow's growing diversity and civic life.
c) Provide public art (see 11.5 for detail) that reflects Glasgow's unique qualities to provoke social interactions and inspire playful activities that appeal to all age groups.
d) Contribute to the resilience of the local surroundings by addressing local environmental impacts including air quality, noise and the local impacts of climate change.
e) Design with the natural landscape, integrating blue green infrastructure to soften the built environment and address the impacts of climate change (see also Policy 16).
f) Be innovative and playful in designing public open space to provoke positive social interactions and inspire playful activities that appeal to all age groups.
g) Reduce street clutter. This includes the removal of redundant digital infrastructure.

Advertisements and signage on buildings or in public spaces should be designed appropriately, in accordance with Design and Placemaking Planning Guidance.

11.4 The Connected City

A connected Glasgow will be built on a series of high quality and interconnected neighbourhoods and places. Buildings and public spaces will be built to facilitate improvements to active travel infrastructure, designing for permeability, walking and cycling, and supporting the city's public transport network.

Development proposals will create a connected city by designing buildings that:

a) Facilitate cycle use through the provision of both internal and external ground floor cycle parking for residents, employees and visitors, where appropriate.
b) Prioritise permeability, directing the movement of people through urban and suburban blocks; establishing route between streets, open spaces and public amenities; to break up hard edges of city blocks and activate the spaces between buildings with pedestrians, wheelchair users and cyclists.
c) Create versatile streetscapes that accommodate essential functions, such as deliveries, emergency vehicle access, and refuse collection, without compromising or diminishing the pedestrian experience or measures to make it attractive, such as street trees.
d) Consider vehicle parking provision for occupant and visitors to the development at an early stage in the project. The car parking strategy must be designed to integrate with landscaping, drainage and external lighting design, and make provision for car sharing spaces and electric vehicle charging points, where appropriate (see also Policy 10).

Development proposals will create a more connected city by designing streets and public spaces that:

a) Incorporate or contribute to the city's active travel network, improving the experience of pedestrians, wheelchair users and cyclists traversing the city. Designs will prioritise the ease of movement between places of interest and transport nodes, devising strategic routes that are direct, safe, accessible and inviting.
b) Adhere to the established patterns of movement and routes, forming convenient connections to local destinations and recreational space; reinforcing route hierarchy, incorporating desire lines and planning for the adaptation of routes in future development phases.
c) Enhance connectivity to the established local, regional and national active travel and public transport networks, taking consideration of adjacencies to the development, its position within the greater transport system and any future consented plans for network expansion.
d) Feature streets that are places of social, economic and amenity value; prioritising the experiences of people above vehicular traffic and parking, and delivering blue-green infrastructure, such as street trees, that enhances their attractiveness.
e) Ensure pedestrian and cycle routes are intuitive and easy for all to navigate; offering protection from vehicular traffic; eliminating unnecessary barriers, obstacles and visual clutter; assigning appropriate route widths and even gradients for durable, well-maintained surfaces.
f) Provide effective human scale external lighting on primary pedestrian and cycle routes that will be used after dark, with an appreciation that the hours of darkness will dominate winter months.

11.5 The Distinctive City

A distinctive Glasgow will be built around promoting and enhancing the city's enduring cultural identity, as expressed in its distinctive buildings and public spaces. The city's art, architecture, heritage and culture collectively express Glasgow's unique built environment which in turn instils a sense of what it is to be Glaswegian, which is then projected to the wider world. Glasgow is renowned for its inventive and creative people. Reinforcing Glasgow's distinctiveness through new buildings and spaces requires an understanding of the city's intrinsic qualities, whilst pushing for design that responds to the city's challenges. This demands innovation and inventive design solutions.

Development proposals will create a more distinctive city by designing buildings that:

a) Create a varied and architecturally compelling design that is distinct to Glasgow through a mix of building typologies, scales, uses and tenures that complement the local townscape.
b) Capitalise on and enhance historic features, development patterns, building lines, material palettes, and architectural style to produce contemporary proposals that strengthen cultural identity and the distinct sense of place.
c) Create places that are architecturally distinctive at both city and human scale, by providing enjoyable, sensory environments where occupants interact with spaces and surfaces directly, whilst simultaneously providing visual delight and recognition when the development is seen from afar, contributing towards the enhancement of landmarks, vistas and skyline.
d) Design roofscapes that are a distinctive 'fifth elevation' of the building; exploring from an early stage the effective concealment of necessary plant and equipment, the integration of blue and green infrastructure, renewable energy generation, and the reading of the roofscape in relation to the wider city context.
e) Retain, adapt and reuse existing buildings and structures of local interest wherever possible. Where this cannot be achieved, consider the reuse of reclaimed materials within the proposed development. See also Policies 8 and 9.
f) For significant proposals, foster local community interest in the development through active community engagement from early-stage design, to better interpret the intangible heritage and social context of a local area; and demonstrate to the satisfaction of the Council how this this information has informed the proposal.
g) Respect significant local landmarks, buildings and public space, and protect significant views choosing to complement rather compete with, diminish or mask the city's distinctive townscape.

Public Art

Public art makes an important contribution to Glasgow's built form, refining the character and expression of our city. Public art can foster social cohesion and humanise urban space, creating identity and allowing for play and other uses. The Council encourages the integration of high-quality public art in the delivery of new or improved public realm, new development and refurbishment proposals.

Public art shall form part of proposals for major and national applications and be:

a) located in visible or publicly accessible areas. respect and enhance the local context in terms of its intention, scale, form and the use of materials.
b) use high quality materials which wear well over time and require minimal maintenance (with the impact of Glasgow's wet and windy climate carefully considered).
c) take account of public safety in the design and choice of materials.
d) be designed to minimise opportunities for vandalism, flyposting and graffiti.

e) if free standing, not obstruct footways, or cause a hazard to the visually impaired or interfere with vehicle sight lines.
f) if part of a building's design, be fully integrated into the design strategy of the building form.

Public art proposals should be:

a) discussed with the Council at early stages of development.
b) clearly identify the organisation or Council service responsible for upkeep and maintenance and have appropriate financial provision for future maintenance costs.

In circumstances where, through consultation with the local community in the design process, public art is determined to be best provided offsite, the Council will consider taking a financial contribution for the delivery or maintenance of public art where it is to be located on Council-owned land.

Design and Placemaking Planning Guidance on public art provides further detail.

11.6 The Sustainable City

A sustainable Glasgow will be resilient by design, providing continuing value to Glasgow's residents and help the city adapt to future social, environmental and economic change.

Development proposals will create a more sustainable city by designing the development and buildings to:

a) Optimise the site and ensure density, guarding against under-development. In particular, sites in sustainable locations (Policy 10.1), Areas of Change and in the tall building zone should support intensification of land use. On housing sites, Policy 12.4 Housing Density and Optimising Land applies.
b) Favour long service life design that embeds technical flexibility that can support future use change, particularly in larger buildings.
c) Utilise opportunities to animate buildings horizontally and vertically throughout the day and evening with a mix of uses and typologies that creates a cohesive sense of place.
d) Assist in the city's transition to net-zero by proposing design solutions that minimise emissions across the whole life of the development.
e) Be designed for the development's deconstruction demonstrating how the building materials would be deconstructed and reused.
f) Demonstrate excellence in energy and resource efficient design in relation to the latest industry standards, whilst making use of natural daylight, ventilation and opportunities for sustainable heat and energy production.
g) Include well designed waste storage, recycling and collection facilities.
h) Deliver a robust design response to the climate emergency, demonstrating a comprehensive understanding of sustainability challenges and opportunities that have shaped the design evolution of the development.
i) Be designed for resilience to future projected climatic conditions, working with nature to find creative solutions for the mitigation of extreme weather patterns and surface water management.
j) Demonstrate how the embodied carbon and reuse potential of existing built assets and salvaged materials can be reimagined where repurposing and alternative uses are proposed.
k) Incorporate locally produced and sourced materials and local skills where possible to support community wealth building and, reduce the carbon footprint of construction.
l) Consider how the proposal can enable future economic activity through early integration of innovative design of smart technology in open spaces and areas of public realm.

Development proposals will create a more sustainable city by designing public or semi-public spaces that:

a) Consider surface water management as a system that can feed design features in the landscaping strategy such as green roofs and ponds that support biodiversity, wildlife habitats, and a more natural approach to rainwater attenuation and reducing the impact on the combined sewer system.

11.7 The Adaptable City

For the city to become more resilient, all proposed developments must be designed to be responsive, adaptable, and multifunctional. An adaptable Glasgow will see its historic built environment as integral to the city's character and cultural identity. Sustaining the city's historic built environment through changing social, economic and climatic pressures is a key driver and imperative for transitioning to net zero.

Development proposals will create more adaptable city by designing buildings and spaces that:

a) For major developments, demonstrate how the proposal has been designed to adapt to accommodate alternative functions in response to future market demand. This should include analysis of the current and projected economic and social conditions to support the justification for the proposed usage. This may include consideration of phased expansion, repurposing, partial/total retrofit, subdivision or relocation of modular components, all with minimal use of additional resources.
b) Encourage spaces that can efficiently expand and contract with demand to sustain use throughout the day and across the seasons to ensure that resources are optimised and minimise energy waste and vacancy, helping to sustain shared infrastructure that supports activities for people.
c) Maximise the internal flexibility of commercial ground floor units to allow for expansion and contraction of floor plans to account for market changes.
d) Prioritise the adaptive re-use and retrofit of existing buildings and structures to extend the life of existing built assets, as an alternative to new build solutions.
e) Clearly define public and private spaces to improve legibility, convey maintenance responsibilities and affirm a sense of custodianship.
f) Be designed for future adaption to support the changing needs of occupants throughout their lives, ensuring that homes, public buildings and neighbourhoods remain safe, accessible and comfortable as individuals age or experience changes in mobility, cognition or sensory processing. By prioritising adaptability in inclusive design, Glasgow can ensure that buildings and public spaces remain welcoming, equitable and future-proof for all residents.
g) Facilitate meanwhile uses in underused, vacant buildings, gap sites, and in long-term plans for multi-phase developments. Meanwhile uses present opportunities should involve the community, local artists, and food growers to animate an under-used site. Meanwhile uses must be sufficiently robust and durable and last beyond the duration of their intended life to account for unforeseen delays to planned development. It is important that poorly specified and short-term solutions do not become hazardous.
h) Optimise durability and ease of maintenance to ensure that standards of finish are robust and appropriate for the local climate and perform through sustained use. Management and maintenance obligations will be considered as part of decision-making process.

i) Include landscape strategies that consider how the proposal will mature over time, considering what maintenance measures will be necessary with continued use.

Policy 12. Housing

This policy provides Glasgow-specific policy detail to complement NPF4 Policy 16 and should be read in conjunction with NPF4 Policy 16.

Affordable, accessible, safe and sustainable homes benefit everyone. This policy supports the delivery of high quality, affordable and sustainable homes across all tenures and in locations that meet the needs of Glasgow's population. It helps to address the need for more homes in the city and plays a critical role in supporting our health and wellbeing across the city. Homes should be well-connected to jobs, education, services, and opportunities, and contribute to Glasgow being an attractive place for people to live, learn, work and invest.

The close alignment of planning and housing delivery will help to deliver the right type and mix of homes in the right locations subject to available funding. The spatial strategy includes Areas of Change where significant growth is expected and areas of urban expansion, through greenfield releases including Community Growth Areas. Areas of Change include large scale brownfield regeneration projects, such as the Transformation Regeneration Areas; New Neighbourhood Initiative areas and other large masterplanned sites.

It is important to support development that helps to meet the changing and diverse needs of residents throughout their lives including by enabling choice of tenure and form, as well as location and quantity across the city. This includes supporting the adaptation of existing homes, self-build opportunities, new homes and affordable homes; as well as ensuring a range of size of homes and homes for specialist groups including accessible, adaptable and wheelchair accessible homes and homes that meet the needs of older people and Gypsy/ Travellers and Travelling Showpeople. Managed accommodation is addressed in Policy 13 and provides bespoke support on meeting the housing needs of older people, disabled people and students.

12.1 Local Housing Land Requirement

The city's population is projected to grow over the plan period, and the way people live is expected to change, with a current need for more family housing identified and projections indicating that there will be larger numbers of older people and more people who want to live alone than in the past

The 10-year Local Housing Land Requirement (LHLR) for Glasgow is 22,569 homes.

12.2 Deliverable Housing Land Pipeline

The Deliverable Housing Land Pipeline provides land for over 31,000 homes. This Pipeline therefore provides flexibility in delivering the LHLR and housing that will be delivered in the short, medium and long term. In addition, land for over 800 homes is identified in the longer term.

Delivery Period	Number of Sites	Indicative Capacity
Short-Term (1-3 years)	76	6,311
Medium-Term (4-6 years)	55	13,595
Long-Term (7-10 years)	165	11,575
Total	296	**31,481**
Longer Term (10 years +)	8	819

The CDP2 Delivery Programme includes the Deliverable Housing Land Pipeline. The housing land supply will be monitored annually through the Housing Land Audit and the Delivery Programme will be updated biennially to reflect changes in the Pipeline.

Further housing land is likely to come forward over the plan period. Policy 9 addresses the Brownfield Development Opportunities allocated by CDP2 which may be developed for housing. Policy 9 also addresses unallocated sites which may come forward as windfall.

The housing sites that the Deliverable Housing Land Pipeline is comprised of are allocated in Place Policies 2 – 6 and shown on the Proposals Map. These sites have been selected based on consideration of a range of economic, social and environmental factors and have included consideration of their infrastructure requirements, local living and subsequent deliverability. In some cased housing forms part of a mixed use site and this is indicated in Place Policies 2 – 6.

The Deliverable Housing Land Pipeline and allocated housing sites must deliver mainstream housing, including self-built homes.

Policy 13 addresses Managed Accommodation.

Housing choice

The way people live is expected to change, with an established need for more family housing and projections indicating that there will be larger numbers of older people and more people who live alone than in the past.

Development proposals should:

a) demonstrate consideration of future house-type need and provide a range of house-types and sizes, including family homes.
b) demonstrate consideration of the need for self-build homes.

Affordable housing

The Deliverable Housing Land Pipeline includes land for both affordable and market homes. 26% of the supply is indicated as likely to be affordable tenure homes, 20% is currently unknown but could be brought forward as affordable when funding becomes available beyond year 5 and 54% is expected to be market tenure homes. The CDP2 Delivery Programme will include tenures as they become known over the plan period.

National Planning Framework 4 (NPF4) Policy 16 establishes a requirement for market housing developments to provide 25% affordable housing, unless a Local Development Plan evidences circumstances that justify a higher or lower contribution. GCC has concluded, based on the evidence, that no affordable housing contribution is required for the following reasons:

- Glasgow currently delivers affordable housing through the Affordable Housing Supply Programme (AHSP).
- Research for CDP2 examined whether Glasgow's housing market and development viability could support an affordable housing contribution policy.
- Glasgow's housing market has distinctive challenges:
  - Lower average house sales values compared with other Scottish local authorities.
  - Higher development costs, particularly due to brownfield land remediation.
  - Resulting lower residual land values, making development less attractive to private investors.
- Only limited areas of the city generate sufficient land values to support affordable housing contributions, and these areas have few remaining development opportunities.

- Affordable housing contributions would still require AHSP funding, which is already targeted at priority communities with existing need.
- Evidence shows that introducing an affordable housing contribution policy would require significant ongoing monitoring of land values and likely reduce overall housing delivery across Glasgow.
- CDP2 requires developer contributions for infrastructure and maintaining the viability of these infrastructure contributions is essential to ensure sustainable, well-served housing developments.

12.3 Specialist Housing

Older and Disabled People

The scale and form of specialist housing need for older people and for disabled people is dynamic but it is expected to grow over the plan period.

Development proposals for new homes should:

a) demonstrate consideration of the need for intergenerational homes, to support independent living. Particularly, but not exclusively, to support older or disabled people.
b) development proposals should include a minimum of 10% of the proposed homes as wheelchair accessible as per Scottish Government guidance on the Accessible Home Standard, or any government approved alternative. For affordable tenure homes, this requirement will only apply to development where 20 homes or more are to be developed.

Development proposals for the adaptation of existing homes to accommodate the particular needs of older and/or disabled people should be supported subject to their mitigation of negative impacts on residential amenity.

Specialist housing development for older people will be supported. These homes will be for older people at risk of admission to long stay within hospitals or residential care.

Development proposals for care homes will be supported subject to matters of detail (see Policy 13 Managed Accommodation).

Gypsy/Travellers and Travelling Showpeople

The need for future accommodation for the group collectively recognised as Gypsy/Travellers and Travelling Showpeople has been established but the scale, duration, and location of need was not identified. Travelling Showpeople, who have an established presence in the city are likely to bring forward live-work yards and these should be supported in principle.

Development proposals for public or private, permanent or temporary, Gypsy/Travellers sites and family yards and Travelling Showpeople yards should:

a) Demonstrate, where appropriate, consideration of the Scottish Government's Interim Gypsy/Traveller site design guide, or more up-to-date replacement.
b) Provide a mix of accommodation options, with a layout and facilities that addressed the needs of initial residents and allows for movement to different accommodation on the same site if circumstances change.
c) provide pleasant places to live, built to a high standard, and including attractive outdoor space and communal facilities, including for children and young people and other outdoor activities like clothes drying, parking, and growing. Provision should be of a scale relevant to the maximum number of potential residents.
d) Demonstrate safe access, egress and circulation for vehicles and residents

e) Not be subject to the 60 dwelling per hectare requirement of other new accommodation in the city and will be supported where they are otherwise consistent with the spatial strategy.

12.4 Housing Density and Optimising Land

The optimal residential density for an individual site should be determined through a careful and comprehensive assessment of local character and townscape considerations. Innovative design, efficient use of space and well-considered layouts can enable higher-density development without compromising amenity, quality or the character of the surrounding area, while fully meeting the design and placemaking principles set out in Policy 11 and the need for a range of house types and sizes (policy 12.2).

Within this context, and to support sustainable development and Glasgow's strategic housing requirements, residential developments are expected to achieve a minimum net density of 60 dwellings per hectare (DPH). This minimum applies where compatible with site context, physical constraints, utilities capacity, design quality, heritage assets and townscape considerations. Where the indicative capacity provided for sites in Place Policies 2 – 6 is lower than the density requirement of 60DPH, the indicative capacity should be seen as a minimum and a higher density sought.

Where site-specific constraints demonstrably limit the ability to achieve this minimum density, applicants must demonstrate - through a robust design and planning statement - that the proposal delivers the maximum achievable density for the site. This assessment must take full account of physical, environmental and heritage constraints, and exceptions will only be supported where clear evidence is provided that development potential has been optimised within these limitations.

In recognition that different areas of the city exhibit distinct spatial characteristics, functions and capacities, and are therefore suited to different residential density profiles, residential development proposals should accord with the following place specific density principles:

a) The City Centre, as defined on the Proposals Map, benefits from exceptional levels of public transport accessibility, proximity to employment, extensive services, cultural assets and an established high-density urban structure. Residential density within the City Centre is therefore expected to significantly exceed the 60 DPH minimum.
b) In locations where the Tall Building Design Guide identifies potential for increased building scale, the optimum residential density is expected to significantly exceed the 60 DPH minimum, reflecting the capacity of these areas to accommodate higher density forms.
c) Major and Local Town Centres, as defined on the Proposals Map, function as key hubs of services, employment and sustainable transport connections. Residential development in and around these centres is expected to exceed the 60 DPH minimum, recognising their strong suitability for higher-density, mixed-use living.
d) The Public Transport Priority Zone, as defined in Policy 10.1, identifies areas with appropriate proximity to current or potential high-frequency public transport services. Residential development within this zone is expected to exceed the 60 DPH minimum, reflecting the strategic role of these locations in supporting sustainable travel behaviour.
e) Areas of Change identified on the Proposals Map represent key locations for growth and regeneration where coordinated, place-based approaches apply. Residential density must align with the

policy approach and site-specific requirements set out in the relevant Area of Change policies.

Policy 13. Managed Accommodation

This policy provides Glasgow-specific policy detail to complement NPF4 Policy 16 and should be read in conjunction with NPF4 Policy 16.

Ensuring everyone has a place to call home is about recognising and planning for Glasgow's varied housing needs. Increasing choice and better meeting people's specific needs. It can also help with overall housing delivery as part of a mix of tenure options.

Delivery of many types of specialised housing is evolving to keep pace with changes in Glasgow's population. These include a large increase in students, a growing number of older people, and more people with a disability.

Managed Accommodation, whether on a large scale ('co-living' and purpose-built student accommodation) or smaller scale (care homes and houses in multiple occupation) can contribute to meeting the diverse needs of some of the city's residents. However, it is considered desirable to ensure a range of accommodation for different needs, tenures and levels of affordability. This policy sets out requirements for these different types of managed accommodation.

13.1 House in Multiple Occupation (HMOs)

The use of a building, or part of a building, as a House in Multiple Occupation (HMO) is defined in Part 5 of the Housing (Scotland) Act 2006. If the property is a house, a HMO occurs when more than five unrelated adults live in the house and share basic facilities such as a toilet, kitchen or washing facilities as part of their main residence. In a flat, three or more unrelated adults sharing constitutes a HMO. It is considered a sui generis use, distinct from a mainstream residential use as a dwellinghouse or flat. If granted planning permission, a House in Multiple Occupation Licence to operate would also have to be sought from the Licensing team which would assess operational matters such as fire safety.

There has been a steady demand for HMOs across Glasgow in recent years and demand has been highest around the university campus areas and the city centre. Many HMOs are in traditional tenemental buildings but some large-scale developments of managed accommodation may also come within the definition of HMO.

HMOs provide a vital source of accommodation. However, due to the higher proportion of individual adults occupying them and more independent living arrangements, HMO'S typical generate a greater impact upon a locality, through increased demand on local facilities and having an impact upon residential amenity through increased pressure on parking, open space and refuse arrangements.

Hillhead and Woodlands area has attracted large numbers of HMOs in the past with more than 450 licences operating at February 2026 and it has been long-established that further HMOs in that location would therefore harm the existing community balance.

Development proposals for changes of use to HMO should demonstrate that they safeguard community and protect residential amenity.

Development proposals should:

a) demonstrate that there would be good access to shops, services, community facilities, a frequent public transport service; and access to active travel routes
b) demonstrate no adverse impact on the character and amenity of the surrounding area,
c) HMOs will have main door access or share a common access only with other HMOs. Purpose built managed rented accommodation will typically share a common stair with residential flats.
d) Not be located in Hillhead and Woodlands (figure x).
e) ensure adequate privacy levels for residents, including adequate private (bedroom) space, and the consideration of the impact of shared spaces and bedroom locations;
f) demonstrate residents would have access to indoor and outdoor amenity space, and access to bin stores.

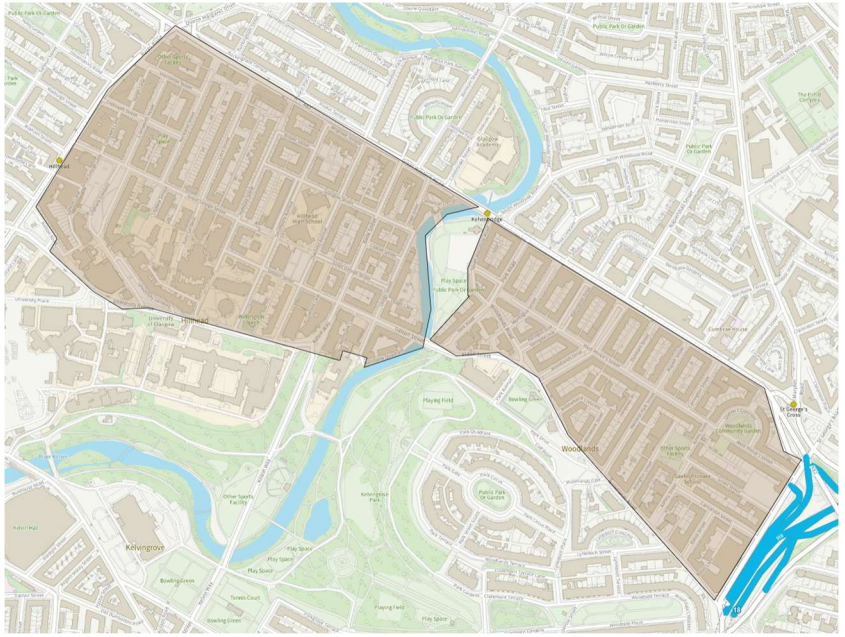


FIGURE X AREAS OF SENSITIVITY TO, AND OVER CONCENTRATION OF, HOUSES IN MULTIPLE OCCUPATION

13.2 Purpose-built, or Large Scale Co-Living Accommodation

Policy 13.2 relates to non-self-contained accommodation where basic facilities are shared. Rented homes which are self-contained (studio or apartments) are treated as mainstream accommodation and addressed in Policy 12 Housing.

Co-living has emerged as a potential new type of managed accommodation across the United Kingdom. The form and arrangement of proposed developments so far have differed from case to case taking in some of the characteristics or hostels, HMOs, and large build-to-rent flatted developments. It is recognised that such shared accommodation provision can contribute to the City's

aspiration to increase city centre living, and to provide innovative opportunities to bring vacant buildings back into use.

Typically, co-living proposals have shared some common traits – residents rent a private room from a common landlord as their main home, but share basic facilities such as, kitchens, washing facilities, and toilets, as well as other 'lifestyle' services with some, or all, other residents.

It will be important for applicants to demonstrate demand and given the lack of certainty about the scale of that demand, it will be important to ensure that proposals can be converted to mainstream self-contained housing relatively easily.

Common concerns for co-living developments mirror those for a House in Multiple Occupation (see 13.1) in terms of protecting community and residential amenity, but, because of the increased scale, are likely to have a much greater impact on the character of an area of established amenity.

Large Scale co-living proposals that are purpose-built and/or would introduce more than 50 HMO residents to a community would have a different impact to smaller scale, traditional HMOs and therefore require a different policy approach.

The design of co-living spaces should include adequate shared space for the residents but ensure that the developments are also well integrated into the local area.

In all cases proposals should safeguard community balance, detail effective management processes and protect residential amenity.

Statement of Need

Large scale co-living developments must be established by a Statement of Need which should accompany any proposal that involves the creation of 50 or more co-living bed spaces.

The Statement of Need should:

- confirm clearly the number of co-living beds and self-contained homes that form part of the proposal.
- include occupation/vacancy rates for existing shared accommodation in the city and provide an analysis of the longer term trends.
- demonstrate that the development would not undermine the potential to deliver mainstream housing either by:
    - positively contributing to the City's aspiration to increase city centre living as part of a mix of tenures;

  or,

    - that there is unmet demand in the local area for shared accommodation of the scale being proposed;

  or

    - that the proposal would bring back into use a vacant building that would not be suitable for mainstream housing;

  or

    - on larger scale sites, that the co-living element of a development would be a minor, ancillary and integrated part of a larger mainstream housing development.

In all cases, indicative details about how the development could be converted, either in full or part, to self-contained mainstream housing should be included.

Analysis of Locality Report

Development proposals that include the creation of more than 50 co-living beds should be located in an area of high accessibility to public transport and local facilities: i.e. a 20 minute neighbourhood. Applicants will be required to prepare an analysis of the locality report based upon a 400 metre walking distance around the site (a typical five minute walking distance).

The Analysis of the Locality report should include information about:

- the cumulative effect their proposal will have upon the proportion of mainstream accommodation, student accommodation, and other shared accommodation populations taking account of existing, consented and proposed schemes.
- the pattern of density of residential population within the locality. the introduction of a high density living proposal will not impact on and change the character of quiet residential areas.
- What commercial and publicly accessible facilities the proposed development can introduce to support community integration.
- the range of local facilities and mix of uses within the locality, demonstrating that future residents would have good access to shops, services, community facilities, a frequent public transport service; and access to active travel routes; or make provision to address deficiencies through the proposal.
- Ensure that ancillary employment-space uses on the ground floor, such as restaurants, cafes and shops, are complementary to, and would strengthen, the local economy.
- enhance the public realm and public spaces which are accessible to the wider community.

Community Balance

Large scale co-living developments should not be located in the Hillhead/Woodlands area of over concentration for HMOs (see figure x).

Management Plans

Co-Living proposals should include management plans suitable to protect residents' amenity. A management plan needs to include any elements of the development which will not be managed as co-living, in developments which include other forms of accommodation such as mainstream flats, PBSA or hotel.

The Management Plan will be expected to be secured through planning condition or a Section 75 agreement and should include, but not be limited to, detailed information on the following:

- confirmation of the initial **co-living operator and their monitoring processes** including how they will review the effectiveness of the management plan;
- resident's **tenancy rights and rental options**, including any services and facilities that will be excluded from co-living resident's rent;
- details clearly showing how many residents are expected to share each communal facility i.e. kitchens, dining spaces, laundry rooms; any gatekeeping arrangements i.e. preventing residents from different floors from accessing shared spaces;.
- details of other communal facilities including cycle and personal storage facilities, cycle storage and refuse and recycling arrangements.
- details of maintenance responsibilities for external spaces
- details of how the management of the development would be transferred to another operator, if required, including ensuring that the standards for communal space for the use of co-living residents, will be met in perpetuity regardless of the change in ownership, management, or tenure.

Design Guidance

Ensuring exceptional levels of residential amenity should be design-led rather than based on minimum standards, taking into consideration the composition of the different spaces, their interrelationships across the building and their use(s). It will be important to ensure that where private functional living space is provided at lower levels, a higher quantity and quality of communal space is provided to offset this.

Development proposals should:

a) Demonstrate that residents would have adequate levels of daylight, sunlight, ventilation, outlook and privacy, to ensure good-quality living conditions,
b) Demonstrate that residents would be protected from internal and external sources of noise, and disruption including those that might arise from communal areas to ensure residential amenity is maintained.
c) Demonstrate how the proposal responds to the relevant disability and equalities legislation, including the provision of a minimum of 10% accessible units into the proposal. Accessible units are expected to exceed 30 square metres in private functional living space;
d) Demonstrate that residents with sensory, dexterity and learning difficulties; and those with needs arising from particular mental health conditions have been taken account of in line with inclusive design principles.
e) Demonstrate adequate parking and cycle storage provision has been provided.
f) provide private functional living space (apartments) that allow residents to sleep, eat, work, relax and store personal items in an area that is not shared with other residents.

Space Standards

In all cases proposals should include a spectrum of apartment sizes but each private apartment should exceed 22 square metres.

At a minimum, each apartment should include:

a) a double bed;

b) a desk with worktop space

c) at least one bedside cabinet

d) wardrobe/clothing storage of at least 1.2 cubic metres of storage space

e) a seating area, to accommodate two people

f) a dining area, to accommodate two people

g) a toilet, sink and shower facilities and drying area for a bath towel

h) a small kitchenette to allow the preparation of convenience foods. It should include a sink and drainage space, counter top for the preparation of food, 5 sockets and counter space to accommodate kitchen appliances including a kettle, toaster, microwave, fridge and hob.

Buildings should:

i) Provide basic ‘supporting’ communal facilities that are accessible and of a scale and quality that encourages residents to gather regularly to foster community without queuing or inconvenience. This includes kitchens, dining space and laundry rooms.

j) All apartments should be within convenient access to a dedicated communal kitchen and dining room facility. Taken together kitchen and dining room facilities should account for at least 1 square metre per resident who has access to the space. For most developments, kitchens and dining areas would be expected on every floor that has a co-living apartment to maintain convenience and encourage use.

Each communal kitchen and dining room facility should include at least:

- a hob and oven,
- a sink and draining board,

- a food preparation area
- a fridge with freezer, dishwasher, microwave, food and utensil storage cupboards and drawers
- Refuse space, including recycling
- a dining table and seats able to accommodate at least 5 people
- conveniently located accessible toilet facilities
- mechanical ventilation to the outside to extract food smells

k) Communal toilets should be provided throughout the building in addition to private toilets within apartments.

l) Provide facilities for washing and drying clothes. Laundry room provision can be shared across the wider development but should be accessible to allow residents to carry clothes to and from the facility. Developments should encourage, and make provision for, air drying of clothes.

At a minimum, laundry rooms should include 5 washing machines, 5 tumble dryers and a clothes folding area.

Above 50 residents, there should be at least 1 additional washing machine and dryer for every 10 residents i.e. 6 washing machines for 51 residents, 7 washing machines for 61 residents etc.

m) Provide 'lifestyle' communal amenity space that is accessible and of a scale and quality that encourages residents to foster community during likeminded activities. This would include spaces that residents would not accrue additional fees for accessing, and which the public can not access (even for a fee). It would include a lounge, and may include a range of other leisure-related uses such as a games room, cinema, library or other social facilities.

All apartments should be within convenient access to a lounge, and taken together with other lifestyle communal amenity space, these lifestyle spaces should account for at least 4 square metres per resident.

Uses such as cafes, bars and restaurants, that are open to the public, will be encouraged as part of large schemes but their public accessibility means they will not be considered lifestyle amenity space for residents. Uses such as circulation space, storage lockers, public lobby, car parking and cycle storage are also encouraged but will not be considered lifestyle amenity space.

n) Provide external communal amenity space (roof terrace and/or garden) that is of good quality, safe, and sheltered. In all cases, outdoor space for the development overall should account for at least 1 square metre per resident (which can be across multiple spaces). Each outdoor space should be:

- wheelchair accessible;
- located on the ground and/or podium levels;
- cover at least 40 square metres.

External space should provide somewhere for residents to sit outside, that is well lit at night, and which is attractively landscaped to encourage residents to spend time there.

13.3 Student Accommodation

Tertiary education providers make a significant contribution to Glasgow's economy and labour market and they have attracted an increased number of students in recent years, putting pressure on the housing market to accommodate the additional students. Purpose Built Student Accommodation can relieve pressure on the traditional

private rented sector to accommodate students, allowing use of homes in this sector by families and non-students.

The intent policy 13.3 is to recognise the need for, and unique impact of, student accommodation, and provide the key assessment criteria for future proposals. The policy applies to all types of student accommodation developments.

Purpose Built Student Accommodation is a specialist form of housing that, typically, relies on communal facilities such as shared kitchens, dining rooms and washing facilities. It is distinguished from mainstream housing by being limited to use by full-time students during term-time, and usually takes the form of studios and/or cluster flats. At 2026, there were over 20,000 student accommodation beds in the city, mostly located on, or near, university campuses or estates.

The level of overall need has been difficult to establish both because demand is dynamic and fluctuates. While a requirement to deliver around 6,000 additional student accommodation beds over the course of the plan was identified in the CDP2 Evidence Report it would be prudent to monitor this figure as interest from the market, in terms of planning applications and consents, has identified a considerably larger pipeline.

There is a risk that student accommodation proposals could displace opportunities to deliver much needed affordable and market tenure mainstream homes, including in the city centre. Applicants will be expected to demonstrate demand and show that proposals can be converted to mainstream self-contained housing relatively easily.

There is no single threshold or methodology to establish whether a concentration of student accommodation is too high and will be harmful to maintaining a sustainable community. However there are factors that can be considered in assessing a community's capacity to absorb student accommodation without harming the community's cohesion including locating such developments where there is a broad range of supporting uses, facilities and services.

There are already parts of the city where it has been recognised that further student accommodation would have an adverse impact on the community balance and residential amenity because it has already resulted in an over concentration at Partick/Yorkhill and Cowcaddens/Townhead (Fig. x). These areas host more than 4,000 student accommodation beds and it will be important to resist any other clusters that move towards exceeding this figure.

The design of student accommodation proposals should not exclude potential residents, such as those with accessibility requirements.

Student accommodation and short-stay accommodation are two distinct sui generis planning uses. Recurring or temporary use of student accommodation as short-stay accommodation therefore requires distinct planning permission unless included in the original proposal. Such a use would generally only be permitted for specified periods when the development is not being operated as student accommodation (i.e. outwith term-time). This is to ensure there is no conflict created by student residents and short term visitors occupying a building at the same time. Policy 20.5 applies.

To assist in the assessment of proposed developments, applications will be required to be accompanied by a Statement of Need, Analysis of the Locality report and by a Management Plan.

The Council will, subject to compliance with other policies in this Plan, generally support student accommodation which achieves a high standard of amenity and an appropriate range of accommodation rental options and layout/types, and is:

a) In or adjacent to identified main campuses;
b) In locations with good access to university and college locations by public transport and active travel routes.

Development proposals that include the creation of student accommodation should demonstrate local demand and confirm that proposals would integrate into a local neighbourhood. In all cases proposals should safeguard community balance, detail effective management processes and protect residential amenity.

Statement of Need

The need for student accommodation must be established by a Statement of Need which should accompany any proposal that involves the creation of student accommodation.

The Statement of Need should:

- evidence the overall need for student accommodation not being addressed locally or at city-wide scale, including analysis of trends in student enrolment and attendance at Glasgow tertiary education institutions; applicants should note that the requirement is to be informed by local context and not comparison to other UK cities. Cumulatively Glasgow Institutions have typically drawn a higher proportion of students from a more local catchment than other regional cities, therefore comparison to need in other UK cities will typically not offer a worthwhile information;
- Include evidence of university or college support for the proposal including commitment for nominations;
- include occupation/vacancy rates for existing student accommodation in the city and provide an analysis of the longer term trends;
- include an analysis of local rental rates and a broad indication of likely rental rates for the proposed development, highlighting clearly the number of beds being proposed at affordable rents;
- provide evidence of how the proposal might address a specialist need for student accommodation not being addressed locally or at city-wide scale i.e. for family units, for disabled students, at affordable rent;
- confirm clearly the number of student accommodation beds, differentiated by studio and cluster arrangement, as part of the proposal; and
- demonstrate that the development would not undermine the potential to deliver mainstream housing either by:
  - positively contributing to the City's aspiration to increase city centre living as part of a mix of tenures; or
  - that there is unmet demand in the local area for student accommodation of the scale being proposed; or
  - that the proposal would bring back into use a vacant building that would not be suitable for mainstream housing; or
  - on larger scale sites, that the student accommodation element of a development would be a minor, ancillary and integrated part of a larger mainstream housing development.

In all cases, indicative details about how the development could be converted, either in full or part, to self-contained mainstream housing should be included.

Analysis of Locality Report

Applicants will be required to prepare an **analysis of the locality** report based upon a 400 metre walking distance around the site (a typical five minute walking distance).

The Analysis of the Locality report should include information about:

- the pattern of density of residential population within the locality;
- the cumulative effect their proposal will have upon the proportion of mainstream accommodation, student accommodation, and other shared accommodation populations taking account of existing, consented and proposed schemes;

- the range of local facilities and mix of uses within the locality, and;
- what commercial and publicly accessible facilities the proposed development will introduce to support community integration.

Community Balance

In terms of community balance, development proposals should be located within and contribute to local living in neighbourhood, including by:

a) demonstrating that future residents would have good access to shops, services, community facilities, a frequent public transport service; and access to active travel routes; or make provision to address deficiencies through the proposal.
b) Demonstrating no adverse impact on the character and amenity of the surrounding area, including that they would not introduce significant change to an otherwise homogenous area, for example, by the introduction of incongruous height or massing to an area, or by introducing large numbers of people to an otherwise residential area.
c) ensuring that ancillary employment-space uses on the ground floor, such as restaurants, cafes and shops, are:
   i) complementary to, and would strengthen, the local economy;
   ii) designed and located to front, and activate, the street or a public realm space; and would be
   iii) available to the public;
d) enhancing the public realm and public spaces which are accessible to the wider community.
e) Not be located in Hillhead and Woodlands (Fig.x), Townhead/ Cowcaddens or Partick/Yorkhill (Fig x) because it would harm community balance in an area where shared accommodation is already prevalent.

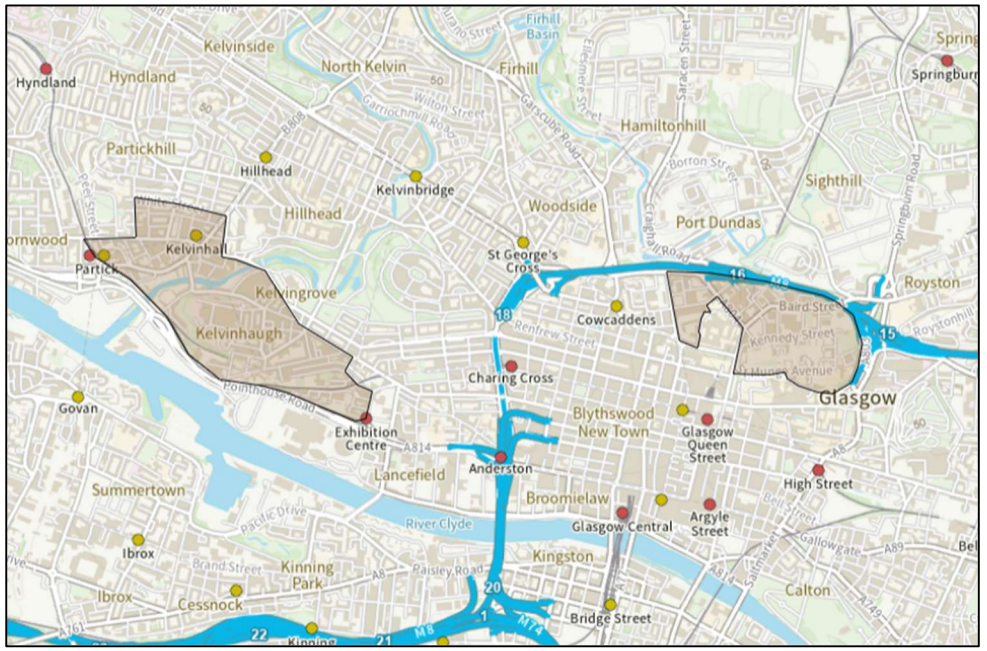


Figure x: Areas of Over Concentration of Student Accommodation

Management Plans

A degree of active governance will be necessary for student accommodation developments at a large scale to protect the amenity of future residents. It must be established by the proponent that proposed development can be managed to ensure existing and future residents' amenity is not adversely impacted by poor governance arrangements.

A Management Plan will be required to support proposals, showing how the whole development (including any elements that are not intended to operate as student accommodation) will be managed and maintained.

The Management Plan will be expected to be secured through planning condition or a Section 75 agreement and should include, but not be limited to, detailed information on the following:

- confirmation of the initial student accommodation operator and their monitoring processes including how they will review the effectiveness of the management plan;
- resident's tenancy rights and rental options, including confirmation of how specialist accommodation needs, such as wheelchair accessibility, will be addressed; and how couples and families will be managed;
- details clearly showing how many residents are expected to share each communal facility i.e. kitchens, dining spaces, laundry rooms; any gatekeeping arrangements i.e. preventing residents from different floors from accessing shared spaces;
- confirmation of the security and safety procedures, including crime prevention, fire procedures, and anti-social behaviour measures such as confirmation of an on-site 24-hour concierge and an out of hours management strategy;

  And access to other communal facilities including cycle and personal storage facilities, and refuse facilities.
- delivery arrangements
- details of how the management of the development would be transferred to another operator, if required, including ensuring that the standards for communal space for the use by residents, will be met in perpetuity regardless of the change in ownership, management, or tenure.
- Details of use of the development outwith term-time. For example, recurring or temporary use of student accommodation as short-stay accommodation.

Residential Amenity

Ensuring that student residents are provided with a reasonable standard of amenity should be design-led rather than based a strict set of requirements.

Development proposals should:

a) Demonstrate that residents would have adequate levels of daylight, sunlight, ventilation, outlook and privacy, to ensure good-quality living conditions,
b) Demonstrate that residents would be protected from internal and external sources of noise, and disruption including those that might arise from communal areas to ensure residential amenity is maintained.
c) Demonstrate how the proposal responds to the relevant disability and equalities legislation, including the provision of a minimum of 10% accessible units into the proposal. Accessible units are expected to exceed 30 square metres in private functional living space;
d) Demonstrate that residents with sensory, dexterity and learning difficulties; and those with needs arising from particular mental health conditions have been taken account of in line with inclusive design principles.
e) Demonstrate adequate parking and cycle storage provision has been provided.
f) In all cases, development proposals should include a spectrum of study bedroom sizes but each:
   i) study bedroom without ensuite should exceed 10 square metres.
   ii) study bedroom with ensuite should exceed 13 square metres.
   iii) study room for one student with ensuite and private kitchen should exceed 18 square metres.

g) Deliver suitable, high quality on-site amenity, calculated on the basis of 5 sqm per person/bedspace. Where a PBSA proposal is for clustered accommodation, with communal living space in each cluster, there may be scope to reduce the amenity requirement to 4sqm per bed space. As the intention is to provide sufficient amenity space to engender social interaction, on site provision is considered necessary. Contributions for use off-site in lieu of on-site provision will, therefore, only be considered in exceptional circumstances.

13.4 Residential Institutions

Care home accommodation is an important element of the suite of managed accommodation options in the city and works as part of a network of solutions operated by the Health and Social Care Partnership (HSCP) that include Care in the Community. Care in the community (or community care) is a service model, prioritised by the HSCP, that supports individuals, with disabilities, illnesses, or old age, to receive personalised support, such as domiciliary care (home visits), nursing, and social services. Aimed at maintaining dignity and reducing isolation it aims to allow people to live independently in their own homes rather than in residential institutions.

There has been a recent decline in the number of care homes in operation, in part because some older establishments no longer met Care Commission standards and were not able to be easily adapted to accommodate them, but also because of the focus of on supporting care in the community solutions. Managed care home provision will however still be a necessary option, especially for those residents with acute care needs.

Development proposals that enable care in the community, such as the installation of access ramps or extensions to accommodate ground floor bedrooms or other essential living facilities that would allow a person to continue to be cared for in their own home, will be supported subject to matters of design detail and impact on neighbouring properties.

Development proposals for new purpose-built care accommodation, including care homes and other clusters of managed care accommodation, will generally be supported in locations that meet the following criteria:

a) good access to shops, services and community facilities;
b) good access to a frequent public transport service; and active travel routes

It is imperative that the design of the development meets the needs of users of the accommodation or facility, therefore the design and layout must be tailored to the type of development and the people that will reside there or use the facility on a frequent basis.

All new development should:

a) demonstrate high design standards, including inclusive design to ensure safe, easy and inclusive access for all people regardless of disability, age or other protected characteristic;
b) ensure adequate privacy levels are maintained for residents, including consideration of the impact of shared spaces and bedroom locations;
c) provide high quality indoor and outdoor amenity space;
d) demonstrate no adverse impact on the character and amenity of the surrounding area;
e) demonstrate that it is compliant with the Care Inspectorate's National Care Standards (or equivalent), including through the provision of a mix of accommodation units, where appropriate.

Policy 14. Developer Contributions

This policy provides Glasgow-specific policy detail to complement NPF4 Policy 18 and should be read in conjunction with NPF4 Policy 18.

In Glasgow, the City's infrastructure plays a vital role in supporting vibrant, well-connected communities. As the city continues to grow, new development will add to the demands placed on local services and facilities. Guided by the Infrastructure First approach set out in NPF4 and Circular 4/2025: Planning Obligations and Good Neighbour Agreements, there is a strong emphasis on ensuring that new development in Glasgow, particularly new residential developments, are not only deliverable and economically sustainable but also contributes positively to the quality of life for citizens.

This policy sets out the requirement for the collection and distribution of developer contributions to enable development in areas of the city where infrastructure capacity is deficient and to allow the Council to manage the cumulative impact of development on vital infrastructure. To achieve this, it is important that new development supports the provision and expansion of local infrastructure, helping to ensure that communities remain able to accommodate the future growth of the city.

14.1 Purpose of Developer Contributions

Development will be supported where sufficient infrastructure capacity exists, or where the required infrastructure can be delivered or enhanced to ensure the development can be accommodated sustainably. Where a proposal results in additional pressure on existing or planned infrastructure, the Council will consider whether mitigation should be secured through on-site provision, through infrastructure delivered by the developer and secured by a Section 75 agreement, or through developer contributions.

Contributions may be required to mitigate impacts on essential infrastructure including, but not limited to, open space, transport, education, health care and other place-making requirements. The scale and nature of any contribution will be proportionate to the development's individual impacts and, where relevant, its cumulative impact in combination with other planned or committed development.

Where mitigation is necessary to make a development acceptable in planning terms and cannot reasonably be secured through planning conditions or on-site provision alone, the Council will seek to secure the required measures through a legal agreement. Failure to adequately mitigate impacts on essential infrastructure, whether by way of on-site provision or through developer contributions, may constitute grounds for refusal of planning permission.

The type and scale of development from which these contributions will be sought are defined in the table below.

	Category	Contributions Towards:	Type and Scale of Development *	Spatial Applicability
1	**Open Space**	Open Space Standards (Quality, Accessibility and Quantity)	New residential developments of 10 units or more.	The City, excluding the City Centre and River Park contributions areas
2	**Open Space**	River Park (outwith the City Centre)	New residential developments of 10 units or more.	The River Park contributions area (defined on Figure X) outwith the City Centre
3	**Open Space**	City Centre Open Space and/or River Park (within the City Centre)	New residential developments of 10 units or more. Class 1A: Retail (greater than 2,000 sqm gross floor area) Class 4: Business (greater than 2,000 sqm gross floor area) Class 11: Assembly and Leisure (greater than 2,000 sqm gross floor area)	City Centre within the River Park contributions area
4	**Open Space**	City Centre Open Space	New residential developments of 10 units or more. Class 1A: Retail (greater than 2,000 sqm gross floor area) Class 4: Business (greater than 2,000 sqm gross floor area) Class 11: Assembly and Leisure (greater than 2,000 sqm gross floor area)	City Centre outwith the River Park contributions area
5	**Open Space**	Food Growing	New residential developments of 10 units or more (Excluding PBSA).	City-wide
6	**Open Space**	Outdoor Sports	New residential developments of 10 units or more.	City-wide
7	**Transport**	Active Travel	New residential developments of 10 units or more.	Areas of Change, and large-scale individual residential developments **

	Category	Contributions Towards:	Type and Scale of Development *	Spatial Applicability
			Class 1A: Retail (greater than 2,000 sqm gross floor area) Class 4: Business (greater than 2,000 sqm gross floor area) Class 11: Assembly and Leisure (greater than 2,000 sqm gross floor area)	
8	**Transport**	Public Transport	New residential developments of 10 units or more. Class 1A: Retail (greater than 2,000 sqm gross floor area) Class 4: Business (greater than 2,000 sqm gross floor area) Class 11: Assembly and Leisure (greater than 2,000 sqm gross floor area)	Areas of Change, and large-scale individual residential developments **
9	**Education**	Primary and Secondary Schools (Denominational and Non-Denominational)	New residential developments of 10 units or more.	School Catchments identified as Likely and Very Likely to require a contribution, other Schools identified as Likely or Very Likely in the Delivery Programme.
10	**Primary Health Care**	GPs and Health Centres	New residential developments of 10 units or more.	Areas of Change, and large-scale individual residential developments **

** Including extensions, conversions, changes of use and refurbishments that result in the creation of new or replacement floorspace in excess of the specified thresholds. Residential developments include mainstream residential (including flats), Purpose Built Student Accommodation, Built to Rent, Co-living and similar forms of residential provision.*

*** Development of 100 or more units.*

14.2 Relationship to CDP2 Delivery Programme

Planning Circular 4/2025 on Planning Obligations and Good Neighbour Agreements has set out that developer contributions should be expanded, supported, and clearly set out within the Delivery Programmes produced to support the execution of Local Development Plans. This change, along with recent legislative changes removing statutory guidance, provides that the policy shall be supported and expanded in detail within the delivery programme.

The delivery programme is intended to be updated every two years to accurately monitor and reflect the delivery of the plan and adapt to resulting changes of the defined actions. This means that aspects of the policy are to be updated and adapted throughout the course of the adopted plan.

Content contained within the delivery programme:

a) Costing and payment methodology
b) Predictive appraisal of sites
c) Index adjusted values
d) Detail on where contributions will be used and the relevant timescales

14.3 Pre-application Advice

Pre-application advice offers prospective applicants an early opportunity to engage with the Planning Authority to discuss emerging proposals. This process enables the early identification of key planning issues, including on-site infrastructure requirements and developer contributions.

Where a development would be required to provide contributions, we strongly expect all applicants to submit a pre-application enquiry with the Council. This enables both the planning service and developers to discuss expectations for on-site infrastructure, off-site developer contribution requirements and, where appropriate, early discussion on viability.

Policy 9 relates to sites that are not allocated in CDP2. Where a windfall site comes forward, the need for contributions and the subsequent values will be assessed in accordance with the methodology by which the allocated sites were considered.

GCC encourages all proposals for windfall development to engage with the pre-application process to ensure that expectations are clear and so as not to disadvantage any development that has been allocated for development within the CDP2.

As developer contributions are secured through legal agreements, this can have the potential to extend the time taken to determine an application for planning permission. Early engagement and proactive discussion can help streamline this process.

14.4 Payment of Contributions

Developers making contributions under this policy will be expected to enter into a Section 69 Legal Agreement (Local Government (Scotland) Act 1973), where the contribution can be paid in full at the outset of development.

Where the contribution requires deferred or phased payments, or where payment triggers must be tied to specific stages of development, a Section 75 Legal Agreement (Town and Country Planning (Scotland) Act 1997) will instead be required to secure the obligation.

To support the effective monitoring and management of payment schedules, developers must submit Notices of Initiation and Completion of Development. These notices allow the planning

authority to track progress, align payment milestones with any agreed phasing, and ensure funds are received in time to deliver infrastructure when required.

Providing these notices is already a statutory requirement attached to planning permission. A development will not be considered completed until the appropriate notice has been received. Once a development is registered as completed, the period within which the council must allocate the collected contributions begins.

14.5 Indexation

The developer contribution figures will be included within the delivery programme supporting CDP2, which will be updated every two years. These figures will be reviewed on a semi-annual basis, in April and October, using an appropriate index-link that the Council considers effective and suitable for accounting for rising costs and inflation. Live applications will be indexed on a 6-monthly basis from validation.

Once the planning application is approved, the developer contributions shall be index-linked from the date the legal agreement is signed until the date the developer contributions fall due for payment.

14.6 Legacy Contributions

Glasgow has previously collected contributions for open space through ENV2, IPG12, SG6, Community Growth Areas and transport through the Fastlink project. For all the previously agreed contributions, funds shall continue to be collected and allocated to projects as per the legal agreements on each consent.

14.7 Repayment

As standard, the Council will retain developer contributions for a period of 10 years from the date of receipt of the final payment or from the date the Notice of Completion is submitted, whichever is later. The Council will seek to allocate and spend contributions at the earliest opportunity to support timely delivery of infrastructure.

Repayment of developer contributions may occur in limited and exceptional circumstances. This will apply where the Council has been unable to allocate or spend the contribution within the required timescale, where a consent can no longer be developed and is superseded by a new consent or where the extent of an approved development is subsequently reduced following the granting of permission. Repayment in such cases will be made only where the developer provides satisfactory evidence of the final number of completed units, and the Council is satisfied that no further units will be delivered that could otherwise require the contribution to be retained.

14.8 Viability

It is possible that in some exceptional situations, the total value of contributions would make a development unviable for a developer. In these situations, the developer must submit a viability assessment to the Council to determine whether the total value of contributions would place an unreasonable burden on the viability of the development. The ultimate decision of viability will be made on a case-by-case basis, considering all the relevant factors of the development.

Where a developer disagrees with a Council decision on viability, an independent third-party valuation service (such as the District Valuer) will be engaged at the expense of the developer.

If it is agreed between parties that the contributions would make the development unviable, it will be important to note that each development will have a differing impact on infrastructure, with some developments having greater impact towards certain services than others. All reductions in response to viability will be decided on a case-

by-case basis, with the eventual decision being made in conjunction with the identified infrastructural concerns of the development and any other priorities.

Developers should take account of the potential financial, or other, implications of development regarding the additional costs that may be sought by contributions. This should be reflected in the price paid for a site. Where unforeseen circumstances arise on a site leading to abnormal costs, professional assessments must be made available to the Council as a priority so that the Planning Authority can have access to all the relevant information when making a judgement of viability.

When a reduction of contributions has been agreed due to viability, the Council expects an 'open book' approach to be taken regarding profit. This means that developers will be required to share the details of their returns with the Council. Where a development is demonstrated to be more profitable than was predicted in the viability assessment, the Council will require the developer to repay the value of any previously agreed reduction in contributions, up to the original expected amount and limited to the level of excess profit.

It is important that new development supports the provision and expansion of local infrastructure. Developers are required to take local infrastructure requirements into account when carrying out site appraisals. However, it is recognised that the way that social housing is funded can mean that the ability of Registered Social Landlords to contribute towards off-site provision at the full rate can be compromised. The Council may consider reducing the contribution expected from developments by RSLs where it can be demonstrated that this would impact on the deliverability of the scheme.

14.9 Open Space

Developer contributions towards open space/ green infrastructure requirements are required to:

a) provide access to good quality, local open space as an important component of successful places, through application of quality and accessibility standards outwith the city centre;
b) deliver additional publicly usable open space in those parts of the City where there are quantitative deficiencies, through application of a quantity standard, outwith the City Centre;
c) deliver new, or enhance existing, open space, public realm and/or blue green infrastructure in the City Centre;
d) contribute towards additional or improved formal sport facilities required to meet demand established through the Sports Pitch Strategy;
e) contribute towards the delivery of new food growing provision to meet demand as established through the allotment waiting list; and
f) help deliver a River Park along the Clyde to activate the waterfront for recreation and biodiversity and deliver good quality open space for riverside users and local residents.

New development will be expected to meet these requirements and make contributions based on their application.

Whilst not contributing to meeting open space requirements set out in the OSS, on-site blue-green infrastructure provision will continue to be required in line with other parts of CDP2 and will require to be taken into account in the design of new developments, in addition to the requirements of this Policy.

Open Space Standards

The OSS highlights that access to good quality open space is an important component of successful places and sets out Accessibility

and Quality Standards to help achieve this. The Accessibility Standard is aimed at delivering access to open space in peoples' immediate environment. The OSS refers to the spaces that will be used to meet the Accessibility Standard as "Community Spaces".

Accessibility Standard

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

The Quality Standard is used with the Accessibility Standard to help ensure Community Spaces are of a good quality. It only applies to Community Spaces and is used in conjunction with a Quality Assessment Matrix, which sets out minimum requirements for the space in relation to a number of criteria.

Quality Standard

Community Spaces, whether existing or proposed, should, when considered against the Quality Assessment Matrix, achieve a minimum overall score of 75% of the total possible score of the applicable criteria and the minimum required score specified in the matrix for each of the applicable criteria.

These standards will be used to help deliver better access to good quality open space by informing the planning process and identifying when, for example:

a) a new development should contribute towards the provision of a new space, the enhancement of an existing space or access to a space; or
b) a new open space, to meet the accessibility and quality standards, should be provided as part of a new development.

The Council has identified a number of Council-owned sites across the city with the potential to be used as Community Spaces – these are identified on the Proposals Map. It is anticipated that new Community Spaces will be created to meet the Accessibility and Quality Standards through the lifetime of the Plan and a live map is available showing:

a) existing council-owned Community Spaces to which developer contributions taken towards meeting the Accessibility Standard will be directed;
b) the latest assessment of the quality of these Community Spaces, indicating where contributions taken towards meeting the Quality Standard will be directed and what they will be spent on; and
c) non Council-owned spaces of the right quality, created in response to the requirements of the Open Space Strategy /this policy, and to which public access has been secured in perpetuity, which effectively meet the Quality and Accessibility standards but on which developer contributions cannot be spent. These are known as Secured Community Spaces and are also shown on the Proposals Map and protected, as open space, by Policy 16.

An updated assessment of a Community Space or Spaces against the Quality Standard may be requested from applicants during pre-application discussions.

New development of the type specified in part 1 of Table XX should contribute towards meeting the Accessibility and Quality Standards. This will normally be done through a contribution for investment in the closest identified Community Space but larger developments may be required to deliver a Community Space or Community Spaces on-site to meet the Accessibility and Quality Standards. Where this is the case, the size of the community space provided should be proportionate to the number of homes in the development it will serve

– more homes will increase the pressure on the space and a larger space will be required.

The considerations set out in Table XX will determine when a contribution under the Accessibility and Quality Standards is likely to be required. Contributions taken will be used to contribute towards the provision of a new Community Space, the enhancement of an existing Community Space or enhanced access to a Community Space.

Where new development provides for a Community Space within the development itself or on other private land, a legal agreement ensuring relatively unrestricted public access and ongoing maintenance to meet the Quality Standard will be required. In addition, some Council and Glasgow Life owned facilities are being taken on and managed by communities. Where such an open space asset is, or is proposed to be, a Community Space, the Council is likely to place restrictions on any lease to ensure future consistency with Quality Standard requirements.

There will be areas of the City where it is not possible to meet the Accessibility Standard. Where this is the case, a contribution may be required for other measures to provide safe and easy access to good quality open space. The most appropriate measures will be determined on a case-by-case basis but would include children's play where this is deficient, and could also include:

a) reducing the actual journey distance to a Community Space, eg by the creation of new paths or other infrastructure for walking, wheeling, etc;
b) improving the quality of the nearest Community Space, taking account of the distance to the development and the attractiveness/safety of the journey to it;
c) improving the quality of a smaller site (under 0.3ha), under Council control, within a reasonable walk of the proposed development and which can meet as many aspects of the quality standard as possible;
d) meeting some aspects of the Quality Standard (eg play) on site, where feasible and appropriate. Where such provision is made, the contribution rate sought may be discounted accordingly;
e) delivering/enhancing aspects of the Quality Standard elsewhere where there are identified deficiencies – eg delivering improved play opportunities in those parts of the city that are currently deficient; and/or
f) improving the attractiveness of the "journey" to the nearest Community Space, addressing any disincentives identified to use of the route (eg lack of crossing points, condition/ design of the street environment, including greening the route etc).

Table X: Contributions under the Accessibility and Quality Standards

Accessibility	a) where the development is within 400m of a Community Space (Council owned or Secured), and access to the space from the site is safe and easy to use for all potential users, no contribution to enhancing accessibility will be required b) where the development is outwith 400m of a Community Space, or access to a Community Space within 400m of the site is not safe and easy to use for all potential users, a contribution will be required to enhance accessibility – this should be in the form of a monetary contribution towards a new space or enhanced access to an existing space or the delivery of a new space of appropriate size within the development.
Quality	c) where the Community Space within 400m of the site meets all aspects of the Quality Standard, no contribution to enhancing quality will be required d) where the Community Space within 400m of the site does not meet all aspects of the Quality Standard, a contribution will be required to enhance: i) those aspects of quality in which the space is deficient; or ii) where the space meets the minimum required score for each of the applicable criteria but not the 75% overall score, other aspects of the quality standard considered to be priorities.
Accessibility and Quality	e) where b) or d) apply, the contribution will be used to address accessibility and/or quality, as appropriate (to be determined by the planning authority) f) where both a) and c) apply, a contribution to maintenance of the Community Space will be required.

The OSS also establishes a Quantity Standard, to be used to better understand the distribution of all publicly usable open space, not just Community Spaces, throughout the City.

Quantity Standard

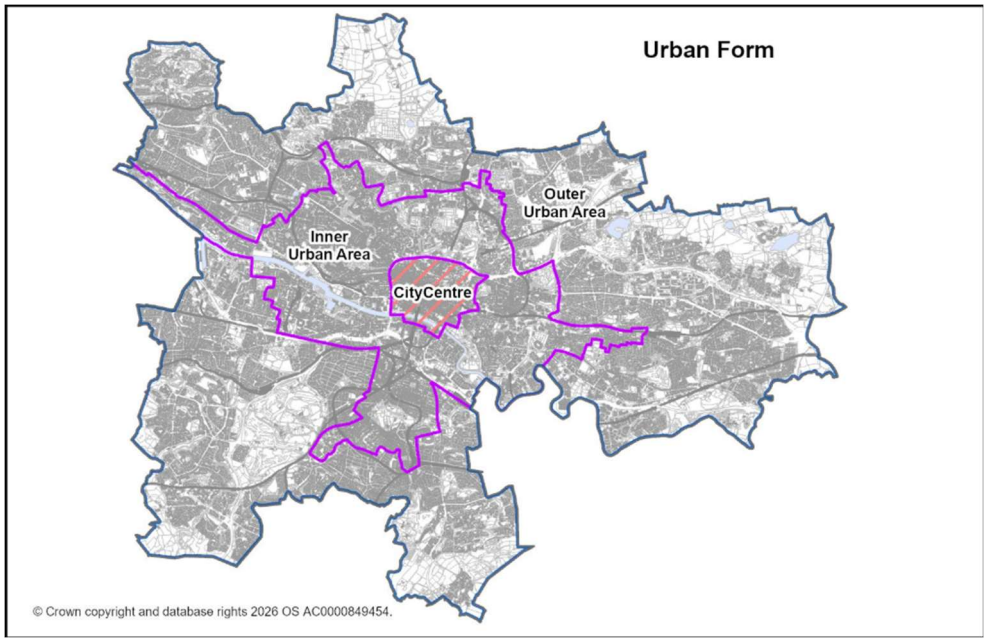
There should be 1.9 ha of publicly usable open space per 1000 people in the Inner Urban Area and 5.5 ha of publicly usable open space per 1000 people in the Outer Urban Area.

The Quantity Standard relates to the amount of "publicly usable" open space (discounting road verges, open water and other less people friendly spaces) there should be in the inner and outer urban areas of the City as shown Figure XX. The OSS analysis of the City's electoral wards, split into their inner and outer urban areas, illustrates that there appear to be marked deficiencies in some wards and in parts of some wards. Whilst the Proposals Map only shows the larger open spaces in the City, the Council's Open Space Map will continue to be monitored and updated to provide the data needed to apply the Quantity Standard.

The OSS states that application of the Quantity Standard will help inform the planning process, including where a new development should contribute towards the provision of new publicly usable open space to help meet the Quantity Standard. It will be particularly important to take action in areas where quantity standard deficiencies coincide with accessibility standard deficiencies.

Development of the type specified in Part 1 of Table XX will be required to make a contribution towards addressing deficiencies in the Quantity Standard within those wards, or parts of wards, where a deficiency has been identified.

Where a contribution towards meeting the Quality and/or Accessibility Standards is identified as being necessary to mitigate the impacts of the development, this requirement will take precedence. In such circumstances, a separate contribution towards the Quantity Standard will not be sought, provided that the Quality and/or Accessibility contribution fully mitigates the relevant impact of the development.



As an alternative to a financial contribution towards the Quantity Standard, either in whole or in part, a reduction in the contribution sought may be considered where the proposed development delivers a new area of open space within the application site, and where it is demonstrated that the open space:

a) will make a measurable and meaningful contribution towards addressing the identified deficiency;
b) is designed and laid out to be multifunctional, including providing opportunities for rest and relaxation, informal play, and engagement with nature;
c) will provide unrestricted public access, secured in perpetuity through a Section 75 legal agreement, with use not restricted to occupants of the development; and
d) will be subject to appropriate ongoing maintenance arrangements for the lifetime of the development.

Any reduction in the contribution sought will be proportionate, evidence based and assessed having regard to the scale of the development and the extent to which the on-site provision mitigates its impacts.

The contribution required towards the Open Space Standard will be set out in the open space contributions section of the Delivery Programme.

River Park

The Council has ambitions for the delivery of a River Park between the tidal weir and the River Kelvin, helping transform the Clyde into a vibrant, connected and climate resilient waterfront (see Policy 2). This will include the creation of a series of interconnected, publicly accessible open spaces, enhanced public realm, green-blue infrastructure, better access to the river and activating the waterfront for active travel, recreation and biodiversity.

New development within the River Park Contribution Zone, of the type specified in parts 2 (outwith the City Centre) and 3 (within the City Centre) of Table XX, will contribute towards the delivery of the River Park, unless the proposal will deliver riverside access and open space/blue green infrastructure of the appropriate quality, size and type on site (see Policy 2). Any site of a type not specified in Table XX within the River Park focus area and which fronts the river will also be expected to deliver riverside access and open space/blue green infrastructure of an appropriate quality, size and type on site. Contributions taken will be spent on delivering the River Park in the vicinity of the development site.

There may be circumstances, outwith the City Centre, in which usable open space proposed by the River Park will be a greater walking distance from a new residential proposal than an existing community space. Where it is evident that the community space has the potential to provide better access to good quality, multifunctional open space than the river park and where it requires investment to meet the Quality Standard, then the contribution taken shall be invested in enhancing the quality of that community space.

The contribution required will be set out in the open space contributions section of the Delivery Programme.

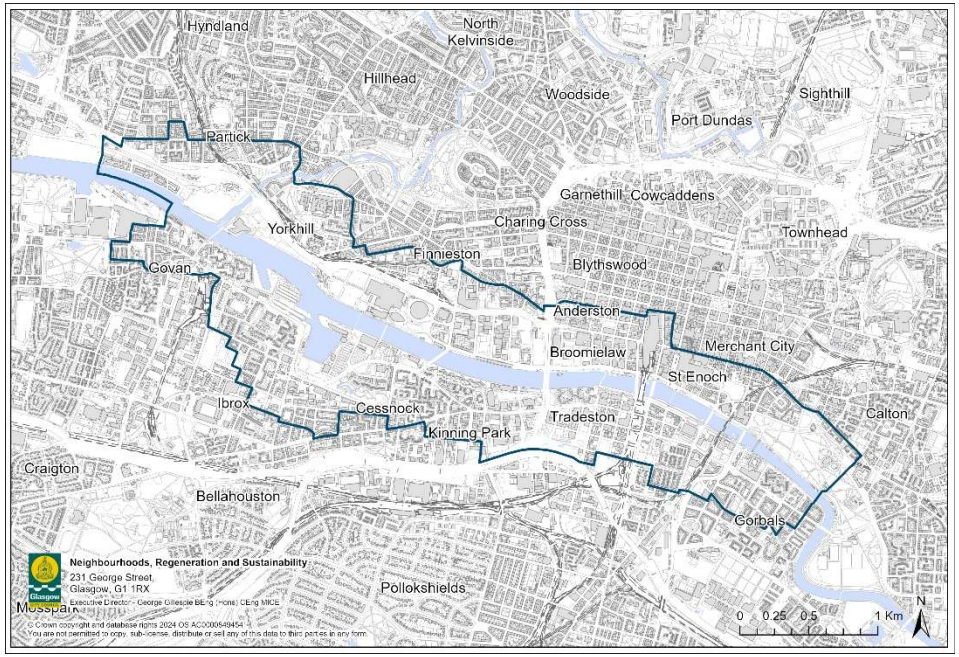


Figure XX: River Park Contribution Zone

City Centre Open Space

The OSS establishes a clear expectation that the City must evolve to provide a more liveable, climate-resilient and inclusive urban environment. As part of this ambition, the City Centre Strategy (CCS) and aligned frameworks and action plans, identify how open space

needs should be met and set out the spatial priorities for delivering high-quality public realm. For the purposes of this policy, the City Centre is defined as the area covered by the City Centre Strategic Development Framework (2021). New development within this area is therefore expected to contribute to the enhancement of open space and public realm in a manner proportionate to its scale, use and impact.

The City Centre Strategic Development Framework provides an overarching vision for a more sustainable and people-focused city centre. It recognises that the existing public realm is fragmented and, in many locations, lacks the quality, accessibility and environmental performance required to support a growing residential population, increased levels of active travel, and the need for climate adaptation. The Framework highlights the importance of creating a coherent network of public spaces that are attractive, multifunctional and resilient, and that integrate green-blue infrastructure to support biodiversity, manage surface water, reduce urban heat, and improve overall environmental quality.

To support this transformation, the SDF proposes the preparation of a Green-Blue Integrated Infrastructure Strategy (GBIIS). This strategy in coordination with the CCS and Infrastructure Plan will direct the delivery of green-blue infrastructure across the city centre, ensuring that new development contributes to a connected network of green streets, public spaces, and accessible routes.

The Infrastructure Plan will guide investment in projects that enhance the character, functionality and climate resilience of the public realm, including opportunities associated with the River Park within the City Centre boundary. New development of the type specified in part 4 of Table XX will be required to contribute to the delivery of identified opportunities for creating new, or enhancing existing, open space and public realm. Contributions should support the implementation of approved city centre strategy documents, and should prioritise interventions that:

a) improve the quality, accessibility and inclusiveness of the public realm
b) integrate green-blue infrastructure to enhance climate resilience and biodiversity
c) strengthen pedestrian and active-travel connections
d) support the creation of safe, attractive and welcoming environments
e) provide opportunities for play and social interaction, particularly in areas with existing or anticipated residential populations

Contributions will be directed towards identified open space opportunities within, or in close proximity to, the development site. This will ensure that investment responds to local needs while also supporting the delivery of a connected, high-quality network of public spaces across the City Centre.

In doing so, development will make a meaningful contribution to a greener, healthier and more inclusive City Centre, supporting active travel, climate resilience and the city's long-term sustainability. The contribution required will be set out in the open space contributions section of the Delivery Programme.

Open Space for Food Growing

The OSS notes the benefits of local food production, including reducing food miles, packaging and the cost of fresh food, promoting healthy-eating, improving physical activity, mental health and improving the environment, including promoting biodiversity. As a result, the Council is keen to promote more food growing in the City, including by protecting existing provision (through Policy 16.1) and helping create new opportunities for growing.

Under the Community Empowerment Act, the Council needs to keep a waiting list of residents who have requested an allotment and take reasonable steps to provide sufficient allotments to keep the waiting list at no more than half of the Council's current number of allotments. A regular allotments report sets out progress towards these requirements, with monitoring noting a significant increase in demand for allotments over recent years and that the ratio of residents on the waiting list to current allotment plots significantly exceeds the Act's requirement of 50% or below.

The OSS states that, should a deficit be identified across the City, new residential developments will be expected to make a financial contribution towards helping meet demand. The latest waiting list by Council ward indicates that, at present, there are residents on the waiting list from all wards.

Experience has shown that the provision of community growing spaces can also help reduce the allotment waiting list. As a result, contributions taken under this policy will be used to deliver either new allotments or new community growing spaces, or a combination of both, whatever is deemed most appropriate to help meet demand in that location.

New development of the type specified in part 5 of Table XX shall contribute towards meeting demand for growing. The contribution required will be set out in the open space contributions section of the Delivery Programme.

Open Space for Outdoor Sport

The OSS highlights the benefits, for both physical and mental health, of engaging in sport. The Council, in conjunction with Glasgow Life and Sportscotland, appointed consultants to assist in the production of a new Sports Pitch Strategy and Action Plan, informed by an analysis of current and projected future demand for different types of pitch sports (including bowls and tennis) and benchmarked against the supply available to cater for both training and competition.

The assessment phase of the Sports Pitch Strategy (SPS) was undertaken in 2020/2021. It identified projected shortfalls (at 2034) of pitch availability in almost all aspects of football on grass (adult, youth 9v9, mini 7v7 and mini 4v4) and in the quality of 3G synthetic grass provision. Shortfalls are also projected (at 2034) in the provision of rugby pitches for all areas of the city (North East, North West and South) and in provision for cricket for the North West and South. Other sports (including hockey, tennis and bowling) are deemed to have adequate provision, though latent demand and deficits at specific clubs are noted for tennis.

More recently – post-Covid 19 pandemic - Glasgow Life has observed uplifts in demand for some sports, notably in tennis (through increased tennis club membership rates) and in football through a marked increase in the number of children's football teams, based on a survey of the City's biggest community clubs.

The OSS notes that there is an existing network of active pitch sport provision that is needed to help meet both current and future demand and that, to do so, it's effectiveness requires to be maintained and improved. New residential developments will be expected to make a financial contribution towards meeting that demand. As the SPS and subsequent work has identified projected shortfalls in football (both capacity and quality), rugby, cricket and tennis, it is considered that contributions towards these sports will be required from development types set out in part 6 of Table XX. Contributions will be spent on opportunities to address shortfalls as identified in the SPS. Flexibility in the use of these contributions for investment in other sports, not addressed by the SPS, will be justifiable where this would address identified demand. Details of the sports investment priorities will be

set out in the open space contributions section of the Delivery Programme.

14.10 Transport

This section details how developer contributions are to mitigate the impact of development on Glasgow's transport infrastructure and ensure that new developments will have access to adequate provision of choice and availability of mobility within the citywide transport network.

Methodology

As outlined in Policy 10 Development proposals will be supported where:

a) Existing transport infrastructure is sufficient to enable sustainable travel; or
b) The necessary infrastructure to enable everyday sustainable travel can be delivered as part of the development, whether by way of onsite provision or through developer contributions.

Where transport infrastructure is insufficient, developers will be required to deliver or fund the infrastructure necessary to mitigate the development's impact and ensure the proposal is appropriate in transport terms. These mitigation measures will be secured via relevant planning conditions or legal agreements on an individual site basis. However, the Council also recognises that enabling long term sustainable travel behaviour - and mitigating the cumulative impact of development across the plan period - will require the delivery and enhancement of sustainable transport infrastructure at a strategic scale.

To mitigate the cumulative impacts of planned development, the Council will require developments identified in Parts 7 (Active Travel) and 8 (Public Transport) of Table XX to contribute towards the delivery of strategic active travel and public transport infrastructure, in line with the following policy provisions.

A. Active Travel Infrastructure

The Council is progressing the delivery of an interconnected, strategic citywide active travel network through a series of integrated active travel programmes:

1. **Connecting Glasgow**: This programme comprises the key priority strategic cycling infrastructure and associated local active travel connections required to accommodate anticipated growth in walking, wheeling and cycling across Glasgow's inner urban neighbourhoods. The Connecting Glasgow network includes key arterial cycle routes linking neighbourhoods to the city centre, orbital routes connecting neighbourhoods to one another, and local active travel connections that support improved movement within neighbourhoods and greater integration with the strategic network.

2. **City Network:** This programme comprises the council's long-term plan to create a city-wide, high quality active travel network that connects Glasgow's neighbourhoods enabling safe, direct and comfortable journeys on foot, by wheel, and by bike across the whole city. The proposed network comprises various routes across the entire city and is planned as a continuous and coherent network

3. **The Avenues:** This programme will transform the city centre with more people-friendly spaces, safer streets for walking, wheeling and cycling, and better public transport links. It will cover locations across Glasgow City Centre and its fringes, creating a network of continuous pedestrian and cycle routes designed with people at the heart. This programme offers the delivery of the key public realm improvements to address the growing number of people

anticipated to be living in the city centre across the plan period and to provide the connections that enable integration with the wider strategic active travel network to address the need for high quality active travel infrastructure to address the growing number of people cycling into the city centre for employment, cultural experience and social interaction.

4. **Future Active Travel Projects:** Where the active travel infrastructure programmes identified above have been fully developed or delivered, and as the CDP2 plan period progresses, continued implementation of Glasgow's strategic active travel network is expected to create demand for high-quality active travel infrastructure in locations beyond the existing network and associated buffer zones shown on Map X. In these circumstances, contributions may be directed towards the expansion, extension or evolution of the Council's strategic active travel programmes. The precise scope, location and nature of such infrastructure will be set out through future Delivery Programmes, which will provide updated proposals to reflect emerging priorities and network requirements.

To mitigate the cumulative impacts of increased demand for active travel and to ensure new development is well connected to the strategic active travel network, in line with sustainable transport priorities, the Council will seek developer contributions to support delivery of the strategic active travel programmes outlined above. Details of the programmes and their associated contribution zones are set out in the CDP2 Delivery Programme and will be updated throughout the plan period through future Delivery Programmes.

Where a site meets the scale of development threshold outlined in row X of Table XX (Policy 14.1) the Council will require developer contributions towards supporting the delivery of active travel infrastructure in the following circumstances:

a) The proposed development site lies within a 400 metres buffer contribution zone of a proposed strategic active travel project (see Delivery Programme).
b) The proposed development is within an identified Area of Change boundary that lies within a 400 metres buffer contribution zone of proposed active travel project (see Delivery Programme).
c) Where transport impacts are identified through the Transport Assessment or development management process, development will be required to mitigate these impacts, including through proportionate contributions towards strategic active travel infrastructure where necessary to support sustainable travel choices.

B. Public Transport Infrastructure – Public Transport Priority Corridors

Glasgow is served by a wide range of public transport modes, managed and governed by different bodies. The Council aims to support the performance of these modes by directing development to locations well served by public transport and by ensuring that new development is delivered at densities appropriate to sustain effective service frequencies.

The council has direct control over the local road network that underpins the operation of bus travel - a primary mode of travel for many of Glasgow's residents. The efficiency and attractiveness of on-road public transport travel is heavily influenced by the performance of the road network, particularly the Public Transport Priority Corridors (shown on Map X).

The Council is progressing the delivery of public transport programmes:

1. **Public Transport Priority Corridors**: These corridors connect to regional travel routes identified in the SPT Regional Transport

Strategy and align with the wider STPR2 concept of Clyde Metro in the medium to long term. They also play a critical role in supporting the Council's ambition for an enhanced bus network across the city. Through the Glasgow City Region Bus Partnership, the Council is committed to the ongoing improvement of these corridors, delivering priority measures that enhance public transport journey time reliability, improve service attractiveness, and strengthen connections along key arterial routes between Glasgow's neighbourhoods and the city centre.

2. **Future Public Transport Projects**: As the CDP2 plan period progresses, it is anticipated that the Clyde Metro programme will advance. Together with bus reform and investment in heavy rail, Clyde Metro represents a step change shift in the Glasgow City Region's transport system, delivering a fully integrated mass transit network with the potential to significantly reshape the operation of the strategic public transport network.

To mitigate the cumulative impact of increased public transport demand in areas where significant development is proposed, and to support the viability of bus services in currently underserved parts of the City, the Council will seek developer contributions to support delivery of the strategic public transport improvement programmes outlined above where a site meets the criteria set out in row X of Table XX. Details of the programmes and their associated contribution zones are set out in the CDP2 Delivery Programme and will be updated throughout the plan period through future Delivery Programmes.

The Council will require developer contributions towards supporting the delivery of public transport infrastructure, as detailed in the Delivery Programme, in the following circumstances:

a) The proposed development site lies within a 400 metres buffer contribution zone of a proposed strategic public transport project.
b) The proposed development is within an identified Area of Change boundary that lies within a 400 metres buffer contribution zone of proposed strategic public transport project.

Where a development site falls within overlapping contribution zones, the allocation of contributions will be determined in accordance with the hierarchy set out in the transport contributions section of the Delivery Programme.

14.11 Education

This section details how developer contributions are to mitigate the impact of development on Glasgow's education estate and ensure that new developments will have access to adequate provision for schooling within their respective catchment areas.

Glasgow's population has grown by more than 14% over the past 20 years and is expected to continue increasing throughout the period of City Development Plan 2. Coupled with the continued identification of sites for housing development across the city, this growth highlights the need to ensure that new development is supported by sufficient education infrastructure. Where identified, new development of the type specified in part 9 of Table XX should make appropriate contributions towards maintaining adequate capacity within the City's education estate.

School capacities are assessed and benchmarked by Education Services on an annual basis. This figure is then used against the current pupil rolls and projected pupil rolls to model the capacities within each schooling catchment over a 10-year period.

In Glasgow, many schools are approaching a threshold where they will begin to experience negative effects due to capacity issues.

Schools approaching this threshold, or already at this threshold, may experience challenges due to population growth or new development. The development of allocated sites and windfall sites has the potential to exacerbate this infrastructural concern, putting greater strain on the education estate.

New development must provide support and investment into the education estate by providing investment that will contribute to alleviating the strain on capacities and ensure that the cumulative impacts of development within a catchment do not overwhelm the ability to provide adequate education services.

This will be in the form of school extension, school upgrades, and/or temporary accommodation of students in modular classrooms. In rare cases, it may be necessary for new build schools to appropriately accommodate the influx of students, which will be supported by developer contributions.

Methodology

Contributions will be considered for all residential developments where the respective catchment area threshold is to be exceeded by the pupils generated from the development. The contributions threshold is defined as **85%**, meaning that contributions will be considered for every pupil generated above this threshold. One-bedroom properties are not required to contribute, as they are assumed not to generate pupils for the purposes of this assessment.

To calculate pupil increases, the pupil generation rates for primary and secondary education produced by Education Services are applied to the number of units within the catchment. This models the expected number of pupils arising from the development. These rates are updated annually by Education Services. No contributions will be sought where a development would not exceed the threshold in a catchment or is not expected to generate any pupils. Accordingly, the only forms of residential accommodation that will not be assessed for education contributions are purpose-built student accommodation (PBSA), sheltered housing, and retirement or nursing homes.

Contributions will be assessed for the four types of schooling that will be available for a development. These are Primary and Secondary schools, both Non-Denominational and Denominational. Gaelic medium education operates on a distinct estate and is therefore outwith the scope of this policy.

Catchments are considered by the Council on a cumulative basis, taking account of allocated sites. Where the Council considers that the cumulative increase in pupils above the contributions threshold is unlikely to be of a scale that would deliver meaningful investment in infrastructure projects, it may decide not to require an education contribution. This decision will be made in consultation with Education Services and identified during pre-application discussions with the developer.

The Delivery Programme will identify catchments where the Council consider contributions to be Very Likely, Likely, Possible or Unlikely to be required for developments.

Where a development spans more than one catchment for the same type of schooling, the catchment will normally be defined as the one that covers more than 51% of the site area. This may be varied on a case-by-case basis, for example where a site overlaps multiple catchments but the majority of proposed housing is located within one catchment.

Two catchments in Glasgow rely on school provision delivered by neighbouring authorities. In such cases, contributions will be collected in coordination with the partner authority. Glasgow City Council will calculate and collect contributions in line with the agreed methodology

and costings and transfer the funds under a formal agreement with the partner authority.

Windfall sites will be assessed in the same manner as the allocated sites. Any funds collected from windfall development will be directed towards education solutions identified through the planning process and formalised within the legal agreement.

The relevant calculation, methodology, and use of funds are set out in the education contributions section of the Delivery Programme.

14.12 Health

This section details how developer contributions are to mitigate the impact of development on Glasgow's healthcare service and ensure that clusters of new development, and large-scale individual sites, will have access to adequate provision for health infrastructure within postcode areas.

In Glasgow, most GP surgeries are currently operating at or well beyond their operational capacities. The greatest additional pressure from new residential development will fall within the identified Areas of Change and large-scale individual sites.

This, combined with the scale of planned developments, indicates that for development to be supported, there must be adequate mitigation in place to accommodate the population increase resulting from the development of new housing. Where identified, new development of the type specified in part 10 of Table XX should make appropriate contributions towards maintaining adequate capacity within the City's healthcare service.

Developer contributions for healthcare infrastructure will only be sought where the Glasgow City Health and Social Care Partnership (GCHSCP) have a clearly defined proposal within its Property Strategy, and where that proposal is identified in the current CDP2 Delivery Programme.

This ensures that contributions are collected transparently, proportionately, and only where a deliverable healthcare infrastructure project has been established.

Contribution Areas

The Areas of Change broadly align with the current priorities set out in the NHS and HSCP Property Strategy and would act as contribution zones, linking new patient growth, required developer contributions and the GCHSCP property planning framework.

In some cases, large-scale individual sites may generate sufficient additional demand towards healthcare facilities in an area. In those cases, the need for developer contributions will be identified at an early stage in pre-application discussions with developers.

Methodology

In Scotland, the standard capacity of a full-time equivalent (FTE) General Practitioner (GP) is defined as 1,500 registered patients. This benchmark is used to assess the potential impact of new residential development on primary healthcare capacity. To ensure consistency and proportionality, population yield will be estimated using a standardised bedroom-based approach. The Delivery programme will set out the calculation of the contribution rate per standard dwelling and weighting based on dwelling size.

In some cases, health centres and practices will be able to expand their capacities through internal reconfiguration of an existing site. It is however the case that many healthcare facilities have no reasonable means to reconfigure their own practices or lack the capital to acquire new sites. In these instances, contributions will be

collected at a higher rate so that permanent accommodation can be supported.

Windfall sites will be assessed in the same manner as the already designated sites. Any funds collected from windfall development will be allocated to solutions set out in the healthcare contributions section of the Delivery Programme.

Policy 15. Heating and Cooling

This policy provides Glasgow-specific policy detail to complement NPF4 Policy 19 and should be read in conjunction with NPF4 Policy 19.

NPF4 Policy 19 requires CDP2 to consider Glasgow's Local Heat and Energy Efficiency Strategy (LHEES) which aims to deliver affordable, reliable and low carbon heat to help the city reach its net zero carbon target in a just and inclusive manner. Successful delivery of this ambition will be achieved by focusing on reducing demand, decarbonising supply, and decentralising systems.

15.1 Heat Network Zones and Energy Centres

Glasgow City Council has identified Indicative Heat Network Zones (IHNZs) for a future heat network system in Glasgow. Sites within this Plan may be required to comply with NPF4 Policy 19 when the Heat Network Zones (HNZs) are formally designated. Sites within the Indicative Heat Network Zones are noted in Place Policies 2-6 in the site requirements – delivery.

The Council is currently exploring the mechanisms to develop and deliver these heat networks within Glasgow therefore the IHNZ boundaries may be subject to change in future phases of the LHEES when HNZs become legally designated and as they move into the delivery phase. Future changes to HNZs will be reflected in Planning Guidance.

Brownfield Development Opportunity sites may be required for Energy Centres where they fall within HNZs. This is set out in Place Policies 2-6 Brownfield Development Opportunities.

Policy 16. Open Space and Blue Green Infrastructure

This policy provides Glasgow-specific policy detail to complement NPF4 Policies 8, 20 and 21 and should be read in conjunction with NPF4 Policies 1, 2, 8, 20 and 21.

Open space in Glasgow contributes positively to: the City's liveability; the health and wellbeing of the City's human population and of its flora and fauna; and the resilience of the City in relation to the threats posed by climate change. It is important to safeguard open space and other blue-green infrastructure that has the potential to be used to help deliver these outcomes. This policy protects, and aims to enhance, open space and blue green infrastructure.

16.1 Open Space Protection

The Council will support the retention, as open space, of the open spaces shown on the Proposals Map and any new open spaces created during the lifetime of this plan. Some of these spaces are required to meet demand for food growing or for formal outdoor sport (as identified in the Council's Food Growing Strategy and Sports Pitch Strategy respectively), whilst others are important in addressing other aspects of open space need identified in the Glasgow Open Space Strategy (including play, recreation, residential amenity, biodiversity, water management and carbon sequestration) or are considered to be of local importance.

The Council's Open Space Map categorises each open space into one of 10 categories (see Table XX).

These open spaces, together with the Green Belt, Nature Networks and environmental designations shown on the Proposals Map and protected via Policy 7. Natural Environment, are the core elements of Glasgow's blue-green network. Other elements of blue-green infrastructure, such as smaller green spaces, road verges, landscaping and SuDS ponds, not shown on the Proposals Map, will continue to be protected by this policy where they provide valuable blue-green infrastructure functionality, as set out in, for example, Figure XX: Aspects of Open Space Need.

There may be some circumstances in which the Council will permit development on open space, including where:

for open spaces in a publicly-usable category (see Table XX):

a) the open space does not, or could not, meet an aspect of open space need as set out in the Figure XX (where the proposal is to meet another aspect of open space need then it is likely to be acceptable in principle); or
b) the proposal would be directly related to the current use(s) of the open space; or
c) the proposal would result in a loss of open space so insignificant in scale that it would not adversely impact on existing or potential function; or
d) the proposal would be brought forward in conjunction with a proposal for an equivalent, or higher quality, new open space to replace that being lost. This could be in the form of a new type of open space where the existing type of open space is no longer needed for that purpose and should be in an acceptable location which would better serve local needs; or

e) it is to be developed in accordance with an approved masterplan that provides for open space to meet the requirements of the CDP, OSS and NPF4 and other Council strategies;

for open spaces in a "demand-led" category:

f) the open space is for outdoor sports and its loss can be justified against criteria i to iii of part a) of NPF4 Policy 21 and the Council's Sports Pitch Strategy; or
g) another type of demand led space is affected and its loss can be justified against points b) to d) of this paragraph; or
h) there is a clear excess of provision to meet current and anticipated demand for that type of open space in the area and the site does not or could not meet an aspect of open space need (as set out in Figure XX); or
i) it is to be developed in accordance with an approved masterplan that provides for open space to meet the requirements of the CDP, OSS, NPF4 and the Council's Food Growing and Sports Pitch Strategies.

Figure XX: Aspects of Open Space Need

Does, or could, the open space have value in meeting an aspect of open space need? In particular ...

a) in meeting the OSS Open Space Standards? or
b) in contributing positively to the landscape setting, character or appearance of the area? or
c) as an important, or potentially important, open space to the local community? or
d) as civic space, particularly in the city centre or town centres? or
e) as a site that meets, or could be brought into functional use to help meet demand for play/education, outdoor sport or allotments/community growing? or
f) to enhance the connectivity and/or functionality of the City's Nature Networks? or
g) for nature conservation/biodiversity? or
h) in respect of other important green infrastructure functions, including flood management, addressing pollution or helping the city adapt to or mitigate climate change? or
i) as a means of accessing other open spaces or other facilities for management and maintenance?

Table XX

	Open Space Categories (as shown on the Council's *Open Space Map*)
"Publicly Usable" Categories	1 Public parks and gardens
	2 Communal private gardens (gardens in multiple private ownership, such as are found in the West End of the City)
	3 Amenity space
	4 Playspace for children and teenagers
	5 Green corridors
	6 Natural/Semi-natural greenspace
	7 Civic space
"Demand-led" Categories	8 Outdoor Sports facilities (inc multi-games courts)
	9 Allotments/community growing spaces
	10 Other functional greenspaces (including churchyards and cemeteries)

The Council may also permit development on open space where there is no longer demand for all of the open space on site and the proposal would help secure the continued operation of an existing community facility (eg a bowling club). Such proposals will only be considered acceptable where:

a) all the money secured by the community facility from the sale/development of such land is reinvested in the community facility to secure its future and the future of remaining related open space, including ongoing maintenance requirements – the Council will require documentary evidence to that effect.
b) the area of open space to be developed is limited to that necessary to raise the funds required to secure the future of the community facility and associated remaining open space. Proposals which result in the loss of all open space (eg all of the bowling greens in a bowling club) will not be acceptable; and
c) the design of the new development helps mitigate the loss of the open space to as great a degree as is possible – enhanced, biodiverse planting as well as features such as green roofs will be expected wherever possible.

Our Dear Green Place (2019) – sets out a vision for Glasgow's parks and greenspaces highlighting, amongst other things, support for a variety of uses in parks, including community uses, food growing, renewable energy, reuse of existing buildings and cultural and sporting events where this wouldn't significantly change the primary use of the space. Similarly, the Open Space Strategy highlights that parks and other open spaces have the potential to be used for outdoor learning and that delivering new council nursery provision within such a setting can be beneficial for children's health and wellbeing and, ultimately, encourage people to cherish their environment. In considering the acceptability of proposal in parks, consideration should be given to how they align with these ambitions. The development of commercial facilities such as cafes in parks may be considered acceptable where supportive of the primary use of the open space, contributing to an improved experience for, and subject to consultation with, park users.

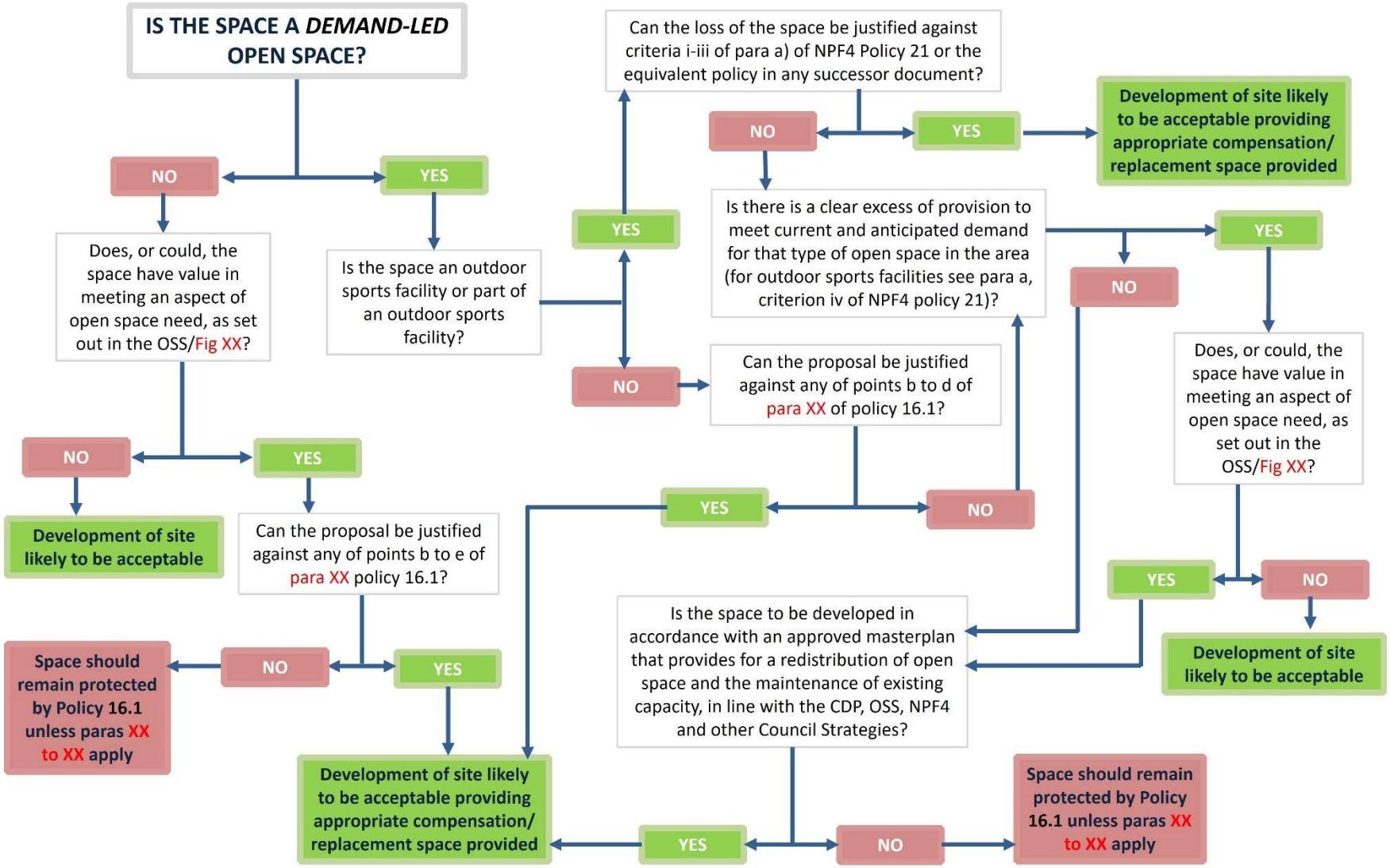
The Sports Pitch Strategy identifies a number of inactive blaes playing pitches as not having a role to play in meeting demand for formal sport. These have been considered in producing this Plan and, whilst most have been identified for either continued sports use (demand having increased for many sports since the SPS was produced) or other types of open space, a limited number have been allocated for other purposes. This is on the proviso that compensation for their loss is provided and reinvested in the sports pitch estate in order to maintain the capacity to meet demand in future. Where the plan does not yet identify a proposal for a site on which an inactive pitch is located, compensation will be expected in line with part a) iii) of Policy 21 of NPF4, should a proposal come forward.

Figure X Open Space Protection illustrates the key considerations when considering proposals for development on protected open space. The OSS also notes the particular importance of protecting publicly usable open space in those parts of the City where the OSS Quantity Standard is not met.

In exceptional circumstances, where a development has been approved not in accordance with paragraphs XX - XX, then financial compensation will be required. Where this is the case, compensation will be re-invested in the open space resource in the vicinity of the development in accordance with identified objectives as may be set out in the Open Space Strategy, Local Biodiversity Action Plan, Play Sufficiency Assessment or other indicator of local open space need.

The appropriate compensatory amounts will depend on the type of space in question and its replacement cost, the net loss of open space and the specific circumstances that have resulted in the granting of planning permission on it.

Fig XX



16.2: Meeting Open Space Need

Publication of Glasgow's Open Space Strategy, Food Growing Strategy, Sports Pitch Strategy and Play Sufficiency Assessment have provided a strategic understanding of the requirements for new and enhanced blue green infrastructure to meet identified need for these types of open space. This has been complemented by the Local Place Plans prepared for some areas of the City, which provide an understanding of local community priorities.

Recreation

The Open Space Strategy sets out Accessibility and Quality Standards with a view to providing good quality, multifunctional open space within an easy walk of households in Glasgow, outwith the City Centre, supporting local living by helping provide better local access to high quality outdoor spaces for play, socialising, recreation and engaging with nature. The spaces identified to meet these standards are of two types:

a) Community Spaces - Council owned spaces of the right size (0.3ha) which can be enhanced to meet the requirements of the Quality Standard and to which developer contributions (taken under policy 14) can be directed; and
b) Secured Community Spaces – non-Council-owned spaces of the right quality, created in response to the requirements of the Open Space Strategy and to which public access has been secured in perpetuity, which effectively meet the standards but on which developer contributions cannot be spent.

Community Spaces and Secured Community Spaces are shown on the Proposals Map and are protected, as open space, by Policy 16.1. The Council will use its planning and other powers with a view to increasing the proportion of residential properties that have access to such spaces within a 400m walk of new and existing homes and to enhancing the quality of these spaces, where they do not meet the Quality Standard. The Spatial Strategy maps shows the most significant residential areas of the City in which access to a Community Space is currently deficient (though it is not comprehensive in identifying gaps). The Council will work to improve access within all deficient areas, and to enhance/ maintain the quality of community spaces elsewhere, including via use of developer contributions (Policy 14 provides further detail).

Where the existing urban form means that it is not possible to provide access to these multifunctional open spaces within a 400m walk of people's homes, then other means of providing access to good quality, multifunctional open space will be considered, including improving the journey to community spaces and enhancing the quality of smaller spaces (see Policy 14).

The built-up nature of the City Centre means a different approach is being taken there to the delivery and enhancement of open spaces and other blue and green infrastructure. This approach is focussed on the opportunities for enhancing provision and quality identified in the City Centre Strategic Development Framework and proposed City Centre Integrated Blue-Green Infrastructure Strategy. As with Community Spaces, the Council may seek developer contributions to deliver these enhancements (Policy 14 provides further detail).

In addition, the Council is seeking to develop a River Park along both banks of the Clyde between the tidal weir and the Kelvin. The River Park will create a series of interconnected, publicly accessible open spaces, opening access to the river and activating the waterfront for recreation and biodiversity. Further detail can be found in policies 2 and 14.

Play

The Community Spaces are to be multi-functional, publicly usable open spaces and one of the key functions they are intended to deliver is play. Glasgow's Play Sufficiency Assessment was approved in June 2024 and some of the key issues it identifies are that:

a) many children feel unsafe or uncomfortable in the spaces they use;
b) spaces can be poorly maintained and unclean;
c) a greater range of functionality is sought on many spaces; and
d) those that identify as male generally feel more comfortable and safer in our open spaces than those who identify as female

Community Spaces have the potential to address these concerns, by delivering play opportunities in a multi-functional space that requires to be well maintained and that is designed to be attractive to all sectors of the local community, helping create a sense of ownership and encouraging greater passive surveillance through increased use. Community Spaces are, therefore, a key means of delivering good quality play opportunities throughout the City, not always requiring provision of formal equipped play areas but potentially also through planting and landscaping that encourages imaginative play. Proposals to deliver new, or enhance existing, Community Spaces shall deliver opportunities for play to meet the Quality Standard taking account of guidance in the Feminist City/Child Friendly city strategy.

Work undertaken to support the Play Sufficiency Assessment has identified the location of play parks in the City. These are shown on the Proposals Map and are protected, as open space, by this Policy. There are a number of residential areas of the City where residents have no local access to play opportunities in either a Community Space or a play park, and the key areas of deficiency are shown on the Spatial Strategy Map. In these areas, contributions taken to meet the Quality and Accessibility Standards of the Open Space Strategy shall be used to help deliver enhanced opportunities for play. Further detail is set out in Policy 14.

Policy 21 of NPF4 also sets an expectation that good quality provision for play, recreation, and relaxation should be incorporated into the design of new development and that new streets and public realm should be inclusive facilitate informal and incidental play. Wherever possible, play provision should take account of guidance in the Feminist City/Child Friendly City Strategy.

Formal Sport

The Council, Glasgow Life and Sportscotland commissioned consultants to produce a Sports Pitch Strategy (SPS) for Glasgow with a view to ensuring Glasgow has a sufficient supply of outdoor sports facilities and supporting infrastructure to meet the long-term needs of team sports, tennis and bowls.

The SPS identifies outdoor sports facilities that require to be protected to meet demand for play and training. These, together with other areas for outdoor sports not covered by the SPS (e.g. athletics tracks), are shown on the Proposals Map and are protected, as open space, by Policy 16.1. Delivery of the SPS will require ongoing investment to improve quantity and quality where appropriate, together with ongoing investment in the maintenance and refurbishment of active pitch sport provision if facilities are to remain effective in meeting community demand. It may also require the delivery of new pitch capacity for certain sports. There will be a general presumption in favour of proposals that help deliver the SPS. The Council and Glasgow Life will work to deliver the investment required, including via use of developer contributions (see policy 14).

Growing

Let's Grow Together, the Glasgow Food Growing Strategy, 2020 – 2025, was approved in September 2020 and aims to ensure that Glasgow's citizens have access to a range of community growing opportunities in their area. Allotments will be the main (though not only) means of delivering community growing opportunities and the Council's regular reporting on allotment waiting lists and delivery of the Food Growing Strategy identifies that a considerable amount of land is required to meet demand in full (with the ratio of residents on the waiting list to current allotment plots, at 182%, significantly exceeding the Community Empowerment Act's requirement of 50% or below (March 2026)).

The Proposals Map shows existing allotments sites and proposed sites for allotments/community food growing. Both are protected as open space by Policy 16.1. The Council and its partners will work to deliver new allotments/growing spaces, including via use of developer contributions (see policy 14).

Through the Glasgow City Food Plan, the Council is also keen to encourage the growth of the local food economy to and to work with local growers. The City's open spaces may offer opportunities to do so.

Cemeteries

In planning future capacity for burials, the Council considers a variety of issues, including likely demand and service, and making existing cemeteries more resilient to climate change eg redesignating some proposed burial land to deal with increased rainfall. In order to ensure sufficient capacity for burials in the future, new land requires to be identified. In doing so, it makes sense to consider extending existing cemeteries rather than to create new ones.

Linn Cemetery is a strategic location where the last extension took place around 15 years ago. In order to secure service continuity at this location, there is an opportunity to utilise land at the former Linn Park Golf Course and this is identified on the Proposals Map.

16.3: Access rights, Core Paths and Active Travel Routes

Development proposals should protect/enhance the quality and continuity of active travel routes and core paths and take account of rights of way and other significant paths. Such proposals should provide for the development/improvement of proposed routes, including interim routes, and for links to wider networks. New developments should take account of access rights (as defined by the Land Reform (Scotland) Act 2003). Wherever possible, new active travel routes should be designed to deliver/form part of blue-green infrastructure. See also Policy 10.3.

Country parks provide opportunities for the public to enjoy the countryside and open-air recreation, close to the City. There are three country parks in, or partly in, Glasgow: Dams to Darnley, Pollok and Cathkin Braes. In addition, the Seven Lochs Wetland Park has been created in north east Glasgow / North Lanarkshire and aims to, amongst other things, protect and enhance the area's existing natural heritage and provide new opportunities for leisure and recreation. Development proposals in the country parks and the Seven Lochs Wetland Park will only be supported where they are compatible with the uses, natural habitats, and character of the park.

16.4: Blue-Green Network

The blue-green network is comprised of connected (physically or functionally) areas of blue and green infrastructure and open space,

that together form an integrated and multi-functional network that can help deliver better places and a more successful, climate resilient, healthy and biodiverse Glasgow. The key elements of Glasgow's blue-green network are protected (by Policy 16.1) open spaces, the natural assets protected under Policy 7.5, Nature Networks protected by Policy 7.2 and other Green Corridors (the corridors of rivers, other watercourses, canals and railway lines (active and disused), motorways and trunk roads not otherwise identified as open space or Nature Networks). These other Green Corridors are protected by this policy in recognition of their blue-green network functionality. In addition, smaller scale elements of green infrastructure that fall outwith the above categories can provide valuable blue-green infrastructure functionality (e.g. smaller green spaces, road verges, rain gardens, SuDS ponds, etc).

New developments should be designed to protect and enhance blue-green network functionality wherever possible, based on a good understanding of how the site sits and functions within its wider context. Whilst new development should not have an adverse impact on the blue-green network, there may be instances when other development plan considerations are accorded greater weight. In such circumstances, it is important that suitable mitigation is provided, in addition to measures to enhance biodiversity in line with NPF policy 3.

The City's rivers, burns, other watercourses (both surface and culverted) and water bodies are shown on the Spatial Strategy Map. New development should not adversely impact on, but should aim to enhance, water quality, biodiversity or the potential for this blue infrastructure to deliver other blue-green infrastructure functionality (see also Policy 17). New development around the City's rivers will also require to take account of potential changes in flood frequency and magnitude and where significant channel erosion and deposition is expected. SEPA's riparian corridor and geomorphic risk mapping should be used to inform these considerations.

The Council has identified a number of locations in which there are opportunities for natural flood management/flood storage, as shown on the Proposals Map. The potential of these sites to deliver these opportunities will be protected.

Enhancing and extending Glasgow's blue-green network will support the delivery of the Central Scotland Green Network, a national development in NPF4. Blue-green infrastructure in the form of nature-based solutions will also be important in addressing other issues facing the city, such as the urban heat island effect. Proposals for natural blue-green infrastructure to address such issues will be supported where otherwise consistent with this Plan.

Proposals for the temporary utilisation of unused or under-used land for open space or green infrastructure purposes will also be supported. Any such proposals should ensure that the site can be quickly made available for permanent use when required.

Policy 17. Water Management and Resilience

This policy provides Glasgow-specific policy detail to complement NPF4 Policy 22 and should be read in conjunction with NPF4 Policy 22.

Flooding by its nature is complex and can be caused by a combination of factors and sources. In parts of Glasgow drainage capacity issues exist which can result in people and property being put at risk of flooding, development potential being constrained, along with negative environmental effects.

The purpose of this policy is to provide information on how Glasgow City Council will address flooding and development impact through the planning process and implement NPF4 Policy 22 - Flood Risk and Water Management reflecting Glasgow's water environment. It aims to strengthen resilience to flood risk by promoting avoidance as a first principle and reducing the vulnerability of existing and future development to flooding. It seeks to deliver the following outcomes:

- Places are resilient to current and future flood risk.
- Water resources are used efficiently and sustainably.
- Wider use of natural flood risk management benefits people and nature.

Planning guidance relating to the water environment also applies.

17.1 Flood Risk in Glasgow

Flooding is considered the most severe and immediate risk facing Glasgow from a changing climate. The city is vulnerable to pluvial (surface water), fluvial (river) and coastal (tidal) flooding. This policy promotes an approach to flood risk that recognises the unique challenge faced by Glasgow - bisected by the River Clyde, in addressing this challenge.

The National Flood Risk Assessment (NFRA) (2025) estimates that 52,900 (15%) of properties within the City are currently at Medium Risk of Flooding (more than 0.5% chance of flooding each year). The risk profile in Glasgow reflects the national picture with flooding from surface water and small watercourses representing the main source of flood risk. The NFRA estimates that the total number of properties at medium risk of flooding in Glasgow may increase to 82,000 (23.3%) by 2100.

All sites in the Plan have been subject to Strategic Flood Risk Assessment, providing additional information to support the Flood Risk Assessment required to support development as set out in policy 17.3 and 17.4. Where significant flood risk has been identified, this is set out in site requirements in Policies 2 – 6.

	Number of Properties	Percentage of Total Properties at Risk
Residential Properties at Risk	49,100	-
Non-Residential Properties at Risk	3,800	-
Total Properties at Risk	**52,900**	**15.0%**
Surface Water & Small Watercourses	47,800	13.6%
Rivers	6,200	1.8%
The Sea	1,700	0.5%

Pluvial Flooding (Surface Water/Drainage)

Pluvial flooding is the main source of flood risk in Glasgow - impacting 47,800 properties (13.6% of all properties within Glasgow).

Pluvial flooding occurs when intense, sudden heavy rainfall overwhelms the City's drainage network causing water to flow over impermeable surfaces (roads and pavements). The risk of pluvial flooding is increasing as Glasgow experiences a shift towards higher overall rainfall and more frequent, intense downpours.

Data from recent decades shows a clear upward trend in precipitation for Glasgow and Scotland as a whole:

- Wetter Decades: The annual average rainfall in Scotland between 2015 and 2024 was 9% greater than the 1961–1990 average.
- Seasonal Surges: Rainfall in February and April has increased by up to 60% in the last 30 years compared to the previous three-decade period.
- Wetter Winters: Average winter rainfall has seen a significant increase, with recent data showing winters are roughly 25% wetter than historical averages.

Fluvial Flooding (Rivers)

Major rivers like the Clyde, Kelvin, and White Cart Water pose a significant risk to certain low-lying areas of the City. 6,200 properties are at risk of flooding from rivers. (1.8% of all properties within Glasgow).

Rainfall is the primary driver of fluvial flooding as it causes water levels to rise and overtop riverbanks. Risk of fluvial flooding is increasing because of the precipitation trends noted previously. The duration of a fluvial flood event is driven by the volume of water moving through the river catchment. Larger river systems drain significant catchments meaning that they will continue to receive high volumes of water long after rain has stopped.

Coastal Flooding (River Clyde)

The River Clyde is a heavily modified river, particularly within the built-up area within the city's boundary. Over the past 250 years, the river has been transformed from a shallow, braided waterway into a deep, engineered, industrial channel. Glasgow is in the upper tidal estuary of the River Clyde which runs directly through the urban core of the city.

Coastal Flooding represents the primary source of Flood Risk from the western boundary of the City to the Tidal Weir at Glasgow Green. 1,700 properties are at risk (0.5% of all properties within Glasgow). Glasgow city centre is recognised as a Potentially Vulnerable Area (11/16) and CDP2 recognises that rising sea levels present a critical long-term challenge for the city.

An element of flood protection is provided by the quay walls that exist on much of the river within the city. Crest levels vary but are typically around 4.7m Above Ordnance Datum (AOD).

	Height (m AOD)
Quay Wall	4.70
1:200 Year Coastal Event /0.5% AEP	4.88
1:500 Year Coastal Event /0.2% AEP	5.09
1:1000 Year Coastal Event/0.01% AEP	5.24
1:200 Year Coastal Event + Climate Change	5.60

Coastal flooding is dictated by astronomical tides and is therefore less sensitive to the increased rainfall and is highly predictable. Coastal flood events are typically short-term, temporary events that occur during high tide meaning that the most critical inundation may only last for a couple of hours.

The principle of avoidance outlined in NPF4 Policy 22 is not considered proportionate within the tidal reaches of the Clyde given the need to return significant areas of vacant and derelict land within the area to productive uses and the characteristics of tidal flooding. CDP2 therefore supports the redevelopment of brownfield sites identified in CDP2 as exceptions under NPF4 Policy 22 a) iii and iv. Re-development of these sites will play a critical role in realisation of the objectives of CDP2 (Policy 1) and the delivery of the Clyde Mission which has been identified as a national development within NPF4.

It is recognised that redevelopment of some Clyde Mission sites allocated in CDP2 and assessed against the exception rules will be challenging to deliver. Sites have previously been reclaimed for development by the in-filling of former docks and comprise large areas of flat, low-lying land and therefore the uniform topography means that the majority of the site is identified as at risk of flooding or future flooding.

Therefore, developers of sites should demonstrate to the satisfaction of the Council that they have:

a) Taken all reasonable measures to minimise the loss of floodplain capacity.
b) Proposed only water compatible, essential infrastructure or least vulnerable land uses below the flood risk level including climate change and freeboard allowance.
c) Proposed the use of flood resistant and resilient materials and construction methods.

Additional Planning Guidance is available in Designing with Water - Design Guidance for Glasgow's River Corridor.

The Council recognises the long-term risk posed by rising sea levels and commits to working with national agencies such as SEPA and local partners in the Glasgow City Region to implement adaptation pathway planning for the Tidal River Clyde.

17.2 Flood Risk Net Gain

The Council supports 'flood risk net gain'. The purpose of this is to reduce flood risk and the impact of climate change for the wider community by using new development to provide additional flood risk benefit.

Flood risk net gain shall apply for residential developments (including redevelopment) comprising 5 or more dwellings / units or non-residential development (including redevelopment) of more than 250m2 development area. Development proposals will be expected to demonstrate how they are delivering flood risk net gain.

Flood Risk Net Gain may be delivered by:-

a) Evidence of pre and post development flows confirming a reduction in discharge rates for development of previously developed sites that within the past 5 years of the date of application had a positive connection to the drainage network with zero attenuation, but will now be attenuated in line with GCC and Scottish Water requirements: or
b) Adding 10% to the site impermeable area calculation that is used to design the surface water management for the development; or
c) Adding 5% to the site climate change value that is used to design the surface water management for the development; or
d) Additional SuDS components over and above those required to fulfil the requirements of the simple index approach design for SuDS, as agreed with the Planning Authority; or
e) A 20% reduction of existing site impermeable surfacing for redevelopment / extension / renovation projects; or
f) A commitment to undertaking works to improve the condition of a watercourse / culvert that the development is proposed to discharge to where a pre-works survey has identified defects that merit rectification. This may include the removal of debris from the asset; or
g) Where physical works / interventions are not practically deliverable, then development may be acceptable if compensatory payments are made in lieu. An appropriate financial compensation shall be made to a surface water improvement fund, that the Council will then use to invest in sustainable drainage and / or property resilience within the same catchment.

17.3 Flood Storage

Flood storage and the attenuation of surface water flows should maximise the use of natural flood management infrastructure to contribute to climate resilient places.

Where appropriate, the Council will protect land that contributes towards sustainable flood management, including land identified by Surface Water Management Plans (SWMPs) for this purpose (including for new blue/green infrastructure and facilities). This green infrastructure will be used to connect and enhance multi-functional green networks.

The Council will support innovative solutions to incorporating natural flood management techniques into the urban environment and heavily modified waterbodies. New development proposals should take opportunities to reinstate natural flood management measures, including the removal of culverts.

17.4 Blue-Green Infrastructure

The Council supports the principles of blue-green infrastructure to manage surface water above-ground, for the additional benefits this approach can bring, including reduction of urban heat, and improving biodiversity, and air quality and the development of water resilient places.

CDP2 protects from inappropriate development, areas identified:

a) for Natural Flood Management (NFM) - opportunities for natural flood management flood storage areas,
b) areas mapped by SEPA as indicative minimum space requirements for Riparian Corridors - zones along the main rivers where significant channel erosion and deposition, leading to channel mobility and instability creates Geomorphic Risk,
c) the Scottish Wetland Inventory - including wet grassland, wet woodland, reed bed, fen, peat bog and swamp, concentrated largely in Glasgow's green belt but can also be found in open spaces within the urban area; and are an important component of nature networks in Glasgow, and

d) obstacles to fish migration - natural and artificial obstacles to migratory fish.

17.5 Existing Watercourses

Any development where a watercourse – either open or in culvert – passes through and / or forms the boundary of a development site, shall be required to demonstrate that the development will not have a short- or long-term negative impact on the watercourse.

17.6 Information Required to Support Planning Applications

The information required to be submitted to support a planning application, including a Planning Permission in Principle application, includes:

a) Flood Risk Assessment,
b) Drainage Assessment (where discharge to a watercourse is proposed),
c) Completed Glasgow City Council Flood Risk checklist,
d) Self-certification certificate,
e) Independent check certificate.

Flood Risk Assessments (FRAs) and Drainage Assessments (DAs) are required for:

a) residential development (including redevelopment) comprising 5 or more dwellings / units; or
b) non-residential development (including redevelopment) of more than 250m2 development area; or
c) any development identified by GCC to be at flood risk and requested by GCC including in a sensitive location. A sensitive location is defined as being within an Objective Target Area / Community Potentially Vulnerable Area in the Clyde and Loch Lomond Local Plan District, Local Flood Risk Management Plan.

Allowance for Climate Change

In order to account for a changing climate, and in line with NPF4, a climate change allowance should be applied in flood risk assessment and drainage design.

The type of allowance used for flood risk assessment will depend upon the type of flooding being considered and, for river (fluvial) flooding, the size of catchment or location.

The appropriate climate change allowance to be applied shall be in accordance with the latest SEPA guidance on climate change allowances for flood risk assessment in land use planning.

17.7 Flood Risk Assessment

The findings of the FRA must be incorporated into the proposed development and the level of detail should reflect the scale and nature of the development. Failing to do this is likely to result in an objection to the planning application being lodged.

Development proposals at risk of flooding or in a flood risk area, defined as being an annual probability of being flooded of greater than 0.5% including an appropriate allowance for climate change, will only be considered in line with the criteria in NPF4 Policy 22 and 17.1.

SEPA Flood Maps and the SEPA Flood Risk and Land Use Vulnerability Guidance should inform the FRA.

17.8 Elevated Buildings in Areas of Flood Risk

An elevated building is a building where structures such as pillars or stilts are used to raise it above the expected flood water level. The ground below the building remains at risk of flooding and allows for the free flow of water.

Development proposals that include elevated buildings in areas of flood risk will only be considered in exceptional circumstances, and where the criteria set out in the SEPA position statement on elevated buildings in areas of flood risk are met – https://www.sepa.org.uk/environment/land/planning/guidance-and-advice-notes/

A FRA will be required to demonstrate how these criteria are met.

17.9 Basement Conversions

Conversion of existing basement / lower areas to habitable spaces within an area of flood risk as defined by the SEPA Flood Maps as 'Medium Likelihood / 0.5% event' from any source including climate change, is unlikely to be supported as it reduces climate resilience.

17.10 Drainage Assessment

Applicants must demonstrate through the provision of a drainage assessment (DA) that there is no detriment to receiving waters in terms of quantity (flood risk) or quality as a result of their proposals. A drainage layout must be submitted which shows the existing drainage arrangements and the proposed arrangements. It should be clear whether the proposals are to discharge to a natural water body or the public sewer network and where the outfall/connection point is to be located. A drawing should also be provided describing the proposed SuDS, in accordance with the latest version of the CIRIA SuDS Manual. The applicant should be able to demonstrate that their proposals:

a) Contribute to minimising overall flood risk and provide flood risk net gain;
b) Avoid any increased risk of flooding to others which would affect people and properties either within the development or outwith the site;
c) Contribute to water quality improvements and contribute to placemaking and biodiversity requirements set out in other GCC policies and NPF4.

For large developments where there is an intention to separate the development into zones / phases, which are to be constructed at different stages or by different developers, it is a requirement that a drainage masterplan covering the whole area of development be submitted for approval.

17.11 Sustainable Drainage Systems (SuDS)

GCC promotes the above ground management and separation of surface water from foul sewerage.

It is fundamentally important that the water management strategy is developed at the earliest stage of the design and the principles agreed with the Council and Scottish Water before the development layout is formalised.

In addition to the meeting the basic water quality treatment requirements, the Council will assess the integration of the SuDS features into the overall development design. This should be undertaken as part of a placemaking approach to the design of the new development and should be considered in conjunction with the

CDP2's requirements for enhancing biodiversity, access to open space and the provision of sustainable travel routes as part of a multifunctional green network.

SuDS should be selected and designed in accordance with the latest version of the CIRIA SuDS Manual to reflect the four pillars of SuDS design – water quantity, water quality, amenity and biodiversity, and the latest SEPA guidance on SuDS.

SuDS that are to be vested by Scottish Water should be designed in accordance with the latest version of Sewers for Scotland.

17.12 Long Term Maintenance

Drainage and flood management infrastructure will only provide the design level of flood risk protection if it is maintained. The long-term maintenance of the infrastructure shall be set out as part of the planning consent.

For most applications, the most effective way of ensuring long-term maintenance will be via vesting of curtilage drainage by Scottish Water and the adoption of road drainage by the Council. The Sewerage Scotland Act 1968 allows future maintenance to be shared between Scottish Water and the Council via a Section 7 agreement.

Policy 18. Economic Development

This policy provides Glasgow-specific policy detail to complement NPF4 Policy 25 and 26, National Development 13 and should be read in conjunction with NPF4 Policies 25, 26, 27, 28, 30 and 31 and National Development 13.

Glasgow is Scotland's largest economy and workforce, both of which are projected to grow during the plan period. The city supports, through its business and science parks, industrial sites, Grade A office space, education and health campuses and events campus, an economy that provides opportunities for employment of residents across the city and the wider region.

Glasgow's economy is broad. It spans a full course of sectors that require support to grow and adapt. Modern growth sectors such as health-tech, fintech, the green economy, the circular economy, digital and creative economy, advanced manufacturing, and the space industry are present in the city. The Glasgow Riverside Innovation District (GRID) and the Glasgow City Innovation District (GCID) are driving change in the City's economy.

This policy identifies and protects a range of locations for economic development for their primary business function which support the Glasgow Economic Strategy to increase productivity, encourage inclusive growth, and address the climate emergency while encouraging, promoting and facilitating a practical model for building a wellbeing economy.

18.1 Nationally and Regionally Important Developments

Economic development is a significant component of Clyde Mission, the City Centre and Clyde Gateway, which are identified in NPF4 and partnerships such as Glasgow Riverside Innovation District (GRID) and the Glasgow City Innovation District (GCID). Place Policies 2 – 6 provide policy support for the development of these locations including for economic land uses.

18.2 Economic Development Areas

Economic Development Areas (EDA) are areas with a primary business function, distributed across the city, where economic investment, innovation and business development across non-retail sectors will be supported and contribute positively to community wealth building, the just transition and climate adaptation to enable local access to employment opportunities.

EDAs and their role and function are set out in Place Policies 2 – 6. The role and function of these areas varies but includes business parks, science parks, large and medium sized industrial sites and high amenity sites. Taken together they provide scope for provision of the office (class 4), industry (class 5) and storage and distribution (class

6) uses as well as a range of other sui generis uses that involve employment provision not otherwise accommodated within the plan, such as circular economy developments.

Proposals for development on Economic Development Areas will be supported where they:

a) Are located on a vacant site within an EDA, identified in Policies 2 – 6 and on the Proposals Map or in a Business and Industry Land Audit.
b) Will deliver the requirements and primary business function set out for the relevant EDA.
c) Would result in the improvement or replacement of existing business and industry building stock that, due to age, materials and design are likely to require renewal over the course of the plan period.
d) Promote high quality public realm and improved amenity.
e) Promote active travel options for employees.
f) Demonstrate how they would contribute to Community Wealth Building.

Development proposals for housing and managed accommodation will not be supported in EDAs.

18.3 Sites Outwith Economic Development Areas

While the sites and locations identified in Place Policies 2 – 6 are intended to identify the main locations for economic development, sites exist elsewhere in the city including standalone businesses.

We will support, in principle, proposals for adaptation, extension or re-use of properties that are in existing, or recent, industrial and business use but which are not within the areas identified in Place Policies 2 – 6, and we will support, in principle, the redevelopment of brownfield opportunities elsewhere in the city, for business and industry uses including for home working and micro-businesses subject to applicants demonstrating:

a) how they contribute to economic development.
b) how they have taken account of the surrounding sensitive uses (including residential and the natural and historic environments).
c) how they would contribute to Community Wealth Building.

The Council will not support proposals that would have a significantly negative impact on the residential amenity of the surrounding area including 'bad neighbour' proposals outwith an EDA identified as able to host that type of use.

18.4 Major Developments for Manufacturing or Industry

We will support major developments for manufacturing or industry that are accompanied by a decarbonisation strategy that demonstrates how greenhouse gas emissions from the process are appropriately abated. The strategy may include carbon capture and storage.

18.5 Low Amenity Uses

The growth of the circular economy is important to enabling a just transition of the economy but low amenity uses also potentially have a negative impact on surrounding residents and businesses in terms of noise, smells, and activity. Establishing a low amenity use also potentially has a controlling impact on the surrounding land – via the eventual application of the agent of change principle.

We will support proposals for recycling and other low amenity industrial operations only on existing sites or at relatively isolated and

well screened sites away from sensitive uses. Site restoration, including any necessary bond arrangements, should form part of any proposal. The potential future impact of the 'agent of change' principle on the area surrounding any proposal should form part of the consideration.

The Council considers operations such as (but not limited to) scrapyards, waste transfer stations, waste recycling centres, incinerators, concrete batching plants, storage or distribution of minerals, and any other works required to be registered with the Scottish Environment Protection Agency (SEPA) to be low amenity industrial uses.

18.6 Major Education and Health Institutions

Glasgow's higher education (universities and colleges) and health sector (primary, acute and research) institutions play a key part in the city's economy by generating and maintaining thousands of jobs. The tertiary educational sector also plays a key role in developing the skills and talent required for founders and as a host for start-ups; while the health sector acts as a host to world leading research.

Campus Plans indicate the long-term aspirations of public sector institutions across the city. Place Policies 2 – 6 set out campuses where development is supported.

The Council will support, in principle, development proposals that seek to improve, or extend, the range of tertiary education, or acute and specialist healthcare facilities, within the city. In particular, we will support development proposals where they align with an approved campus plan.

Campus plans should:

a) Consider, and outline, the unique international role, function, and impact of these institutions. This should include the requirement to deliver education and health services across the city.
b) Consider, and outline, the partnerships required to deliver any changes therein.
c) Consider the inter-connection with adjoining areas and land uses
d) Include any established or future development framework and / or masterplans
e) Identify land and buildings that can be reused or adapted, as well as requirements for modern facilities.
f) Identify necessary improvements in the quality of the public realm, transport network or environment of these areas.
g) Demonstrate how any re-development would contribute to local and/or regional community wealth building strategies
h) Demonstrate how any redevelopment will positively contribute to the goals of Glasgow and regional economic strategies and this may include through the development of new and / or additional lab space, research buildings and purpose-built student accommodation, as well other services or facilities where they would provide significant community benefit.
i) Should be subject to a process of public consultation and subsequent approval by the Council.

Policy 19. Network of Centres

This policy provides Glasgow-specific policy detail to complement NPF4 Policies 27 and 28 should be read in conjunction with NPF4 Policies 27 and 28.

Glasgow's City Centre and its Major Town Centres are national assets which are home to hubs of economic, cultural and civic activity. These continue to drive footfall into our centres, enhancing their sustainability and bringing people to the city through their vitality and vibrancy. In accordance with NPF 4 Policy 27, the main locations for shopping, leisure and other town centre uses, have been identified in a Network of Centres. The Network comprises: the City Centre, 5 Major Centres, 34 Local Town Centres, 164 Local Shopping Facilities and 10 Commercial Centres.

Recognising the town centre first approach, Glasgow has many well-designed thriving centres for people to live, learn, work, and visit. Our network of centres connects neighbourhoods together to support greater self-sufficiency and low carbon living.

Policy 19 aims to prioritise positive development to our major and local centres, while providing a sustainable framework for new and expanded locations where necessary to our emerging communities.

19.1 Town Centres First

The Council promotes the 'Town Centres First' principle for a variety of uses generating significant footfall that are set out in National Planning Framework 4 (NPF 4). These include retail and commercial leisure as well as offices, community and cultural facilities and other public buildings. This approach reflects the need to both provide accessible locations for a wide range of goods and services to support local living, and also to avoid the diversion of activity away from Town Centres.

The sequential approach will be applied to all large scale developments over 1000 sq m (gross) convenience retail floorspace and/or over 2000 sq m (gross) comparison retail or commercial leisure floorspace. Proposals for other Town Centre uses or for smaller scale retail and commercial leisure development should also be assessed where they are likely to generate significant footfall.

Proposals will be supported for retail and other uses which attract a significant amount of people, including commercial leisure use, community and cultural facilities, and, where appropriate, libraries, education and healthcare facilities on sites, in the following order of sequential preference:

a) Town Centres (including the City Centre Principal Retail Area) Major Town Centres and Local Town Centres)
b) Edge of Town Centre locations
c) Other Retail and Commercial Leisure Centres
d) Out of Centre locations that are, or can be made, easily accessible by a choice of transport modes

Development proposals outwith a Town Centre must demonstrate, to the satisfaction of the Planning Authority, that they cannot be accommodated at a sequentially preferable location.

In addition to the sequential approach, proposals should also satisfy the following locational criteria:

a) At Out of Centre locations – demonstrate, to the satisfaction of the Planning Authority, that the site is accessible by a range of sustainable modes of transport, particularly walking and cycling;
b) At Edge of Centre locations – demonstrate, to the satisfaction of the Planning Authority, that the site is well connected to the Town Centre.

Where a sequentially preferable site is argued to be unsuitable or unavailable, the applicant will be required to provide evidence to this effect.

For large scale retail and commercial leisure development proposals over 1000 sq m (gross) convenience retail floorspace and/or over 2000 sq m (gross) comparison retail (or commercial leisure) floorspace, if proposed outwith a town centre and contrary to the development plan, a Retail Impact Assessment will be required to demonstrate that there is no significant adverse impact on the vitality and viability of existing town centres. The analysis should also consider the impact of town centres in adjoining council areas if they fall within the catchment area of the proposal.

19.2 Glasgow City Centre Primary Streets

Proposals for change of use of an operating retail unit to non-retail use will not be supported.

Proposals for non-retail use in vacant premises may be considered favourably, depending on their impact on the primary function of the street, on the balance of uses within the street block, and taking account of the following considerations:

Level 1: Buchanan Street, Argyle Street – Retail
a) Where the proposed use has the potential to increase activity into the evening;
b) Where the premises are long-term vacant;
c) Where the proposed use will not result in the clustering of hot food takeaways or public houses within a street block; and
d) Where the proposal will not be detrimental to residential amenity on upper floors.

Level 2: Sauchiehall Street, Gordon Street, Queen Street, Union Street – Mixed / Evening Economy
a) Where the premises are long-term vacant;
b) Where the proposed use will not result in the clustering of hot food takeaways or public houses within a street block; and
c) Where the proposal will not be detrimental to residential amenity on upper floors.

Major Opportunity Sites / Upper Floors and Basements
a) Alternative uses (including for residential, social and community premises) will be encouraged, provided that an active frontage is maintained.

19.3 Major and Local Town Centres

Change of use of an operational retail unit to a non-retail use will not be permitted, unless it is part of a comprehensive re-development of the building.

An application for a change of use of a vacant ground floor retail premises may be considered favourably where it can be demonstrated that the proposal:
a) is supportive of the primary function of the centre (defined in Network of Centres Place Policy), or provides a social or community facility;
b) contributes positively to the character and appearance of the centre and provide an active frontage; and

c) accords with the relevant Place Policies and Regeneration Framework.

Proposals should take account of the existing balance of uses within the street block. They should not:

a) impact on the amenity of adjacent residential property;
b) should not result in clusters of uses (e.g. more than two adjacent properties) which may affect the health and wellbeing of communities, such as:
   i) Hot food takeaways
   ii) Betting offices
   iii) High interest money lending premises
c) result in the following proportions of non-retail use within the street block being exceeded:

Major Town Centres

- Retail - Partick/Byres Road Retail Core Areas 30%
- Mixed / Night Time Economy - Partick/ Byres Road remainder, Parkhead Cross, Shawlands 50%

Local Town Centres

- Retail – Knightswood, Croftfoot, Albert Drive, Hyndland, Victoria Road, St Georges Cross/Great Western Road, Gorbals, Govanhill, Shettleston 30%
- Mixed / Evening Economy – Possilpark, Battlefield, Govan Streets, Cessnock, Yoker, Springburn (streets) Baillieston, Maryhill, Scotstoun/Whiteinch, Kelvinbridge, Mount Florida, Bridgeton, Duke Street, Cathcart/Muirend, Cardonald/Halfway, Anniesland, Woodlands, Alexandra Parade, Strathbungo, Barrachnie, Cranstonhill/Yorkhill, Tollcross 50%

Exceptions may be made where the applicant can provide evidence of marketing, and that the proposal will deliver the re-use of long-term vacant premises.

19.4 Shopping Centres

In Buchanan Galleries and the St Enoch Centre, and in centres that are wholly or partly mall-based, i.e. Easterhouse Fort, Easterhouse (the Lochs), Parkhead Forge, Pollok (Silverburn), Drumchapel, Castlemilk (the Braes), Govan and Springburn, change of use proposals will be assessed according to:

a) the existing balance of uses within the centre;
b) the potential of proposals to improve the sustainability of the centre through diversification; and
c) the need to avoid the clustering of uses, such as hot food takeaways, that could impact on the health and wellbeing of disadvantaged communities.

19.5 Protection and Provision of Local Shopping Facilities and Local Shops

Local Shopping Facilities and local shops offer provisions to serve the daily shopping needs of local residents, and they contribute towards promoting local living in the city's neighbourhoods. Policy 19.5 seeks to protect existing Local Shopping Facilities and local shops and support new provision where required. Proposals that comply with 19.5 are exempt from the Sequential Approach, as set out in 19.1.

Local Shopping Facilities (either existing, new or extended) will be protected in line with the criteria set out below. Proposals involving the loss of vacant retail units require to be considered in terms of their impact on local shopping opportunities for residents. As applicable, non-retail proposals must:

a) not result in the loss of an important local retail facility, particularly where the unit(s) provides a convenience offer to local residents and no alternative provision is available within 400m;
b) not have a detrimental effect on the amenity of the local area;

c) not result in less than 50% of all units being in retail use;
d) not detract from the health and wellbeing of disadvantaged communities by the clustering of hot-food takeaways, betting offices or high interest money lending premises;
e) demonstrate that a vacant unit has been actively marketed for retail use, at a realistic commercial rental level, for a period of 12 months. Temporary uses (open for less than 12 weeks and in accordance with the lawful use) will contribute towards the 12 month vacancy period, provided the marketing exercise is ongoing during that period; and
f) accord with relevant Spatial Supplementary Guidance for the area.

Proposals for new Local Shopping Facilities and expansion of existing Local Shopping Facilities must:

a) result in a Local Shopping Facility that does not exceed 1,500 sq m gross unless part of a wider masterplanned housing release;
b) normally not include units exceeding 400 sq m gross*, except where an alternative format could address a food shopping deficiency;
c) maintain a minimum of 50% of the units in Class 1 shop use;
d) serve the daily shopping needs of local residents;
e) demonstrate that they are, or can be made, accessible by surrounding residents on foot and by bicycle; and
f) accord with relevant Spatial Supplementary Guidance for the area.

*Conditions may be added to a planning consent to prevent future merging of units.

Proposals for new local shops not related to Local Shopping Facilities should normally not exceed 400 sq m gross and must not undermine existing Local Shopping Facilities. This may include garage forecourt shops.

Significant new housing developments (such as 1,000+ capacity) must include provision for new Local Shopping Facilities where any part of the development is more than 800 metres walking distance from existing shopping facilities.

19.6 Development Proposals in Commercial Centres

The distinct role of these centres in providing retail and leisure facilities in formats that cannot be accommodated in the City Centre and Town Centres has been supported consistently in previous Plans. It is recognised, however, that changes to shopping and leisure habits have affected these locations, with the result that their principal role of accommodating bulky goods shopping and leisure has been diluted in some locations, with the introduction of businesses, such as convenience shopping in the form of discount retailers, food and drink outlets, gyms, dentists and pharmacies, that previously would have been found in town centres, but which are in formats that are more car orientated.

Policy 19.6 seeks to ensure that development proposals in Commercial Centres do not undermine town centres and are consistent with their defined role and function set out in Figure x. It is recognised, nevertheless, that some of these locations are functioning in ways that are similar to town centres, albeit dependent on car borne customers. The role of Policy 19.6 will therefore be to ensure a balance between ensuring that existing outlets selling bulky goods, general comparison shopping or providing large format commercial leisure are retained where required, while remaining open to the development of places that are more mixed, more sustainable, and with opportunities for local living.

Commercial Centre	Role and Function
Parkhead Retail Park	Comparison shopping
Robroyston	Comparison/food shopping
Mount Vernon West	Bulky goods comparison
Glasgow Gait	Comparison shopping
St Rollox	Food retail park/leisure
Darnley	Service/food outlets
Nether Auldhouse	Comparison/food shopping
Springfield Quay	Commercial leisure/food outlets

Figure x: Role and function of commercial centres

It is important that the City continues to provide locations for these types of development and therefore proposals that promote this primary function will be supported subject to compliance with 19.6 which should also be read in conjunction with 19.1 and 19.7.

Development proposals that would result in a loss of bulky goods or otherwise restricted retail floorspace will not be supported unless it is demonstrated, to the satisfaction of the Planning Authority, that:

a) The proposal involves floorspace that has been vacant for not less than 12 months and has been actively marketed for bulky goods use for the duration of that period. The applicant will be expected to submit documentation to include details of floorspace, costs and length of lease offered to interested parties to ensure these factors are not unnecessarily acting as a deterrent to bulky goods use; and
b) The scale and format of the proposal is compatible with the role and function of the Centre, as defined in Figure X.

Development proposals involving the provision of new retail floorspace must:

a) be not less than 900 sq m gross floorspace (720 sq m net floorspace);
b) be for the sale of convenience or general comparison retailing that has been justified in terms of 19.1, and
c) improve the appearance and environment of the Centre and promote accessibility by public transport, walking and cycling.

19.7 Out of Centre Development

The City Centre and Town Centres provide access to a range of facilities and services by walking, cycling and public transport, they encourage linked trips, and therefore represent the most sustainable locations for proposals that generate significant footfall.

Policy 19.7 aims to protect and revitalise the City's Town Centres by ensuring their vitality and viability is not undermined by inappropriate large-scale proposals in out of centre locations.

Proposals in out of centre locations may be supported where they can demonstrate, through a Town Centre First Assessment, that:

a) All centre and edge of centre options have been assessed and discounted;
b) The scale of development cannot be changed to fit into a centre; and
c) The proposal will not have a significant adverse impact on the vitality and viability of centres, either on its own or cumulatively with other consented or pending developments.

Proposals for smaller scale neighbourhood retail centres in new larger housing areas, or proposals that address food deficiency in an area, will be supported.

19.8 Food, Drink and Entertainment Uses

These uses are an important component of the City Centre and local economies, and they have become an increasing part of people's leisure time, both during the day and at night. It is notable that retail and other uses have consistently experienced significant pressure from proposals for food, drink and entertainment uses, often in residential areas and in town centres where people live.

The focus of this policy is to ensure that the introduction of such uses is managed in a way that retains a good balance between retail and other uses, but which protects the amenity of residents, and does not lead to clusters of uses that may affect the health and well-being of communities.

Within the Town Centre policy in this Plan, there are some differences in approach between the City Centre Primary Streets and town centres, in terms of the way in which non-retail uses are considered, and this approach is also considered to be appropriate for food, drink and entertainment uses. The role that local shopping facilities play in providing access to convenience food shopping is also reflected in this Plan, and, where planning permission is required, this policy therefore will apply equally to these locations.

A definition of food, drink and entertainment uses is provided in Planning Guidance on the network of centres. Advice on when planning permission is required, where this policy will be applied, technical information for applicants (including the dispersal of cooking fumes) and the need for other licenses, is also contained in this Guidance.

Proposals to change the use of a shop or other premises to food, drink or entertainment use will be subject to the provisions of Policy 19.2 and 19.3, but additionally will not be permitted where the use would be likely to impact on the amenity and health and wellbeing of adjacent residents, through the effects of noise, cooking fumes, disturbance or anti-social behaviour outside the premises. This includes under new build residential development and in lanes or backcourts that are immediately adjacent to residential development.

Proposals that are acceptable will be subject to the following requirements:

a) Hours of operation will be limited to between 08:00 hours and 24:00 hours, depending on local circumstances.
b) In the City Centre, uses, such as public houses, night clubs and casinos, wishing to operate beyond 24:00 hours will be assessed on their individual merits and location.

Applications for uses which require to disperse cooking odours in the confines of Central Station Bridge ('Hielanman's Umbrella') will not be supported due to the confined space under the Bridge and the detrimental impact on air quality caused by food odours. This incorporates the stretch of Argyle Street between Hope Street/Oswald Street and Union Street/Jamaica Street.

A Late Hours Catering Licence will also be required for any premises serving food, on or off the premises, after 23:00 hours. This Licence will not generally be granted beyond 24:00 hours if the premises are in a building with residents living above.

19.9 Outdoor Food and Drink Seating Areas

These areas have become an increasingly common feature on Glasgow's streets and pavements, as people's expectations of eating and drinking in outdoor areas have changed.

Outdoor seating areas are generally considered to be permitted development, as set out in Class 9I of the Town and Country Planning (General Permitted Development) (Scotland) Order 1992, where they are “adjacent to relevant premises for the purposes of selling or serving food or drink supplied from those premises or consuming good or drink supplied from those premises…”.

However, the Plan recognises that there may be instances where such areas which are not adjacent to the relevant premises could be detrimental to pedestrian movement, neighbouring premises and residential amenity, and may therefore not be appropriate. The considerations that will be taken into account when assessing proposals.

Locational Requirements – In order to ensure that seating areas can be overlooked, can avoid conflict with neighbouring premises, and can co-exist with existing seating areas in pedestrianised areas, they should:

a) be in front of a principal frontage, and should not extend beyond the width of the frontage of the relevant premises;
b) not be more than 6m from the relevant premises, measured from the inner edge of the seating area;
c) not be located on neighbouring streets where they cannot be overlooked;
d) not be located in shared residential backcourts; and
e) not conflict with street furniture associated with the City Centre Avenues Project.

Pedestrian Movement – In order to ensure that pedestrian movement is not impeded by the introduction of an outdoor seating area:

a) a minimum of 2m should be provided between the front elevation of the relevant premises and the outdoor seating area, or between separate parts of the seating area; and
b) the outer edge of the seating area should not be within 2m of the pavement kerb or street signage/furniture.

Technical Requirements – Hours of operation, including setting up and removal of external furniture, are limited to between 08:00 hours and 22:00 hours;

It should be noted that, if planning permission is granted for outdoor seating, applicants will also require:

a) Advertising consent: Where advertising boards are present, consent from the planning authority.
b) Section 59 consent: To locate an outdoor seating area on the public road/footway.
c) Premises Licence: alcohol licenses must also be sought separately through the licensing authority.

19.10 Drive Through Operations

It is acknowledged that there has been a significant increase in the number of drive-through operations, normally associated with fast-food restaurants and coffee shops. Many of these are within retail and commercial leisure parks, town centres and larger food stores, but there are also a number on standalone sites. While these facilities provide choice for consumers, they can present issues in terms of the impacts of car use on environmental quality, placemaking and amenity for local communities. It is important therefore to ensure that they are carefully located so as to minimise these impacts.

NPF 4 requires Local Development Plans to identify locations where drive throughs may be acceptable, taking into account the overarching principles in national policy relating to: climate change and sustainable travel, the health and wellbeing of communities, placemaking, the encouragement of local living, and the Town Centre First approach.

Locations that maximise shared trips will be prioritised, in order to reduce car travel.

Spatial Requirements – Proposals for drive though operations shall be limited to the following locations:

a) Commercial Centres
b) Edge of Centre locations - Proposals on sites that share a boundary with an existing centre, or that create a sensible extension to the centre
c) Standalone Food Stores and Superstores

Local Living – Proposals should also be to demonstrate that:

a) Direct links to local facilities via walking and cycling networks are available or can be made available;
b) Access to local facilities via public transport networks would not involve walking more than 400m;
c) The transport assessment is able to identify satisfactory ways of meeting sustainable transport requirements;
d) Noise and activity associated with the proposal would not result in unacceptable disamenity to sensitive receptors, including residential dwellings.

Technical Requirements – Proposals that are considered appropriate are also required to make provision for:

a) Electric, hydrogen, and other low or zero-emission vehicle and cycle charging points in safe and convenient locations. For drive-through operations with more than 10 parking spaces, 1 in every 10 will be expected to provide an EV charge point socket with a minimum 7kW rating.
b) Safe and convenient cycle parking - sheltered where possible, unless it can be demonstrated that existing nearby provision is sufficient. Cycle parking should be more conveniently located (notwithstanding disabled car bays) than car parking provision serving the drive through development.
c) Barrier free access between disabled parking bays and the restaurant entrances.
d) Waste storage, recycling and collection. This should be designed to maximise waste reduction and waste separation at source and minimise the cross contamination of materials.
e) Wider placemaking benefits through delivering an enhanced level of soft landscaping and tree planting. Unless a suitable pre-existing curtilage feature can be identified, the site shall be bounded by low level native species hedging to provide a strong boundary treatment and provide setting. Due to the ‘traffic island’ design of drive-through restaurants, no elevation should be treated as ‘back of house’ in terms of aesthetics. A high standard of treatment, use of materials, employment of artwork etc. all around is expected.
f) An enhanced level of amenity for eating out areas through the provision of a buffer zone of enhanced vegetative planting sufficient to shelter such areas from any undue negative impacts of nearby vehicle movements such as spray, dust, and/ or lowered air quality.

19.11 Food Shopping

The Council supports the development of new food shopping in Food Shopping Deficiency Areas (identified in Place Policies 2 – 6) as well as improved access to existing food shops.

The Council will work with developers to identify appropriate additional food shopping provision or access to it, according to the following categories of proposal:

a) Areas of Change and large-scale single masterplan sites: The council will work with the developer to establish where on-site food shopping and facilities can be provided within the site. Although

the food store deficiency areas do not always coincide with Areas of Change, where they do, these projects provide an opportunity to co-ordinate additional or improved provision through a masterplan approach.

b) For multiple sites in an area without food access: The council will work with developers to establish where on-site food shopping and facilities can be provided within the masterplan area

c) Smaller individual sites: The Council supports development here that improves active travel connectivity from the site to existing food shopping facilities. Where not possible, the developer will work with the Council to coordinate the phasing of the site with larger scale projects that would require local food provision.

On site food provision will be sited to maximise resident access and to ensure the most benefit to the health and wellbeing of residents in line with Council aims of food security.

Food provision will be met early on in the phasing of the development to ensure car-centric behaviours are mitigated.

Policy 20. Tourism, Culture and Creativity

This policy provides Glasgow-specific policy detail to complement NPF4 Policies 30 and 31 and should be read in conjunction with NPF4 Policies 7, 26, 27, 30 and 31.

Glasgow has a unique and celebrated creative and cultural output. The buildings and spaces that help produce this output are an integral part in maintaining and enhancing the city's cultural and creative prowess. Tourist visits to the city makes up an important element of the city's economy and the city's culture and creative output encourages tourism. This policy supports the continued development of tourism, culture and creativity in the city and protects existing venues.

20. 1 Supporting the Expansion of Cultural Venues

Proposals for new cultural venues will be supported:

a) Where such venues are near other footfall generating uses, for example in or near town centre locations and near to public transport corridors; and
b) In vacant buildings and buildings at risk.

20.2 Protecting Existing Cultural Venues

The Agent of Change principle applies within the entirety of the city boundary. Applicants are advised to read Design and Placemaking Planning Guidance for further detail. Proposals that would result in the loss of an arts or cultural venue will be assessed under Policy 31 of NPF4.

20.3 Creativity

Proposals for creative industries will be supported:

a) Particularly in vacant buildings and buildings at risk identified in the Place Policies;
b) in town centre locations; and/or
c) where the proposal forms part of the wider regeneration of an area.

20.4 Sustainable Tourism

New tourism venues are encouraged and will be supported:

a) In areas where existing facilities are present, particularly in the City Centre, West End and River Clyde corridor;
b) In highly accessible locations;
c) Where facilities are proposed in buildings at risk; and
d) Where they form part of the wider regeneration of an area.

20.5 Tourist Accommodation

Tourist accommodation in Glasgow relates to hotels, hostels, serviced apartments, guest houses, bed and breakfasts and short term lets.

Hotels, Hostels and Serviced Apartments

Proposals for hotel, hostel and serviced apartments will be supported in the following locations:

a) in the City Centre and River Place Policy areas;
b) in defined town centre locations;
c) in locations with high accessibility to the city centre and/or tourist facilities; and
d) in an entirely vacant listed building or building at risk can be brought back into productive use.

Proposals will require to meet the following design and amenity criteria:

a) the massing and scale of the proposal is in keeping with the surrounding environment;
b) the proposal does not introduce an incongruous or visibly intrusive addition to the surrounding environment;
c) it does not result in the unfavourable intensification of activity in predominantly residential areas;
d) it does not place additional pressure on local amenities and facilities; and
e) it can be demonstrated that there would be no adverse impact on the character and amenity of the area, particularly in or adjacent to Conservation Areas.

Guest Houses, Bed and Breakfasts

Guest Houses and bed and breakfasts will only be permitted:

a) In detached, semi-detached or end-terraced properties; and
b) In former dwelling-houses now in non-residential use, such as offices, where they will not reduce local amenity due to noise, traffic movements or other material considerations.

Short Term Lets

Short term lets (a sui generis use) will not be permitted within an existing block of residential flats that share a means of access, circulation space and amenity spaces.

Planning Permission is required in some circumstances.

Dwellinghouses – Under Class 9 of the Use Classes Order, a house remains in use as a house whether it is the sole or main residence of the occupants or not. This sets a context that a house being used on a short-term basis does not constitute a change of use. Therefore, short stay use of a house Is unlikely to require planning permission provided that it is occupied by a single household as defined in Class 9.

Flats – Residential flats do not fall within Use Class 9 and are defined as Sui Generis (outwith a specific Use Class). This status reflects the fact that a flat within a block containing residential properties forms a different context given that it has shared circulation and amenity spaces, and horizontal as well as vertical separation. The use of a flat as short-stay accommodation, therefore, has the potential to result in conflict with mainstream residential flats in a block through regular influx of temporary residents as well as increased pressure on infrastructure and shared space. Evidence has shown that amenity issues can arise through the introduction of short-stay accommodation and illustrates the need to effectively control the activity taking place. On this basis, a flat being used as short-stay accommodation is considered differently to a house.

The occasional use of a flat as short-stay accommodation, which is otherwise a sole or main residence, is unlikely to constitute a material change of use. Planning permission is deemed not to be required where only one lodger is accommodated in addition to one resident family.

Where a flat is being used frequently to provide short-stay accommodation, there is likely to be a material change of use. In

determining whether a short-stay use would constitute a change of use, the Council will take account of:

a) The nature of services provided, such as cleaning or laundry;
b) The size and context of the property;
c) The frequency and duration of short stays; and
d) The number of people staying.

Where servicing is provided to an extent that would be beyond what would reasonably be expected in a mainstream domestic context, then it is likely that a material change of use from residential flat (Sui Generis) to short-stay accommodation (Sui Generis) would occur.

Short-stay accommodation shall be assessed against the following detailed criteria:

To protect residential amenity planning permission will not be granted for a change of use from a residential flat to short-stay accommodation within existing blocks of residential flats, resulting in a mix of mainstream residential flats and short stay accommodation within a single building sharing a means of access.

In appropriate locations that satisfy the relevant key criteria relating to tourist accommodation planning permission may be granted for the change of use of entire blocks of residential flats to short-stay accommodation, or for new purpose-built developments for this type of accommodation.

To protect residential amenity in areas where there are already a significant number of non-residential uses and/or problems of parking and traffic congestion, the change of use of properties to short-stay flats will be strongly resisted in the following Conservation Areas:

- Crosshill;
- Dennistoun;
- Glasgow West;
- Park;
- St Vincent Crescent; and
- Strathbungo.

Part 6. Glossary

Term	Definition
Active EV Charging	Electric vehicle charging infrastructure that is fully installed, wired, and connected to the electricity supply, providing a 'ready to use' charge point at a parking space.
Active Travel	Travel undertaken by physically active means, such as walking, wheeling, and cycling, for everyday journeys.
Active Travel Infrastructure	Infrastructure that supports and enables walking, wheeling, and cycling, including routes, networks, and associated facilities designed to make active travel safe, convenient, and accessible for everyday journeys.
Affordable Housing	Good quality homes that are affordable to people on low incomes. This can include social rented, mid-market rented, shared-ownership, shared-equity, housing sold at discount (including plots for self-build), self-build plots and low cost housing without subsidy.
Amenity	A positive element or elements that contribute to the overall character or enjoyment of an area. For example, open land, trees, historic buildings and the inter-relationship between them, or less tangible factors such as tranquillity. It includes residential amenity which considers factors like privacy and open space.
Ancient, Long-established and/or Semi-natural Woodland	Trees and woodlands identified by NatureScot in the Ancient Woodland Inventory, and of value for their biodiversity and cultural value by virtue of their antiquity. Ancient Woodland is land that has been maintained continuously as woodland habitat since at least 1750.
Ancient Woodland Inventory	A provisional guide to the location of Ancient Woodland produced by Nature Scot. It contains three main categories of woodland: Ancient Woodland; Long-established woodlands (of plantation origin) (LEPO); and Other woodlands on 'Roy' woodland sites (i.e. semi-natural). The data is not definitive and should be used with care (See individual definitions).
Area of Change	Areas of the city identified as having the opportunity and need for strategic land use change, with a focus on the delivery of new homes, jobs and infrastructure, that would benefit from a coordinated and tailored policy in order to prioritise development and regeneration.
Biodiversity	The variability in living organisms and the ecological complexes of which they are part. This includes diversity within species, between species and of ecosystems (UN Convention on Biological Diversity, 1992).
Blue and Green Infrastructure	The blue and green features of natural and built environments and the connections between them that provide benefits for people and nature. Green features include parks, woodlands, trees, play spaces, allotments, community growing spaces, outdoor sports facilities, churchyards and cemeteries, swales, hedges, verges, green roofs and gardens. Blue features include rivers, lochs, wetlands, canals, ponds, porous paving and sustainable urban drainage systems.

Brownfield Development Opportunity	Land or buildings which has previously been developed or used. The term may encompass vacant or derelict land; infill land; land occupied by redundant or unused buildings; and developed land within the settlement boundary where reuse is encouraged to further the aims of the spatial strategy. A brownfield site should not be presumed to be suitable for development, especially in Green Belt or other countryside areas.
Business and industry	Business, general industrial and storage and distribution uses and smaller scale business uses such as live-work units and microbusinesses.
Car-Club	A shared transport service that provides members with access to vehicles on a short-term, as-needed basis, typically located within a neighbourhood or development. They enable occasional access to a vehicle as an alternative to owning a private car.
Car-Free Development	Development designed and managed to operate without private car ownership or use by residents or occupiers
Carbon sequestration	The long-term removal, capture, or sequestration of carbon dioxide from the atmosphere to slow or reverse atmospheric carbon dioxide (CO2) pollution and to mitigate or reverse climate change.
Carbon sink	A carbon sink is a natural or artificial reservoir that accumulates and stores CO2 for an indefinite period.
Central Scotland Green Network	The Central Scotland Green Network (CSGN) is a long-term initiative to bring about a step change in environmental quality, woodland cover and recreational opportunities in Central Scotland.
Community Space	An open space identified as having the potential to provide access to good quality open space in peoples' immediate environment (meeting the OSS Accessibility Standard) and that meets a multitude of open space needs (meeting the OSS Quality Standard).
Community Wealth Building	A people-centred approach to local economic development, which redirects wealth back into the local economy, and places control and benefits into the hands of local people.
Conservation Areas	Conservation areas are areas which have special architectural or historic interest that are considered worthy of protection. Their selection, assessment and designation is carried out by the planning authority. To be designated as a conservation area it must meet the criteria of 'special architectural or historic interest the character or appearance of which is desirable to preserve or enhance', as set out in Section 61 of the Planning Listed Buildings and Conservation Areas (Scotland) Act 1997.
Cultural significance	Cultural significance means aesthetic, historic, scientific or social value for past, present or future generations. Cultural significance can be embodied in a place itself, its fabric, setting, use, associations, meanings, records, related places and related objects.
Cultural Cluster	An area of the city with a concentration of cultural uses which are a defining feature of the area and where the spatial strategy identifies future growth.
Cumulative impact	Impact in combination with other development. Cumulative impact recognises that the impacts of a group of sites, or development over an area may be different when considered together than when considered individually. That includes

	existing developments as appropriate, those which have permission, and valid applications which have not been determined. The weight attached to undetermined applications should reflect their position in the application process.
Deliverable housing land pipeline	The expected sequencing of the Local Housing Land Requirement over the short (1-3 years), medium (4-6 years) and long-term (7-10 years), set out in the local development plan delivery programme.
Deliverable Land	Land that is free from constraints or there is a commitment to overcome constraints, and development is able to be delivered in the period identified for the site within the Deliverable Housing Land Pipeline.
Drive-Through	Drive-Through operations are defined as any facility within a Class 3 use, or on its own, which serves food and drink to car borne customers via a serving window.
Enabling Infrastructure	Enabling infrastructure refers to the underground ductwork, or other containment routes, provided for installation of electrical cabling to the positions of installed or future charge points (and any intermediate control equipment) from a suitable electrical supply location.
Essential Infrastructure	Essential infrastructure includes digital communications infrastructure; telecommunications infrastructure; all forms of renewable, low-carbon and zero emission technologies for electricity generation and distribution and transmission electricity grid networks and primary sub stations; water and waste water infrastructure; and transport proposals and travel networks identified in the local development plan.
Ecological Connectivity	The functional connectivity between ecosystems, allowing habitats to expand and adapt and allowing species to feed, move, reproduce, etc. and helping avoid the negative effects of isolated habitats – similar to integrated habitat network.
Glasgow Riverside Innovation District (GRID)	Glasgow Riverside Innovation District (GRID) is a partnership between the University of Glasgow, Scottish Enterprise, and the Glasgow City Region. It is a key component of Clyde Mission and includes the Church Street Masterplan area at the University of Glasgow campus, the Health Innovation Hub in Govan, and the proposed Masterplan Consent Area at Linthouse.
Glasgow City Innovation District (GCID)	Glasgow City Innovation District (GCID) in partnership with University of Strathclyde, Scottish Enterprise, Glasgow Chamber of Commerce and Entrepreneurial Scotland. This is located within the City Centre and recognises the importance of Glasgow Caledonian University's campus and the University of Strathclyde's campus within this part of the city. Its proposed interventions include the development of two vacant city centre sites as well as the continued support for the transformation of each campus.
Glasgow City Region Green Network	The Green Network, formerly the Glasgow and the Clyde Valley Green Network Partnership (GCVGNP), is part of the Glasgow City Region (GCR), established to co-ordinate and facilitate delivery of a regional vision shared by the eight city-region local authorities of a place where people and wildlife can move easily through an attractive and diverse landscape.
Green Belt	Green belt is a designation for land surrounding towns and cities, but can also take other forms including buffers, corridors, coastal strips or wedges. Its purpose is to protect and enhance the quality, character and landscape setting

	and to give access to open space within and around settlements, as part of the wider structure of green space. In addition, it aims to direct planned growth to the most appropriate locations and support regeneration.
Green Corridor	Areas including canals, river corridors, railway lines (active and disused), motorway and trunk road corridors and other areas of open space which can act as links between habitats and which can help the natural environment adapt to climate change.
Greenfield	Land which has not previously been developed, or fully restored formerly derelict land which has been brought back into active or beneficial use for agriculture, forestry, environmental purposes or outdoor recreation.
Green Network	Connected areas of green infrastructure and open space, that together form an integrated and multi-functional network.
Green Roofs	Building roofs that are partially or completely covered with vegetation, used to address a variety of needs including enhancing biodiversity and water management
Heat Network Zones (HNZs)	A formally designated geographic area, identified by local authorities or Scottish Ministers under the Heat Networks (Scotland) Act 2021, that is deemed particularly suitable for the development, construction, and operation of district heating networks.
Hedgerow	Any boundary line of trees or shrubs over 20m long and less than 5m wide between major woody stems at the base. Gaps should be taken into account.
Housing Needs and Demand Assessment (HNDA)	The statutory basis for an HNDA is contained in the Housing (Scotland) Act 2001, which requires local authorities to carry out an assessment of housing provision and provision of related services and prepare, and submit to the Scottish Ministers, a Local Housing Strategy. The assessment of housing provision must include the nature and condition of the housing stock, the needs of persons in the area for housing accommodation, the demand for, and availability of, housing accommodation and the availability of housing accommodation designed or adapted for persons with special needs.
Infrastructure	Physical networks which serve development such as roads, paths, street lighting, supplies of water, gas, electricity and waste water drainage and services for occupants of developments such as public transport measures, schools and healthcare.
Integrated Habitat Network	A set of separate areas of habitat which are sufficiently connected for a particular species to move between the individual areas – similar to ecological connectivity.
Just transition	Ending our contribution to climate change in a way that is fair and leaves no one behind
Knowledge Based Economy	An expression used to describe trends in advanced economies towards greater dependence on knowledge, information and high skill levels, and the increasing need for ready access to all of these by the business and public sectors.
Life Sciences	The sciences concerned with the study of living organisms, including biology, botany, zoology, microbiology, physiology, biochemistry, and related subjects.
Listed Buildings	A building of special architectural or historic interest compiled or approved by Historic Environment Scotland as set out in the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997.

Local (Glasgow) Housing Strategy (GHS)	Local Housing Strategies were introduced as part of the Housing (Scotland) Act 2001 to widen the strategic and enabling role for local authorities in relation to housing in their area. The Local Housing Strategy (LHS) sets out the outcomes the Council and its partners want to achieve, and the actions they will take, to address housing need and demand in their area
Local Housing Land Requirement	The amount of land required for housing, as identified by the local development plan. The Local Housing Land Requirement (LHLR) is expected to exceed the 10 year Minimum All-Tenure Housing Land Requirement (MATHLR) set out in the National Planning Framework.
Local Landscape Area	A site identified by the Council for its local landscape value
Local Nature Conservation Site	A site identified by a Local Authority to safeguard biodiversity and geodiversity of at least local importance
Major Transport Hubs	Strategically important locations within the transport network that provide high levels of accessibility by bringing together multiple transport services and enabling connections to the wider city and regional transport system.
Mobility Hubs	A mobility hub is a recognisable place with an offer of different and connected transport modes supplemented with enhanced facilities and information features to both attract and benefit the traveller. These spaces should be designed to improve the public realm for all.
Minimum all-tenure housing land requirement	There is a statutory requirement for the National Planning Framework to contain targets for the use of land in different areas of Scotland for housing. To meet this, the National Planning Framework includes a Minimum All Tenure Housing Land Requirement (MATHLR) for each planning authority in Scotland. The MATHLR is the minimum amount of land, by reference to the number of housing units, that is to be provided by each planning authority in Scotland for a 10 year period, as set out in Annex E of NPF4. The MATHLR is expected to be exceeded in the local development plans Local Housing Land Requirement.
Native Woodland	Woodland consisting largely of native tree species and associated species, as shown on the Native Woodland Survey of Scotland.
Nature Network	A joined-up system of places important for wild plants and animals, on land and in water. It allows plants, animals, seeds, nutrients and water to move from place to place and enables the natural world to adapt to change, providing plants and animals with places to live, feed and breed.
Open Space	Greenspace consisting of any vegetated land or structure, path or geological feature within and on the edges of settlements, blue spaces, such as burns, rivers and lochs and civic space consisting of squares, market places and other paved or hard landscaped areas with a civic function.
Open Space Strategy (OSS)	A means of co-ordinating the policies of the different Council services with responsibilities for open space, and of focusing liaison and partnership working with relevant public, private and community interests. The Glasgow Open Space Strategy was approved in 2020.
Outdoor Sports Facilities	Land used for formal sports including outdoor playing fields, outdoor athletics tracks, golf courses, outdoor tennis courts (other than those within a private dwelling, hotel or other tourist accommodation) and outdoor bowling greens.

Passive EV Charging	Electric vehicle charging infrastructure that provides the necessary underlying electrical capacity and cabling to a parking space, enabling the future installation and activation of a charge point.
Passive Surveillance	The natural overlooking of streets and spaces by people from surrounding buildings, public areas, or regular activity, which increases safety and the perception of safety without the need for formal security measures.
Placemaking	Placemaking is the process of creating good quality places that promotes people's health, happiness and wellbeing. It concerns the environment in which we live; the people that inhabit these spaces; and the quality of life that comes from the interaction of people and their surroundings. Placemaking is a collaborative approach involving the design and development of places over time, with people and communities central to the process.
Placemending	Placemending specifically focuses on the urban design of the built environment, addressing fragmentation in the city's urban fabric that has accumulated over time. It requires development proposals and strategies to focus designs on attaining good urban design that reflects the 6 qualities of successful places.
Planning obligations	Legally enforceable agreements, most commonly entered into between a developer and/or landowner and the planning authority, which are used to make a proposed development acceptable in planning terms. Planning obligations are used to secure Developer Contributions or other requirements, where these are necessary to ensure that development complies with Development Plan policies.
Public Benefits	Public benefits as defined by Scottish Government policy on woodland removal. These include proposals which support social, economic and environmental benefits such as: • Public health and wellbeing (e.g. new hospitals, health infrastructure) • Those which would deliver National infrastructure projects (e.g. transport. Renewable energy developments) • Affordable housing • Climate change mitigation or adaption • Enhanced biodiversity or restoration of important habitats • Preservation of cultural heritage
Public EV Charging	Electric vehicle charging infrastructure available for use by the general public, typically located in publicly accessible locations and supported by appropriate access and payment arrangements.
Public Transport Accessibility	The ease with which a location can be reached by public transport, taking into account the proximity, frequency and quality of available services.
Public Transport Priority Zone	The Public Transport Priority Zone represents the areas of the city that are within an appropriate walking distance of public transport infrastructure with potential of supporting high-frequency public transport services, (Rail Corridors and Public Transport Priority Corridors).
Rail Formations	The physical materials that form the base of a railway track.
Rights of Way	In Scotland, a right of way is a route over which the public has been able to pass unhindered for at least 20 years. The route must link two "public places".

Recycling facilities	Facilities for the purpose of recycling. Recycling means any recovery operation by which waste materials are reprocessed into products, materials or substances whether for the original or other purposes. It includes the reprocessing of organic material but does not include energy recovery and the reprocessing into materials that are to be used as fuels or for backfilling operations. It does not include nuclear reprocessing.
Transport Appraisal	A Transport Appraisal should inform the spatial strategy by appraising the impact of the potential spatial strategy options on the transport network, in line with Transport Scotland's Development Planning and Management Transport Appraisal Guidance. It should determine the potential impacts of development on the transport network and mitigation to address adverse impacts, how they will be funded and who should deliver these. This should inform the Proposed Plan.
Transport Assessment	A Transport Assessment report should aim to provide supporting evidence to accompany the planning application to demonstrate that the development is sited in a location where current and likely future travel behaviour will produce a desired and predicted transport output. The Transport Assessment should provide information in a suitable form to enable the local authority and, if necessary, Transport Scotland to assess and determine the planning application, seek any changes to the proposal and devise necessary planning conditions or negotiate planning or other legal agreements.
Travel Packs	Information packages (physical or digital) provided to residents, employees or users of a development, setting out available sustainable travel options, including public transport, walking, wheeling and cycling, and may include incentives such as discounted tickets or travel passes.
Travel Plan	A Travel Plan (TP) is a document that sets out a package of positive and complementary measures for the overall delivery of more sustainable travel patterns for a specific development. Their ability and success in influencing travel patterns is dependent upon the commitment of the developer or occupier of a development and the enforcement of travel plan monitoring by the local authority. Travel plans should be implemented to encourage a shift in transport mode for those travelling to and from a development.
Self-build housing	Where a person builds their own house or appoints their own builder. Includes self-build housing, custom-build housing and collective build housing.
Semi-natural woodland	Predominantly trees and shrubs that are native to the site and are not obviously planted. It includes woodlands mapped after 1860 but with an earlier provenance.
Setting	Setting is more than the immediate surroundings of a site or building, and may be related to the function or use of a place, or how it was intended to fit into the landscape or townscape, the view from it or how it is seen from areas round about, or areas that are important to the protection of the place, site or building. 'Setting' is the way the surroundings of a historic asset or place contribute to how it is understood, appreciated and experienced.
Short term let	The use of a dwellinghouse (a residential house or flat) for rental by persons other than the owner for short periods and for financial or other remuneration. Typically includes properties advertised as being available for holiday let, although can apply to other situations.

Species	A group of living organisms consisting of similar individuals capable of exchanging genes or interbreeding and formally recognized as distinct from other groups.
Sports Pitch Strategy	A means of assessing current and future need for sports pitches and other outdoor sports provision across a local authority area and for setting out means for addressing that need. Glasgow's Sports Pitch Strategy was approved in 2026.
Sustainable Flood Management	Sustainable flood management means planning at a catchment level and considering a wide range of measures to reduce the risk of flooding. Natural land use management techniques, such as managing flood plains and restoring wetlands, are an important component of sustainable flood management
Surface Water Management Plan (SWMP)	A plan which seeks to provide a simplified overarching framework which allows different organisations to work together and develop a shared understanding of the most suitable solutions to surface water flooding problems.
Student Accommodation	Purpose built accommodation that is occupied exclusively by students.
Sustainable Development	Development that meets the needs of the present without compromising the ability of future generations to meet their own needs. (The Brundtland Definition. Our Common Future, The World Commission on Environment and Development, 1987).
Sustainable Transport	Sustainable travel includes travel by the top three modes in the sustainable travel hierarchy – Waking and wheeling, cycling and public transport.
Sustainable Travel Hierarchy	The National Transport Strategy 2 Sustainable Travel Hierarchy should be used in decision making by promoting walking, wheeling, cycling, public transport and shared transport options in preference to single occupancy private car use for the movement of people. The efficient and sustainable freight transport for the movement of goods, particularly the shift from road to rail should also be promoted.
Town centre	Defined areas within neighbourhoods or districts in Glasgow which typically have: • a diverse mix of uses, including shopping, leisure and cultural activity; • a high level of accessibility; • qualities of character and identity which create a unique sense of place and are generally the focal point of a neighbourhood or wider area; • wider economic and social activity during the day and in the evening; and • integration with residential areas.
Tree Preservation Order (TPO)	TPOs are made under Section 160 of the Town and Country Planning (Scotland) Act 1997 and follow procedures outlined in the Town and Country Planning (Tree Preservation Order and Trees in Conservation Areas) (Scotland) Regulations 2010. A planning authority may make a TPO if it appears to them to be: • expedient in the interest of amenity and/or, • that the trees, groups of trees or woodlands are of cultural or historical significance.

Trees of high nature conservation value	Ancient, Long Established or Semi-Natural Woodlands, native woodlands, and includes veteran trees. This includes single trees and small groups of these trees.
Underused buildings	A building that is either fully vacant or partially vacant which could be better utilised to secure its long-term future and contribute to the wider placemaking and sustainability goals in the city.
Vacant and Derelict Land (VDL)	Derelict land: Previously developed land which is un-remediated and/or which has a constraint caused by its previous use which hampers its redevelopment or naturalisation. Vacant Land: Previously developed land, without physical constraint, which the Planning Authority has indicated is currently available for redevelopment.
Veteran tree	A veteran tree can be classified as such due to age (including relative age for its species) or for its biological, aesthetic, or cultural interest. Veteran trees are usually mature and provide additional habitat from natural damage, environmental conditions or management (e.g. coppice, decay hollows, fungal fruiting bodies, cavities).
Wellbeing economy	Building an economy that is inclusive and that promotes sustainability, prosperity and resilience, where businesses can thrive and innovate, and that supports all of our communities across Scotland to access opportunities that deliver local growth and wellbeing.
Woodland	Land under stands of trees with a canopy cover of at least 20%, or having the potential to achieve this, including integral open space, and including felled areas that are awaiting restocking (replanting). The minimum area is 0.1 ha and there is no minimum height.

Part 7. Schedule of Land Ownership

A Schedule of Land owned by the Planning Authority which is affected by CDP2 can be found in the Delivery Programme.

Appendix 1. Parking Standards

Table 1: Car Parking Standards

Type of Development	Maximum Parking Standard	Maximum Parking Standard	Maximum Parking Standard		
			City Centre	Inner Urban Area	Outer Urban Area
Residential	**Maximum Spaces per dwelling**	**Maximum Spaces per dwelling**	**Maximum Spaces per dwelling**		
1 – 2 bedroom dwelling			No Parking (Car Club Required)	1.0 Allocated + 0.25 Visitor	1.0 Allocated + 0.25 Visitor
3 + bedroom dwelling			No Parking (Car Club Required)	1.0 Allocated + 0.25 Visitor	2.0 Allocated + 0.25 Visitor
Local Authority Sheltered Housing for Rent			No Parking (Car Club Required)	1.0 Unallocated	1.0 Unallocated
Private Sheltered Housing for Rent or for Sale			No Parking (Car Club Required)	1.0 (at least 0.25 to be unallocated)	1.0 (at least 0.25 to be unallocated)
Managed Accommodation	**Maximum spaces per student and staff**	**Maximum spaces per student and staff**	**Maximum spaces per student and staff**		
Student Accommodation			No Parking (Car Club Required)	1 space per 20 students and staff	1 space per 20 students and staff
Hall of Residence			No Parking (Car Club Required)	1 space per 30 students and staff	1 space per 30 students and staff
Co-living			No Parking (Car Club Required)	1 space per 20 residents and staff	1 space per 20 residents and staff
Residential/Care/Children's Homes			No Parking	1 space per 16 residents	1 space per 8 residents
Office, Industry and Business	**Maximum spaces per 100 sqm gross floor area**	**Maximum spaces per 100 sqm gross floor area**	**Maximum spaces per 100 sqm gross floor area**		
Office and Business (Class 4)			No Parking	1.5	3.0
General Industry (Class 5)			No Parking	1.0	1.5
Storage and Distribution (Class 6)			No Parking	0.25	0.5

Shopping and Commercial	Maximum spaces per 100 sqm gross floor area unless otherwise indicated	Maximum spaces per 100 sqm gross floor area unless otherwise indicated	Maximum spaces per 100 sqm gross floor area unless otherwise indicated		
Retail (including retail parks)			No Parking	4.5	4.5
Food Retail			No Parking	5.0	5.0
Markets and Car Boot Sales			No Parking	1 space per stall holder/pitch + 2 spaces per 100 sqm sale area	1 space per stall holder/pitch + 2 spaces per 100 sqm sale area
Banks/Building Societies/Financial and Professional Services (Class 2)			No Parking	5 spaces per 100 sqm of public floorspace	5 spaces per 100 sqm of public floorspace
Motor Trade - Vehicle Display Area			No Parking	1.0	2.0
Motor Trade - Spares			No Parking	2.0	4.0
Motor Trade - Servicing/ Bodywork			No Parking	4 spaces per service bay	4 spaces per service bay
Motor Trade - Tyre and Exhaust Centre			No Parking	2 spaces per service bay	2 spaces per service bay
Motor Trade - Car Wash			No Parking	5 queuing spaces	5 queuing spaces
Motor Trade - Scrapyards			No Parking	1.0	2.0
Motor Trade - Staff			No Parking	1 space per 4 staff	1 space per 2 staff
Petrol Stations			No Parking	1 space per 4 staff with additional spaces where shop is provided	1 space per 2 staff with additional spaces where shop is provided
Car Auctions			No Parking	5 spaces per 100 sqm of display	5 spaces per 100 sqm of display
Trade Counter			No Parking	0.25 spaces per 100m^{2}GFA of general floor area and 4.5 spaces per 100m^{2}GFA of retail element	0.25 spaces per 100m^{2}GFA of general floor area and 4.5 spaces per 100m^{2}GFA of retail element
Hotels, Guest Houses and Bed and Breakfasts			No Parking	1 space per 2 bedrooms	1 space per bedroom

Recreational Parking	Maximum Spaces Per Denomination Indicated	Maximum Spaces Per Denomination Indicated	Maximum Spaces Per Denomination Indicated		
Commercial Leisure includes cinemas, multiplexes, theatres, concert halls, bingo halls) and Conference Facilities			No Parking	1 space per 10 seats (20 sqm PFA)	1 space per 10 seats (20 sqm PFA)
Bowling Alleys			No Parking	2 spaces per lane	2 spaces per lane
Snooker Halls			No Parking	1 space per table	1 space per table
Ice Rinks			No Parking	4 spaces per 100 sqm PFA	4 spaces per 100 sqm PFA
Public Houses			No Parking	3 spaces per 100 sqm PFA	6 spaces per 100 sqm PFA
Restaurants, Cafes, Social Clubs, Licensed Clubs and Function Rooms			No Parking	2 spaces per 100 sqm PFA	4 spaces per 100 sqm PFA
Drive Through Restaurants			No Parking	5 spaces per 100 sqm PFA	10 spaces per 100 sqm PFA
Swimming Pools			No parking	4 spaces per 100 sqm pool area	4 spaces per 100 sqm pool area
Marina			No Parking	1 space per berth with additional parking for bar (see public house standard)	1 space per berth with additional parking for bar (see public house standard)
Museums and Public Art Galleries			No Parking	2 spaces per 100 sqm public display space	2 spaces per 100 sqm public display space
Sports/Leisure Centres - Public and Private			No Parking	2 spaces per 100 sqm PFA	4 spaces per 100 sqm PFA
Football Pitches			No Parking	12 spaces per full size pitch 6 spaces per 5-aside pitch	12 spaces per full size pitch 6 spaces per 5-aside pitch
Stadia			Transport Assessment	Transport Assessment	Transport Assessment
Other Leisure Facilities			No Parking	1 space per 10 players, staff and spectators	1 space per 5 players, staff and spectators
Civic, Health and Education	**Maximum Spaces Per Denomination Indicated**	**Maximum Spaces Per Denomination Indicated**	**Maximum Spaces Per Denomination Indicated**		

Hospitals	Transport Assessment	Transport Assessment	Transport Assessment
Health/Medical Centres/Clinics, Veterinary and Dental Su4rgeries	No parking	2 spaces per consulting room and 1 per 4 staff	3 spaces per consulting room and 1 per 2 staff
Schools - Nursery, Daycare Nursery, Primary and Secondary	No parking	1 space per 2 staff	1 space per 1 staff
Universities and Colleges	No parking	1 space per 4 staff	1 space per 2 staff
Libraries	No parking	1 space per 5 staff plus customer parking at 1 per 100 sm PFA	1 space per 3 staff plus customer parking at 2 per 100 sqm PFA
Church Halls and Community Centres	No parking	3 spaces per 100 sqm PFA	6 spaces per 100 sqm PFA
Places of Worship	No parking	1 space per 10 worshippers	1 space per 10 worshippers
Crematoria/Funeral Parlours	No parking	1 space per 2 seats	1 space per 2 seats

Notes Relating to Parking Standards in Table 1

1. **Rounding**
    a. **Residential Development** – Provision of parking spaces should be rounded up to the nearest whole number after calculation.
    b. **Managed Accommodation** – Provision for Student Flats and Halls of Residence should be rounded down to the nearest whole number after calculation.
    c. **All other Development -** Provision should be rounded down to the nearest whole number after calculation

2. **Unallocated Spaces** - These are for general use, should be in marked bays and be located within 30 metres of the front door. Any unallocated spaces that are on-street will be incorporated into CPZs should these exist or be introduced.

3. **Phasing -** The provision of car parking spaces should be synchronised with the completion of each phase of a development.

4. **Operational Parking -** Residential development that requires operational parking, such as residential or care homes, should, as far as possible, make provision within the site. This encompasses servicing, business visitors and employees who require daily access to their vehicles for their jobs. It does not include commuter parking**.**

5. **Adoption** - Allocated spaces will not be adopted and must be within private property. Unallocated spaces, which are on-street, will generally be adopted by the Council. Unallocated spaces provided off-street will remain as private property. Within existing or future restricted CPZs, unallocated on-street spaces will form part of the public supply available to resident permit holders, if such a scheme is in operation.

6. **Staff Parking** - Provision for staff is included within the allocation for sheltered housing and for residential/care/children's homes.

7. **Student Flats -** The developer is required to enter into a binding legal agreement that the flats will not be sold or rented as mainstream housing. A management agreement is required for the control/rotation of spaces.

8. **Tourist Use -** Tourist use of student flats and halls of residence will be a factor in determining parking provision. Additional parking provided for tourist use would require to be controlled to ensure it does not expand the supply for students and staff.

9. **City Centre** - Parking provision provided in any given residential development will be allocated to a specific named flatted address within the development and the space will continue to be specifically linked to that flat address over time. This must be reflected in the title deeds of the property in question and in any management agreement assigned to a factor.

10. **Sheltered Housing** - This is defined as having a communal meeting room or lounge area and a 24 hour warden service, otherwise it will be considered to be mainstream housing.

11. **Operational Parking -** Parking provided for development in the City Centre should be primarily for operational purposes, i.e. restricted to vehicles required for the operation of a business. Outwith the City Centre, operational parking is additional to general parking. Operational parking encompasses servicing, business visitors and employees who require daily access to their vehicles for their job (e.g. maintenance engineers operating on several sites). It does not include commuter parking. In all developments, provision should be made for all works vehicles to be parked on site.

12. **Extensions** - Extensions to existing developments are assessed on the basis of aggregate parking requirements (i.e. for the existing and proposed development) rather than for the extension in isolation. This is compared to the existing parking provision to determine what, if any, additional parking is required.

13. **Motor Trade** - Gross floor area includes showrooms and external display areas. Spaces for customers should be clearly indicated and distinguished from spaces set aside for staff and operational purposes. Sufficient area should be provided for the storage of new/used cars and other operational requirements, such that there is no requirement for on-street parking.

14. **Hotels -** Guest Houses and Bed and Breakfasts - For bars open to non-residents, and in some locations, additional parking, above the maximum standard, may be justifiable. See 'public houses' for appropriate standard.

15. **Schools** - Playgrounds should be available to accommodate visitor parking on open days and for evening activities.

16. **Associated Developments** - Where a development contains a mix of facilities, then the potential for the associated parking to serve more than one use requires to be considered. This is particularly the case where the facilities proposed have different and complementary patterns of demand such that an overlap in the use of parking spaces will occur. Full cumulative addition of parking for each element on an independent basis is unlikely to be acceptable. Actual provision should be determined in the Transport Assessment through a parking accumulation.

17. **Coach Parking** - Special provision for coaches may be required for factories, hotels, swimming pools, museums, art galleries, stadia, schools and crematoria.

18. **Shift Working** - When an application is for an employment proposal with shift working, where changeover occurs at unsocial hours, then special consideration will be given to its particular requirements. This should be undertaken through the development of a Travel Plan (see Section 10 of this SG). Should additional parking still be required to deal with the changeover period, a planning agreement will be required to help avoid abuse of the resultant spaces.

19. **Town Centre** - Where a retail development car park is designed to provide general town centre parking (rather than just serving the development itself), and it is agreed by the Council that it could function as such, then limited additional parking would be permitted above that calculated by the methodology for the development. This does not apply in the City Centre, where the appropriate public parking provision will be determined via the City Centre Local Development Frameworks/City Centre Transport Strategy.

Table 2: Minimum Car Parking Standards for Disabled People

Development Category	Minimum Standard	
Employment Uses	**Car park up to 200 general spaces**	**Car park over 200 general spaces**

All Employment Uses	1 space per disabled employee plus 2 spaces or 5% of general provision, whichever is greater	6 spaces plus 2% of general provision
Retail, Leisure and Recreational Uses	**Car park up to 200 general spaces**	**Car park over 200 general spaces**
All Retail, Leisure and Recreational Uses	3 spaces or 6% of general provision, whichever is greater	4 spaces plus 4% of general Provision
Residential	**Communal residential car parking**	
Residential development of 10 units or more where parking is provided on a communal basis	Disabled persons' parking spaces must be provided for a minimum of 5% of residential units, or at least one disabled persons' parking space, whichever is greater. This minimum requirement applies even where no general car parking is proposed, including in car-free development proposals.	
Sheltered housing and residential/care/children's homes where parking is provided on a communal basis	Disabled persons' parking should be provided as 20% of total parking provision	

Table 3: Minimum Cycle Parking Standards

Type of Development	Minimum Standard	
Residential	**Resident**	**Visitor**
Mainstream Residential	1 space per unit unless a dedicated garage, or other storage facility/option (see policy 10.3), of sufficient size is provided.	Visitor parking to be provided at a rate of 0.25 spaces per unit in new residential developments where residents' cycle parking provision is provided communally.
Managed Accommodation	**Staff and Residents**	
Student Accommodation	1 space per 2 staff and residents	

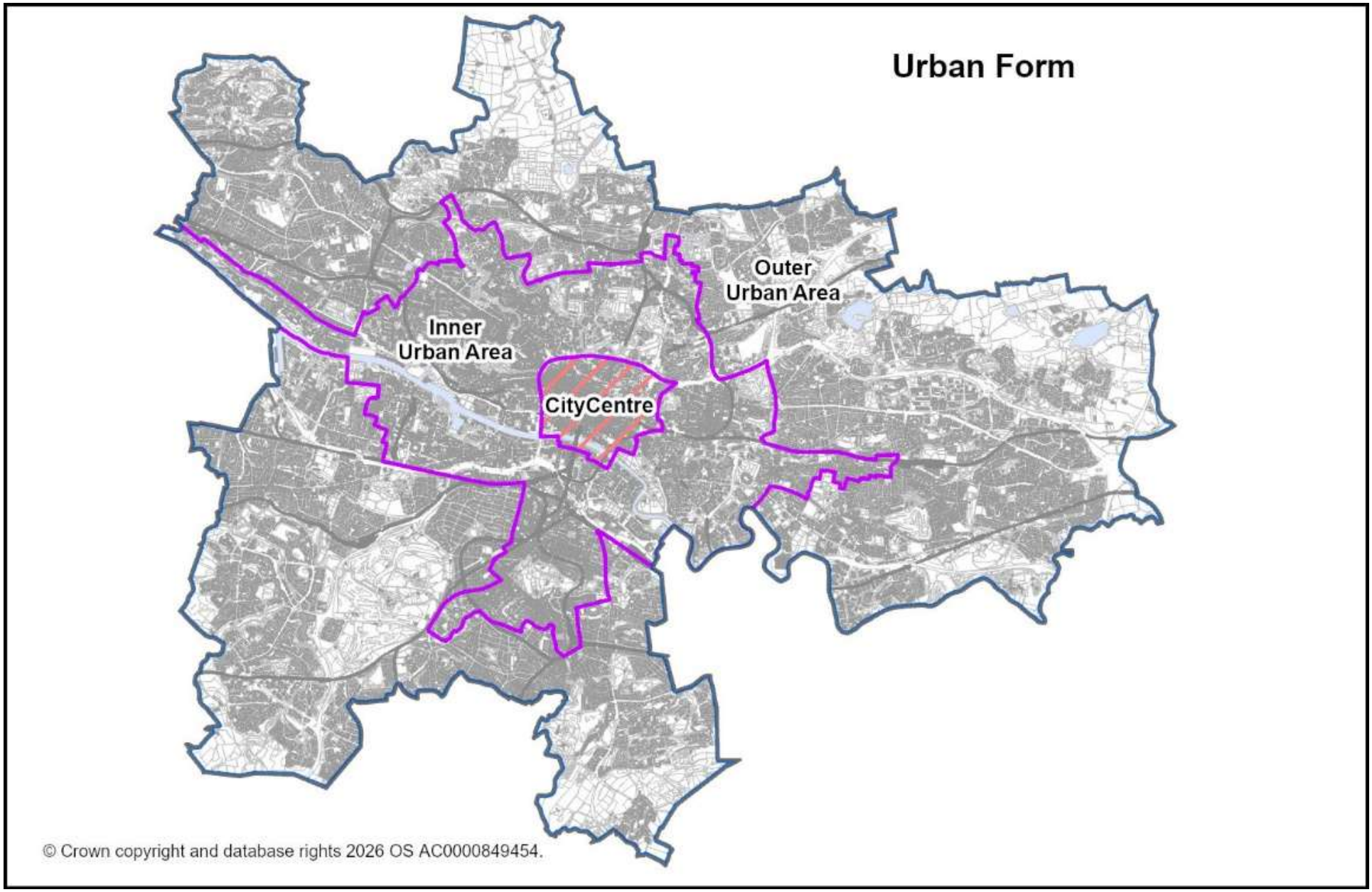
Halls of residence	1 space per 2 staff and residents	
Co-living	1 space per 1-2 bedroom unit 2 spaces per 3+ bedroom unit	
Office, Industry and Business	**Staff**	**Visitor**
Offices and Business (including Science Parks and ancillary office use (Class 4)	1 space per 120 sqm gross floor area	1 space per 500 sqm gross floor area
General Industry (Class 5)	1 space per 400 sqm gross floor area	1 space per 1,000 sqm gross floor area
Storage and Distribution (Class 6)	1 space per 750 sqm gross floor area	1 space per 3,000 sqm gross floor area
Shopping and Commercial	**Customer**	**Staff**
Retail	1 space per 200 sqm gross	1 space per 10 staff
Food Retail	1 space per 100 sqm gross floor area	1 space per 10 staff
Banks/Building Societies/Financial and Professional Services (Class 2)	1 space per 200 sqm gross floor area	1 space per 10 staff
Motor-trade	1 space per 500 sqm gross floor area	1 space per 10 staff
Hotels, Guest Houses and Bed and Breakfasts	1 space per 10 bed spaces	1 space per 10 staff
Recreational	**Customer**	**Staff**
Commercial Leisure (includes cinemas, multiplexes, theatres, concert halls, bingo halls) and Conference Facilities	1 per 20 seats (50 sqm public floor area), whichever is greater	1 space per 10 staff
Bowling Alleys	1 space per 2 bowling lanes	1 space per 10 staff
Snooker Halls	1 space per 4 tables	1 space per 10 staff
Ice Rinks	1 space per 40 sqm rink area	1 space per 10 staff
Public Houses, Restaurants, Cafes, Social Clubs, Licensed Clubs and Function Rooms	1 space per 50 sqm public floor area	1 space per 10 staff
Swimming Pools	1 space per 40 sqm pool area	1 space per 10 staff
Museums and Public Art Galleries	1 space per 100 sqm of public display space	1 space per 10 staff
Sports/Leisure Centres	1 space per 10 users at peak time	1 space per 10 staff
Football Pitches	2 spaces per pitch	1 space per 10 staff
Stadia	1 space per 10 seats	1 space per 10 staff
Civic, Health and Education	**Customer**	**Staff**
Hospitals	1 space per 20 beds	1 space per 10 staff
Health/Medical Centres, Clinics, Veterinary and Dental Surgeries	1 space per 2 consulting rooms	1 space per 10 staff

Schools – Nursery*	1 space per 5 pupils	1 space per 10 staff
Schools - Primary* and Secondary	1 space per 5 pupils	1 space per 10 staff
Universities and Colleges	1 space per 5 students	1 space per 10 staff
Libraries	1 space per 200 sqm public floor area	1 space per 10 staff
Community Centres	1 space per 100 sqm public floor area	1 space per 10 staff
Places of Worship	1 space per 10 worshippers	
Crematoria	1 space per 10 seats	1 space per 10 staff
Transportation	**Passengers**	
Railway Stations	10 spaces per peak hour train**	
Bus Stations	5 spaces per hundred peak hour passengers	

* Often, a child's journey to a local nursery or primary school can be undertaken by scooter, which can facilitate active travel over distances which may, otherwise, have to be travelled by other means. Some provision should also be made for the safe storage of scooters in nursery and primary schools.

** At stations with comparatively few peak hour trains it may be that provision based on such a standard will be insufficient. In these circumstances, the Council may require additional provision**.**

Car Parking Standards Map



Appendix 2. Quality Assessment Matrix

	Score 5 Excellent				Score 4 Very Good	Score 3 Good	Score 2 Fair	Score 1 Poor	Minimum Required Score
A) Size as specified in the accessibility standard, sites should be of 0.3 ha or more to provide enough space for a variety of uses.	Space is a minimum 0.3 ha in size, large enough to deliver all aspects of the quality standard.	Space is below 0.3 ha in size	Space is below 0.3 ha in size	Space is below 0.3 ha in size	Space is below 0.3 ha in size				5/5
B) Configuration the open space should be of a shape that encourages use by all members of the community. Long, thin, irregularly shaped or steeply sloping spaces may be less able to accommodate a variety of uses. Exceptions	The space is of a topography, size, shape and configuration that can easily accommodate the intended range of functions **(Gi-Giv)** on it and is designed and located to maximise its benefit to the wider place. No part of the space is rendered less functionally useful as a result of the shape of the space.				The space is of a topography, size, shape and configuration that can accommodate the intended range of functions **(Gi-Giv)** on it, and is designed and located to provide benefits to the wider place. Little of the space is rendered less	The space is of a topography, shape and configuration that can accommodate some of the intended range of functions **(Gi-Giv)**, and is designed and located with a view to providing no dis-benefit to the wider place. Much of the space	The space is of a topography, shape and configuration that can only accommodate some of the intended range of functions **(Gi-Giv)** with difficulty and in a form that would impact on their functionality. It has been designed and located with	The space is of a topography, shape and configuration that cannot accommodate the intended range of functions **(Gi-Giv)** in a functionally useful way. It has been designed and located with no thought given to the needs of the wider place	**4**/5

	Score 5 Excellent	Score 4 Very Good	Score 3 Good	Score 2 Fair	Score 1 Poor	Minimum Required Score
might include where the space would play a key role in, eg water management, that would necessitate a certain configuration.		functionally useful as a result of its shape.	is rendered less functionally useful as a result of its shape.	little thought given to the wider place. Large parts of the space are rendered less functionally useful as a result of its shape.	and is likely to have detrimental effects on it.	
C) Surveillance wherever possible, the areas of the space that people are likely to use most often ("key areas" especially areas for quieter relaxation) should be visible from surrounding buildings, encouraging responsible use secluded corners should	**For smaller spaces** (less than 1ha), effectively all parts of the space (90-100%) would be overlooked by buildings likely to be occupied during daylight hours. **For larger spaces**, key areas would be overlooked by buildings likely to be occupied during daylight hours.	**For smaller spaces**, most parts of the space (65-89%), including key areas, would be overlooked by buildings likely to be occupied during daylight hours. **For larger spaces**, most of the key areas would be overlooked by buildings likely to be occupied	**For smaller spaces**, about half the space (35-64%), including key areas, would be overlooked by buildings likely to be occupied during daylight hours. **For larger spaces**, many of the key areas would be overlooked by buildings likely to be	**For smaller spaces**, key areas would be overlooked by buildings occupied during daylight hours. **For larger spaces**, some of the key areas would be overlooked by buildings likely to be occupied during daylight hours or would be in an area	**For smaller spaces**, none or very few of the key areas of the space would be overlooked by buildings likely to be occupied during daylight hours. **For larger spaces**, very few of the key areas would be overlooked by buildings likely to be occupied during daylight hours or would be in an area	**2**/5

	Score 5 Excellent	Score 4 Very Good	Score 3 Good	Score 2 Fair	Score 1 Poor	Minimum Required Score
be used for appropriate purposes, such as biodiversity.		during daylight hours.	occupied during daylight hours or would be in an area subject to heavy footfall.	subject to heavy footfall.	subject to heavy footfall.	
D) Accessibility the space should be easily accessible from the wider area, should utilise DDA compliant paths and access points and should, where appropriate, incorporate any longer distance routes. Access for maintenance purposes should be easy and direct. Key entrances should benefit from lighting on	The space is readily accessible from the wider area/all surrounding streets and entrances are DDA compliant. Movement within and through the space is facilitated by a network of well-surfaced, DDA compliant paths along desire lines and to surrounding routes. No barriers (e.g. high kerbs) should restrict movement between the path and important areas of the site (eg for relaxation or children's play). Key entrances benefit from lighting on surrounding roads/paths.	The space is directly accessible from most of the wider area/ surrounding streets and most entrances are DDA compliant. Movement to key areas of the space is facilitated by a network of DDA compliant paths. Any barriers (e.g. high kerbs) between the path and important	The space is designed to be accessible from parts of the wider area/some of the surrounding streets and key entrances are DDA compliant. Movement to key areas of the space is facilitated by DDA compliant paths. Any barriers (e.g. high kerbs) between the path and important areas of the	Access to the space is limited and may be from only one entrance. Only some of the paths, routes and accesses would be DDA compliant. Opportunities haven't been taken to link to the wider route network in the surrounding area. Entrances are poorly lit. Barriers (e.g. high kerbs)	Access to the space is limited and may be from only one entrance or be informal in nature. Paths and accesses have not been designed to be DDA compliant. Entrances are poorly lit and barriers between the path and important parts of the site exist that could not be negotiated by many users.	**3**/5

	Score 5 Excellent	Score 4 Very Good	Score 3 Good	Score 2 Fair	Score 1 Poor	Minimum Required Score
surrounding roads/ paths.		areas of the site (eg for relaxation or children's play) should be limited and negotiable. Key entrances benefit from lighting on surrounding roads/paths.	site (eg for relaxation or children's play) should be negotiable. Key entrances benefit from lighting on surrounding roads/paths.	between the path and important areas of the site (eg for relaxation or children's play) may exist and would prove difficult to negotiate for users with limited mobility.		
E) Aspect much of the space should, where possible, benefit from direct sunlight (planting should provide some shade from the sun).	All of the usable/flat parts of the space (including key areas likely to be used for informal sports/ recreation and relaxation) are likely to benefit from direct sunlight for much of the day.	Most of the usable/flat parts of the space, (including areas likely to be used for informal sports/ recreation and relaxation) are likely to benefit from direct sunlight for much of the day **or** all	Some of the usable/flat parts of the space (including areas likely to be used for informal sports/ recreation and relaxation) are likely to benefit from direct sunlight for much of the day **or**	Some of the usable/flat parts of the space (including areas likely to be used for informal sports/ recreation and relaxation) are likely to benefit from direct sunlight for some of the day.	The usable/flat parts of the space (including areas likely to be used for informal sports/ recreation and relaxation) are unlikely to benefit from direct sunlight for some of the day.	**3**/5

	Score 5 Excellent	Score 4 Very Good	Score 3 Good	Score 2 Fair	Score 1 Poor	Minimum Required Score
		of the usable/flat parts of the space (including areas likely to be used for informal sports/ recreation and relaxation) are likely to benefit from direct sunlight for some of the day.	most of the usable/flat parts of the space (including areas likely to be used for informal sports/ recreation and relaxation) are likely to benefit from direct sunlight for some of the day.			
F) Place Quality the location of the space, its planting and landscaping should create a sense of wellbeing for users of the space, in addition to complementing surrounding uses and	The location, planting and landscaping of the space contributes significantly to the amenity of the surrounding area, particularly homes, and is likely to provide a sense of wellbeing for users of the space.	The location, planting and landscaping of the space contributes positively to the amenity of the surrounding area, particularly homes, and is likely to provide a sense of	The location, planting and landscaping of the space provides some amenity for surrounding areas and contributes to the attractiveness of the space.	The location, planting and landscaping of the space provides little visual amenity for surrounding areas and does little to contribute to the attractiveness of the space.	The location, planting and landscaping of the space is likely to prove detrimental to the visual amenity of surrounding areas and may create a sense of discomfort for users of the space.	**3**/5

	Score 5 Excellent	Score 4 Very Good	Score 3 Good	Score 2 Fair	Score 1 Poor	Minimum Required Score
contributing to their amenity.		wellbeing for users of the space.				

G) Use – the space should provide for a range of active and non-active uses, including:

	Score 5 Excellent	Score 4 Very Good	Score 3 Good	Score 2 Fair	Score 1 Poor	
Gi) Informal sport/recreation a good proportion of the space should be flat or gently sloping and would be well drained to provide for use on dry days.	**For smaller spaces** (less than 1 ha), most of the space could facilitate informal sport/ recreation, particularly flat (or gently sloping) ground that is grassed or similar. All of this area is well drained, containing no soft or boggy ground during normal weather conditions. **For larger spaces**, a significant proportion of the space is flat (or gently sloping), grassed or similar and can accommodate informal sport. Each of these areas is roughly equivalent in size to a 5-a-side football pitch, or larger.	**For smaller spaces**, much of the space would facilitate informal sport/ recreation, particularly flat (or gently sloping) ground that is grassed or similar. Most of this area has been designed to be well drained, containing no soft or boggy ground during normal weather conditions (unless designed to flood during exceptional flood events). **For larger spaces**, some areas of the space are flat	**For smaller spaces**, a good proportion of the space would facilitate informal sport/ recreation, particularly flat (or gently sloping) ground that is grassed or similar. Most of this area has been designed to be well drained, containing no soft or boggy ground during normal weather conditions (unless designed to flood during exceptional flood events). **For larger spaces**, an area of the	**For smaller spaces**, little of the space would facilitate informal sport/ recreation, particularly flat (or gently sloping) ground that is grassed or similar. Drainage may be an issue, even during dry periods. **For larger spaces**, little of the space is flat or gently sloping, grassed or similar - any such space is smaller in	**For smaller spaces**, very little of the space would facilitate informal sport/ recreation, particularly flat (or gently sloping) ground that is grassed or similar. It is unlikely to be well drained, even during dry periods. **For larger spaces**, very little of the space is flat or gently sloping, grassed or similar any such space is considerably smaller in size than a MUGA.	**3**/5

	Score 5 Excellent	Score 4 Very Good	Score 3 Good	Score 2 Fair	Score 1 Poor	
		(or gently sloping), grassed or similar and can accommodate informal sport. At least one of these areas is roughly equivalent in size to a 5-a-side football pitch, or larger.	space is flat (or gently sloping), grassed or similar and can accommodate informal sport. It is roughly equivalent in size to a Multi-Use Games Area.	size than a MUGA.		
Gii) Children's play the space should provide for children's play, particularly natural and imaginative play. Developers should take account of guidance in the Feminist City/Child Friendly city strategy and make use of the Feminist City design toolkit to design play spaces that are designed with all users in mind.	**Looking at the space as a whole**, there are a wide variety of natural play opportunities provided by the space's landscaping (including hard landscaping and water features), planting and vegetation, layout and topography. Fixed play equipment is available and is of good quality and in good order. Planting and landscaping has been designed to encourage and	**Looking at the space as a whole**, there are good opportunities for natural play provided by the space's landscaping, planting, layout and topography. Some limited fixed, good quality play equipment is available. Together with the space provided for biodiversity and	**Looking at the space as a whole**, there are adequate opportunities for natural play provided by the space's landscaping, planting, layout or topography. Together with the space provided for biodiversity and informal sport/ recreation, the space would provide opportunities for	**Looking at the space as a whole**, opportunities for natural play provided by the space's landscaping, planting, layout or topography are limited and are poorly integrated into the wider space. Any fixed play equipment is	**Looking at the space as a whole**, there are no opportunities for fixed play or for natural play provided by the space's landscaping, planting, layout or topography.	**3**/5

	Score 5 Excellent	Score 4 Very Good	Score 3 Good	Score 2 Fair	Score 1 Poor	
	facilitate play. Together with the space provided for biodiversity and informal sport/ recreation, these different environments provide for imaginative and exploratory play for children of all ages and abilities as an integral part of the wider space.	informal sport/ recreation, these different environments provide for imaginative and exploratory play for children of all ages and abilities as an integral part of the wider space.	natural play for children of all ages and abilities as part of the wider space. Fixed play space may be available.	limited and of poor quality.		
Giii) Relaxation quieter areas, away from the parts of the space where informal sport/recreation is likely to take place, should be provided. Seating and bins should be provided in suitable locations, including to allow surveillance of areas likely to be used by younger children	The space includes areas that can cater for "quieter" uses, including relaxation, picnicking etc. Such areas are designed to discourage informal sport through the provision of sensitively located trees and shrubs that help provide shade and some shelter from the prevailing wind. They are not immediately adjacent to areas likely to be used for informal sport. Good quality	The space includes areas that can cater for "quieter" uses, including relaxation, picnicking etc. Design and location discourages informal sport. Trees and shrubs provide some shade and shelter. Seating and bins are provided and located to	The space includes areas that can cater for "quieter" uses, including relaxation, picnicking etc and that are afforded some shade. Seating and bins are provided and located to provide supervision of some areas in which children are likely to play.	The design of the open space has given little thought to the need to cater for "quieter" uses, including relaxation, picnicking etc. Seating and bins may be provided, but are not well located.	There are no obvious areas of the open space that might cater for "quieter" uses, including relaxation, picnicking etc. Seating and bins may not be provided or are not well located.	**3**/5

	Score 5 Excellent	Score 4 Very Good	Score 3 Good	Score 2 Fair	Score 1 Poor	
	and robust seating, bins and picnic benches of an appropriate quality are provided and located to provide supervision of the main areas in which children are likely to play.	provide supervision of some areas in which children are likely to play.				
Giv) Biodiversity spaces should provide for a variety of connected habitats and a variety of different plant and animal species.	The space provides areas for nature which are well-connected both within the site and to adjacent habitats or corridors. These areas provide a number of different habitats (eg woodland, grassy areas of varying height (including some over 30cm), wetland etc). These habitats provide a wide variety of plants (including flowering plants) of different types and heights that would support wildlife by providing food and shelter. A	The space provides areas for nature which are connected both within the site and to adjacent habitats or corridors. These areas provide habitats that provide a variety of plants (including flowering plants) of different types and heights that would support wildlife by providing food and shelter. Much of the	The space enhances the biodiversity of the area through provision of habitat that is physically connected or located to facilitate functional connection, with surrounding open spaces/habitats. A variety of vegetation exists of varying heights. Some of the vegetation is native.	The space would only provide for biodiversity to a limited degree. Connections to surrounding habitats are poor and disjointed and there is little variation in vegetation mix or height.	The space provides little biodiversity interest.	**3**/5

	Score 5 Excellent	Score 4 Very Good	Score 3 Good	Score 2 Fair	Score 1 Poor	
	high proportion of vegetation is native.	vegetation is native.				
Gv) Maintenance and Condition over and above routine maintenance (grass cutting, litter clearing etc) the infrastructure required to meet key criteria should be well maintained and in a usable condition.	*All* of the infrastructure that contributes to provision for: **informal sport/recreation** (flat, well-drained grassland or similar artificial surface and any enclosure); **children's play** (fixed play equipment); **relaxation** (seats, bins, picnic benches) and **accessibility** (paths and entrances) is of good quality and condition.	*Much* of the infrastructure that contributes to provision for: informal sport/ recreation; children's play; relaxation; and accessibility is of good quality and condition and the remainder is of reasonable quality.	*Some* of the infrastructure that contributes to provision for: informal sport/ recreation; children's play; relaxation; and accessibility is of good quality and the remainder is of reasonable quality.	Some of the infrastructure that contributes to provision for: informal sport/ recreation; children's play; relaxation; and accessibility is below reasonable quality.	All or most of the infrastructure that contributes to provision for: informal sport/ recreation; children's play; relaxation; and accessibility is below reasonable quality.	**3**/5