

CHANGING PLACES



CHANGING LIVES

EAST END LOCAL DEVELOPMENT STRATEGY



JANUARY 2008

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CONTACT DETAILS

The East End Local Development Strategy can be viewed on the Council Web Site at

www.glasgow.gov.uk

by typing in **EELDS** to the search engine for a link to the East End Local Development Strategy page, where a pdf version of the above, can be downloaded.

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Other formats of the document e.g. CD, hard copy, or large print (text only) versions are available on request.

The Council's vision for the East End is

“to create a vibrant, new city district, through a regeneration process based on reinvention and reconnection. Existing and new communities will benefit from a new approach to living in cities, as regeneration in the East End will be a model of sustainable development, addressing issues of population health, environmental quality and meeting people's needs.”

Foreword

The Council's Plan for 2008 to 2011 promotes a vision of a prosperous city for all Glaswegians. The Council seeks to continue to regenerate the city in ways which deliver high quality urban environments fit for the 21st century. The East End Local Development Strategy will contribute significantly to this by transforming one of the city's former industrial heartlands into a modern city district where people can enjoy living and working in safe environments that offer choices which meet their needs.

The LDS covers 626 hectares and the Council with its partner agencies aims to regenerate 136 hectares of vacant and derelict land. The LDS includes the Scottish Government's spatial priority area of Clyde Gateway, a 25 year project which Glasgow shares with South Lanarkshire to create 10,000 new jobs, 10,000 new homes and bring in some 20,000 new residents. Supporting this new initiative are investments in new roads such as the M74 Completion and the East End Regeneration Route, the new National Indoor Sports Arena and the Commonwealth Games Athlete's Village for 2014

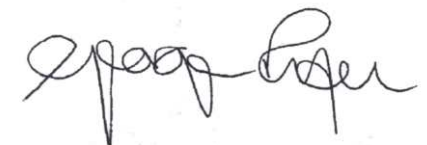
The Council's new spatial strategy has been informed by an earlier Consultation Draft (2007) which was the subject of a Health Impact Assessment (HIA). The HIA stimulated a creative dialogue with local residents which continues to explore their aspirations for improvements to their quality of life. In response to this consultation the Council is introducing a new strategic approach the development process to use it to address issues of population health and well being. The four policy frameworks and the Action Plan provide guidance to all developers and other stakeholders in order to achieve this. For example, in order to implement the Clyde Gateway Integrated Water Plan, the Council requires a new approach to masterplanning in which development will have to be based on infrastructure which integrates access networks, green networks and water management networks.

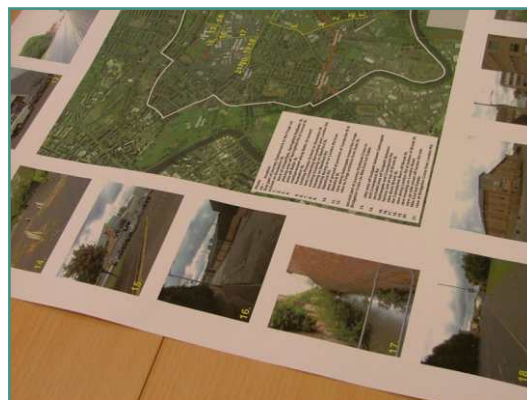
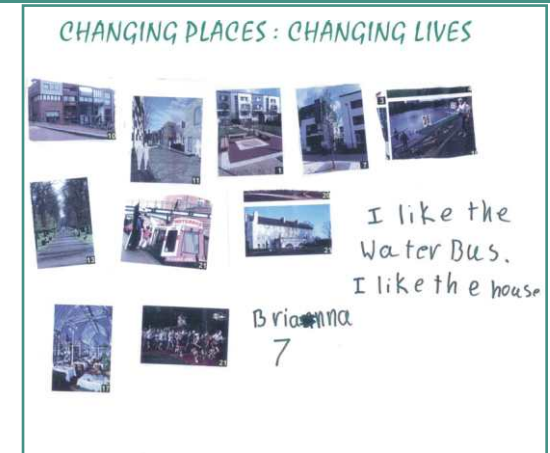
The Council recognises that this may require the design of novel urban layouts and that the four policy frameworks on Urban Design, Spatial Planning, Integrated Infrastructure and Sustainable Development will create new challenges to all parties involved in regeneration. However the city has always risen to a challenge and I would wish to encourage everyone reading this document to support the Council and the local community in their desire to make a step change to the quality of people's lives and the quality of the places they live and work in.



George Ryan

*Executive Member for
Development & Regeneration
Services*

A handwritten signature in black ink, appearing to read 'George Ryan', written in a cursive style.



Images from public consultations and extracts from the scrapbook exercise carried out by residents of the EELDS area
Development & Regeneration Services

**CHANGING PLACES :
CHANGING LIVES**

FIND OUT WHAT IS PLANNED
FOR YOUR AREA AND MAKE
YOUR VIEWS KNOWN

comment can be made on line at
[www.glasgow.gov.uk/en/YourCouncil/PolicyPlanning_Strategy/
ServiceDepartments/Development_Regeneration/eelds.htm](http://www.glasgow.gov.uk/en/YourCouncil/PolicyPlanning_Strategy/ServiceDepartments/Development_Regeneration/eelds.htm)



Copies are available to read at Bridgeton, Parkhead and Dennistoun public libraries
and at the new John Wheatley College

CONTACT INFORMATION
Anyone wishing a printed copy or a copy on CD-ROM should contact the City Council at :-

Glasgow City Council
Development and Regeneration Services,
229, George Street,
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**WE DID LISTEN
AND
WILL MAKE CHANGES**

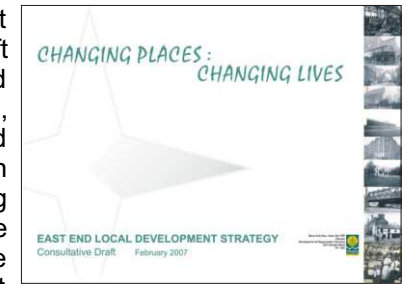
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North East Planning Neighbourhoods (NEN) would like to thank all the people from Active Communities - Bridgeton, Dalmarloch,
Tim Mitchell, Eileen and Sheldie.



PREFACE

This finalised East End Local Development Strategy follows on from the Consultative Draft published in February 2007 which was circulated widely to the local community, local businesses, national agencies, local stakeholders and politicians. The responses to the Consultation Draft have been carefully considered in preparing this Final Draft. The consultation process, the council's response to comments received and the outcomes from the Health Impact Assessment event in 2006, are set out in a "Report on Consultation on the Draft EELDS". (see Appendix 1)



Consultative Draft Feb 2007

Why Prepare a Local Development Strategy ?

Glasgow City Council is committed to the continuing regeneration of the city. In developing its spatial strategy the council recognises that a number of areas require a more detailed and coordinated approach to regeneration than can be successfully achieved in the City Plan.

This Local Development Strategy is the means by which the council will provide more detailed guidance for development in the city's East End. The boundary of the East End LDS is shown in Map 01 (see page 12).

What will a Local Development Strategy Do?

Local Development Strategies are used " to formulate a strategy to guide regeneration which should include detailed planning policies and design guidance to deliver the Council's vision for regeneration and future development".

In accordance with the above this Local Development Strategy :

- Outlines the spatial strategy for the area by reference to Regeneration Zones and Development Framework Areas
- Reviews the Development Policy Principles shown in City Plan 1
- Sets out a policy framework to give appropriate supplementary planning guidance with respect to:
 - strategic issues related to infrastructure
 - urban design & spatial framework
 - sustainable development
 - the requirement for masterplans

The Council's vision for the East End is

“to create a vibrant, new city district, through a regeneration process based on reinvention and reconnection. Existing and new communities will benefit from a new approach to living in cities, as regeneration in the East End will be a model of sustainable development, addressing issues of population health, environmental quality and meeting people's needs.”

HOW DO I USE THIS DOCUMENT?

This document is in three chapters:

CHAPTER 1 - A SPATIAL FRAMEWORK FOR A NEW CITY DISTRICT

The Council wishes to regenerate the East End as a modern city district. This chapter outlines the Council's Vision and Strategic Objectives and the key elements of the planning process it intends to operate.

CHAPTER 2 - PLACE CHANGE: A STRATEGIC POLICY FRAMEWORK

The chapter introduces the Council's approach to achieving its Vision for a modern city district with a set of Regeneration Zone Statements which recognise that different physical circumstances and development opportunities exist across the LDS area. The Council will lay great emphasis on high standards and best practice in urban design and it sets out an Urban Design Framework and policies to encourage high quality urban design with an emphasis on place making. The Council wishes to ensure that this city district is sustainable in the longer term and that development proposals are supported by appropriate infrastructure investment. The chapter sets out the council's approach to Integrated Infrastructure through the establishment of a Green Network of green spaces and green routes, a Water Plan for sustainable urban drainage, and a Movement Network to encourage walking, cycling, and the more frequent use of public transport, thereby reducing the dependence on the use of private cars. All this is further supported with policy guidance on Sustainable Development covering issues such as Energy, Waste, and Sustainable Construction.

CHAPTER 3 - PLACE MAKING: A NEIGHBOURHOOD POLICY FRAMEWORK

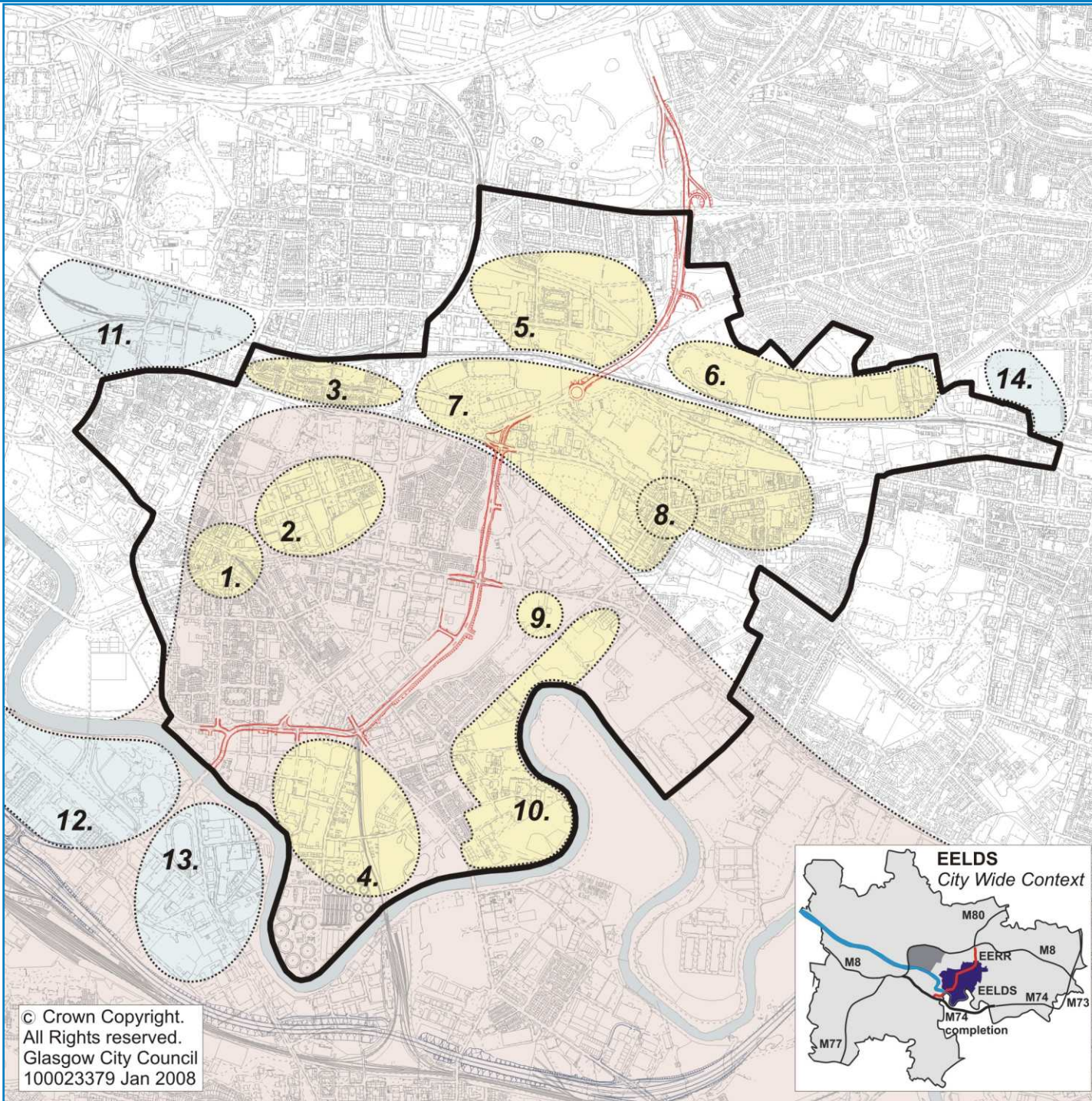
The chapter sets out the Council's approach to Development Framework Areas and introduces additional policies to support development in the Development Hubs introduced in the Consultative Draft. The Council carried out, in partnership with Scottish Enterprise Glasgow, studies to assist drafting of an appropriate neighbourhood policy framework to support smaller scale regeneration projects in areas such as Bridgeton Cross, Mile End, and Parkhead. This chapter concludes the LDS with an Action Plan.



A SPATIAL FRAMEWORK FOR A NEW CITY DISTRICT

Chapter 1

MAP 01 AREA OF LOCAL DEVELOPMENT STRATEGY



KEY

- East End Local Development Strategy Boundary
- East End Regeneration Route
- M74 Completion

Projects Influencing LDS

- Clyde Gateway
- Projects within the Local Development Strategy
 - 1.** Bridgeton Cross
 - 2.** Mile End Industrial Area
 - 3.** Glasgow Housing Association
 - 4.** South Dalmarnock
 - 5.** Haghill
 - 6.** South Carntyne
 - 7.** Parkhead Centre Action Plan
 - 8.** Parkhead Townscape Heritage Initiative
 - 9.** National Indoor Sports Arena & Velodrome
 - 10.** Commonwealth Games Village 2014
- Projects outwith the Local Development Strategy
 - 11.** College Lands
 - 12.** Oatlands
 - 13.** Shawfield
 - 14.** Greenfield Park

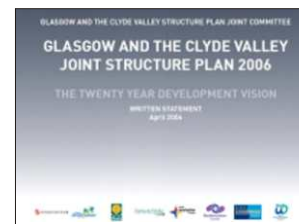
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Glasgow City Council
100023379 Jan 2008

1.1 INTRODUCTION

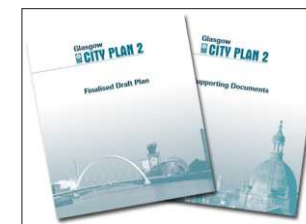
1.1.1 This document outlines the Council's spatial strategy for the regeneration of the East End of the city. It follows on from a Health Impact Assessment in November 2006, the publication of the Consultative Draft in February 2007, and a three month interactive consultation programme from February 1st to April 30th 2007. Having given careful consideration to the outputs from the HIA event and the consultation programme, the Executive Director of Development & Regeneration Services was of the view that the spatial framework proposed in the Consultative Draft should be retained and updated. (References to this Consultation Programme can be found in Appendix 1)

1.1.2 The LDS area is shown in Map 01 (see opposite). The LDS forms the Council's local policy statement which it will use in conjunction with the current City Plan and the Finalised Draft City Plan 2. Local LDS policies will only be applied to development applications where the local dimension cannot be covered by the existing City Plan policies. The Council is preparing City Plan 2, which it hopes will be adopted during 2009. City Plan 2 takes a different approach to City Plan 1 in terms of the Council's emphasis on and priority being given to developing 'best practice' in urban design. The Finalised Draft of City Plan 2 was made available for consultation and public comment early in 2007 (GCC website: www.glasgow.gov.uk). On adoption City Plan 2 may contain policy statements that are similar to those in the LDS. If that occurs the City Plan policy guidance prevails although those in the LDS will still be regarded as active and relevant until the LDS is reviewed.

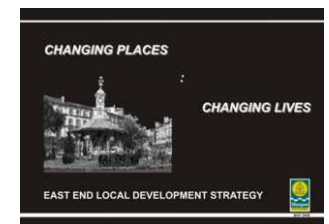
1.1.3 The East End LDS will be considered as having the status of a material consideration in the determination of planning applications and should be regarded as providing Supplementary Planning Guidance to the City Plan from the date of its approval by council. This date is 25th January 2008. Therefore it should be read along with the current City Plan (2003 to 2008), and the Finalised Draft of City Plan 2 (adoption anticipated in 2009).



GCVSP



City Plan 2



EELDS

1.2 THE COUNCIL'S VISION & STRATEGIC OBJECTIVES

1.2.1 The Council wishes to build a modern city district in the East End founded on principles of sustainable development and excellence in urban design.

1.2.2 The Council's vision for the East End is:

“To create a vibrant, modern city district, through a regeneration process based on reinvention and reconnection. Existing and new communities will benefit from a new approach to living in cities as regeneration in the East End will be a model of sustainable development, addressing issues of population health, environmental quality and meeting people's needs.”

1.2.3 The Council's spatial policy framework aims to deliver the Council's Vision by creating a regulatory framework to facilitate the achievement of the following Strategic Objectives:-

- Offer choice in relation to Housing
- Offer choice in relation to Employment
- Create environments offering a sense of Place, Vibrancy and local Identity
- Make the East End a competitive place for investment in commercial, residential and business projects
- Modernise infrastructure to support Sustainable Development
- Develop and maintain a quality Green Network offering safe, stimulating, healthy environments
- Ensure accessibility to local services
- Invest in a fully integrated transport network

1.2.4 The Council recognises that, whilst the LDS is a spatial framework to guide successful place change, achieving success in the East End will be influenced directly and indirectly by the implementation of other public sector strategies regarding for example healthy urban planning, economic growth, local transport, green networks, housing choice, access to services and the nature of the response of the private sector to new development opportunities.

1.3 THE PLANNING PROCESS

1.3.1 The Council intends to support the delivery of its Vision Statement and its Strategic Objectives by introducing a planning process that provides guidance for regeneration proposals so that they will contribute to and/or create high quality neighbourhoods that are sustainable and provide a healthy living and working environment. In so doing developers will be expected to demonstrate that their proposals contribute to the improvement of population health and to increasing opportunities for local people to have choices with respect to housing types and tenure, economic inclusion, choices in transport and mobility, and improvements in aspects of social welfare and community safety.

1.3.2 The key elements of this planning process are:

- **The Regeneration Zone Statements** outline a strategic overview that recognises that different physical circumstances and opportunities exist across the LDS area. The Regeneration Zone Statements will be supported by an appropriate policy framework that recognises the variation in physical and economic circumstances across the LDS area.
- **The Urban Design Framework** gives clear guidance on aspects of urban design which the council will use in the assessment of masterplans, planning applications and other development proposals. In so doing the Council intends to make design a material consideration in its own right, thereby strengthening the Council's ability to use the development management process to promote design quality. This will be of particular relevance now that the city will host major aspects of the Commonwealth Games in the LDS area.
- **The Spatial Policy Framework** The main purpose of this policy framework is to support the delivery of the Council's Vision, its Strategic Objectives, the overviews in the Regeneration Zone Statements, the Urban Design Framework and the Integrated Infrastructure Framework. This spatial policy framework is expanded in Chapter 3 where more area specific policies relating to the particular regeneration priorities in the Development Hubs and the Development Framework Areas are set out together with relevant reviews of the Development Policy Principles in City Plan 1 and City Plan 2.

- **The Integrated Infrastructure Framework** outlines a strategic and modern approach to new infrastructure. The Council intends to invite all developers, both public and private, to work together to bring forward development proposals that are set within an network of green space, incorporating where appropriate water management projects, and a movement network which promotes connectivity and accessibility.
- **The Sustainable Development Policy Framework** The Scottish Government has set a clear requirement for planning authorities to take account of climate change impacts in the preparation of development plans and in the determination of planning applications. This policy framework sets out how the Council intends to use its planning process to make a significant contribution to this national policy objective.

This policy framework covers the following aspects of sustainable development:

- Co2 reduction through management of energy use, particularly through the introduction of microgeneration
- Waste Management by promoting recycling
- Design and Construction of Buildings to achieve high standards with regards to EcoHome standards
- **The Development Framework Areas & Masterplans** which are areas of the LDS within which developers will be expected to consider bringing forward development proposals within the context of design statements, masterplans, and action area plans. The Council wishes to notify all parties who may wish to submit planning applications and Masterplans for approval, that it requires development proposals to demonstrate excellence in urban design and will require the preparation of Design Statements for all major developments prior to the submission of any related planning application.



DALMARNOCK

CHANGING PLACES : A POLICY FRAMEWORK

Chapter 2

The Council's vision for the East End is

“to create a vibrant, new city district, through a regeneration process based on reinvention and reconnection. Existing and new communities will benefit from a new approach to living in cities, as regeneration in the East End will be a model of sustainable development, addressing issues of population health, environmental quality and meeting people's needs.”

2.1 INTRODUCTION

2.1.1 In this chapter the Council introduces its strategic overview to provide a foundation for its policy framework. The Regeneration Zone Statements establish an overview that recognises that different physical circumstances and opportunities exist across the LDS area. These Regeneration Zone Statements provide also an appreciation of the scale of the challenge of regeneration and the importance of setting out various scales of policy guidance to successfully re-establish this part of Glasgow as a modern city district.

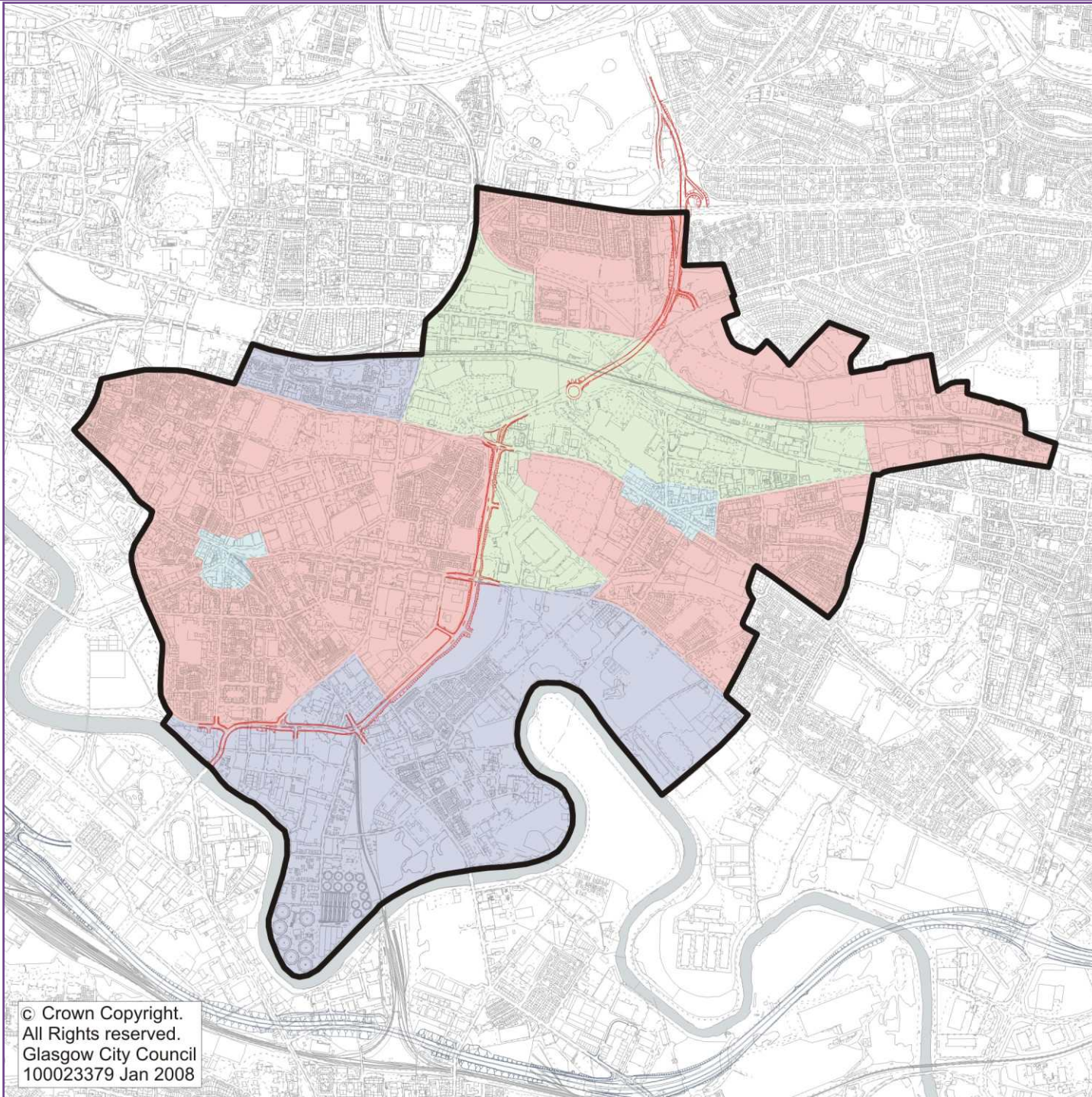
2.1.2 The chapter sets out an Urban Design Framework to underpin the Council's spatial policy framework through which it intends to achieve its objectives related to best practice in place making. To achieve "best practice" the Council will require development proposals for significant sites to come forward in the context of masterplans but recognises also that there will be many separate smaller planning applications across the LDS area. The Council wishes to use its Urban Design Framework to provide the planning process with a coordinating function so that the process might maximise the cumulative impact of individual development proposals. The Council wishes to properly manage the risk that adjoining proposals on large sites may not relate to each other and the opportunity for delivering its vision for a modern sustainable city district will be compromised.

2.1.3 The chapter also introduces the Council's Spatial Policy Framework in which the Council sets out local policies in addition to city wide policies in City Plan 1 and in the finalised draft of City Plan 2.





2.1.4 The chapter includes the Council's approach to the procurement of modern infrastructure by setting out the Council's policy framework relating to an Integrated Infrastructure Framework. In so doing the Council seeks to ensure that development proposals are supported by, and contribute to, appropriate combinations of infrastructure investment.

2.1.5 Chapter 2 concludes with the Council's Sustainable Development Policy Framework which adds to the Spatial Policy Framework and Urban Design Framework. Importantly this policy framework shows how the Council will contribute to the Scottish Government's national policy initiative on Climate Change.

MAP 02
THE
REGENERATION
ZONE AREAS



KEY

-  Repair and Reconnection
-  Repair and Reinvention
-  Reconfiguration
-  Heritage

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2.2 THE REGENERATION ZONES

The four Regeneration Zones statements enable the Council to ensure that design concepts which form the basis of Masterplans, Design Statements, development proposals and Action Plans are based upon, and draw upon the surrounding areas' positive aspects and characteristics in order that such proposals may create a sense of place, create a sense of security and create a sense of vitality. The Regeneration Zones are shown on Map 02 (see opposite).

2.2.1 The Repair & Reconnection Zone

The Council expects that areas in the Repair and Reconnection Zone will be subject to continued and managed intervention. These areas have a degree of historic environment but have become fragmented losing their connection and linkages to adjoining areas. The purpose of the LDS will be to repair any historic fabric of merit and ensure that new development complements the build form and building lines. Many of these areas have elements of distinct character and quality, which should be retained for example, the existing street pattern or historic buildings, and these may require a degree of repair. However, the Council does not envisage a 'historic pastiche' but that there will be scope for the introduction of innovative and experimental design. Managed intervention will help over time to recover aspects of all the area's identity and character and to once again enable it to thrive as an integral and successful part of the city. Poor quality design will be discouraged. This Regeneration Zone Statement relates primarily to the more stable residential districts in the LDS and importantly includes the Development Framework Area areas for Haghill and South Carntyne, which includes the John Wheatley College/Parkhead Station Development Hub.



John Wheatley College

2.2.2 The Reconfiguration Zone

The Reconfiguration Zone has a distinctive character but does not function very well as a "place". This zone has residential, commercial, and industry & business areas as well as areas which have been left over from previous regeneration programmes which now serve no particular purpose.

The LDS will provide guidance promoting positive reconfiguration, linkages and connections. This Regeneration Zone relates to the area around the Celtic FC stadium and the area identified for the Centre Action Plan for Parkhead.



from this



to this



The above images are taken from a presentation entitled "Envisioning Change" - by Professor Howard Frumkin

2.2.3 The Repair & Reinvention Zone

Areas included in the Repair & Reinvention Zone often lack a distinctive character but can accommodate a high degree of change in terms of land use and/or urban form. In zones of Repair and Reinvention the urban fabric does not exist in any cohesive form or it has never formally existed because these areas tend to be the remnants' from the city's industrial past and exist as significant areas of vacant land creating barriers to connectivity and new urban forms.



A new identity will be created for these areas by the implementation of innovative and pioneering projects which have a positive effect on the physical, social and economic foundations for the area. Projects such as the Clyde Gateway will provide the mechanism to promote this repair and reinvention. This Regeneration Zone relates to the Development Framework Areas for South Dalmarnock, the Stadium District, the GHA Gallowgate Joint Regeneration Initiative Area masterplan and the Dalmarnock Development Hub.

2.2.4 THE Heritage Zone

2.2.4.1 The two Heritage Zones display a reasonably intact and robust urban form. They have a variety of useable spaces and buildings of positive, distinctive character and quality which tend to be from the Edwardian and Victorian eras. Change within the Heritage Zones will be managed to ensure a considered approach to any demolition, alteration, or new development. This Regeneration Zone relates to the Parkhead Conservation Area and to Bridgeton Cross.

2.2.4.2 Within the City Plan there is a set of policies which relates specifically to conservation areas. Parkhead Cross is one of these and therefore any significant change will be regulated in accordance with these policies. New developments should be governed by the existing urban typology and any changes must respect the context, its character, architectural form and street pattern. However, this does not mean that landmark buildings cannot be introduced if done in the spirit of the area.

2.2.4.3 Innovative and creative interventions are acceptable to promote the continued reuse of existing buildings in a vibrant way, and modern introductions that fit the existing rhythm and structure of the streetscape will be encouraged where appropriate. The carefully managed development of these areas will ensure that the distinct character and heritage of the East End is retained.



Parkhead Congregational Church

2.2.4.4 In the Heritage Zones only the highest quality of design will be accepted. Particular emphasis will be placed on approving proposals where the design of development proposals will support and add value to the area's special characteristics, such as listed buildings, important public views, landscape features and important skylines.

2.3 THE URBAN DESIGN POLICY FRAMEWORK

2.3.1 It is important when creating a modern city district that the Council sets out design parameters for all new development. Place making should be foremost when considering change. Urban Design is now embedded in Scottish Government planning policy. The challenge for the Council is to interpret national policy guidance and apply it at the local level. The Council intends to address this challenge through the Urban Design Framework. The policies within the LDS are regarded as essential tools for creating successful sustainable places.

More detailed aspects of the Urban Design Framework are set out in Appendix 2: Part 1. Design & Quality Advice & References: GCC Urban Design Framework & Part 2. Scottish Government Guidance PPGs and PANs.

2.3.2 The Urban Design Framework benefits from a wide ranging review of publications from government and national agencies. The Council intends to use its Spatial Planning Framework and its Urban Design Framework and the City Plan to ensure that developers bring forward development proposals that will be examples of best practice. The Council regards the following as key aspects of urban design :

- **Appreciating the context:** local character, distinctiveness and heritage
- **Creating the Urban Structure:** neighbourhood structure: health and well-being; land use; landscape; biodiversity; sustainable energy; climate change; green infrastructure and surface water drainage
- **Making the connections:** connection, movement, transport and walkability
- **Detailing the place:** public realm and open space, access and adaptability
- **Implementation and delivery:** management and delivery

The Council wishes to encourage all parties bringing forward development proposals to approach the Council via Development & Regeneration Services at the earliest possible stage so that design issues can be discussed before a planning application is lodged.

2.3.3 Why Good Design?

The Council is of the opinion that well-designed places where people want to live, spend time and work can generate financial value. Some developers understand this and invest their time and resources in delivering quality to obtain high rewards. The value of places designed on principles of good urban design is much wider than just financial value. By embedding the principles of place-making within the LDS the Council also seeks to improve the quality of life for those living in the East End, delivering social and environmental value. It should be of interest to all parties including landowners, house builders, developers and others to understand the principles of good urban design and ensure that they are followed. The added value of a well-designed East End can manifest itself in many ways for the different stakeholders involved. It is important that all stakeholders recognise what these are. Some of the long-term social and environmental benefits are less tangible and can be easily overlooked.

2.3.4 Social and Environmental Benefits Of Good Urban Design

Well-designed places deliver a wide range of social and environmental benefits. These are both positive externalities (such as low carbon emissions) which have a value to society, and whole-life cost savings to the consumer (such as reduced insurance as a result of lower crimes). Well-designed neighbourhoods which are well-managed and accommodate a mix of uses and tenures, and generous access to open spaces, are more likely to display:

- Increased civic pride
- Improved social cohesion
- Reduced fear of crime
- Relatively higher levels of physical and mental health
- A more efficient land footprint
- Reduced dependency upon the car
- Reduced waste
- Improved sense of well-being and belonging and
- Vitality

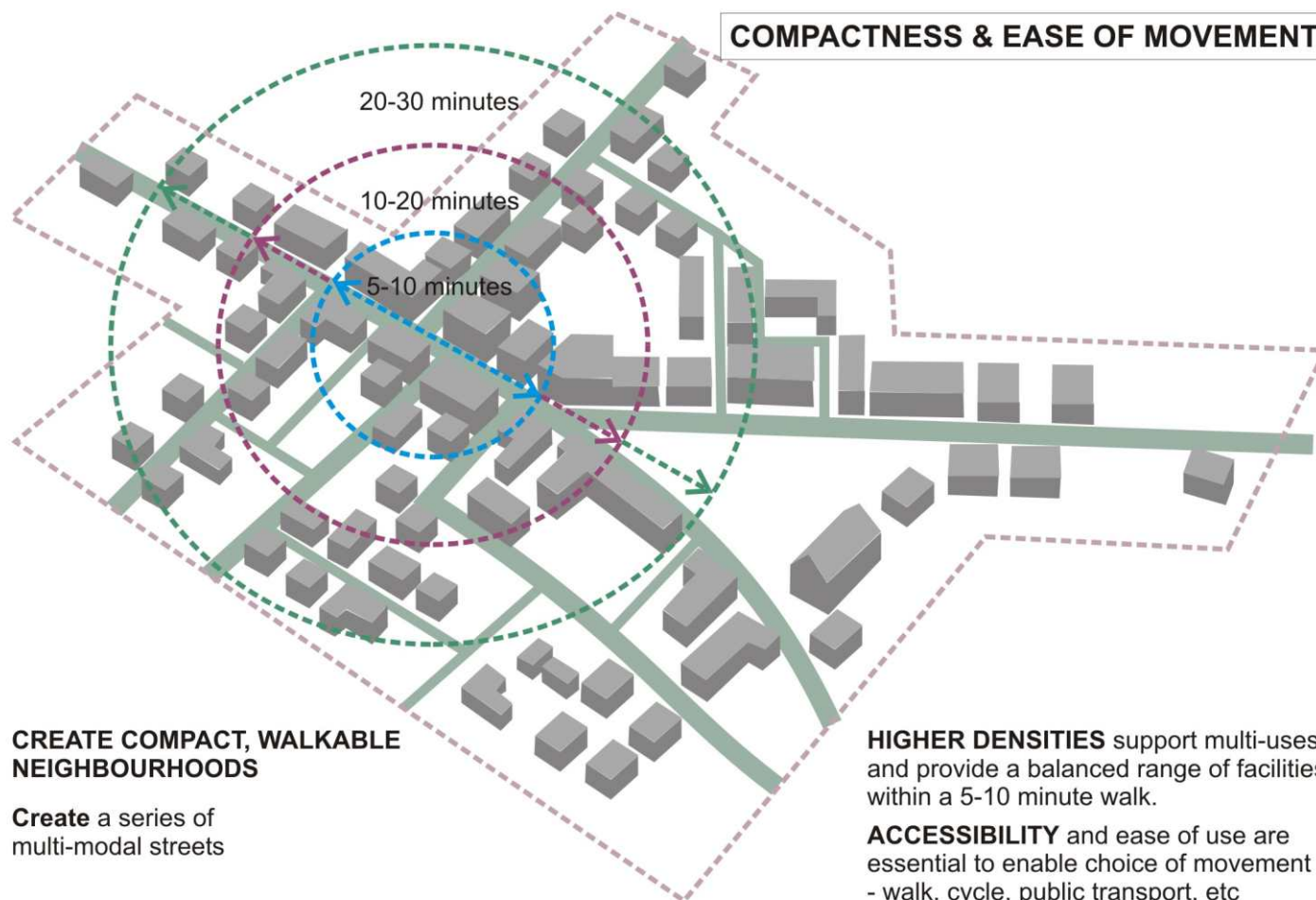
Such developments can deliver environmental savings more widely. The regulatory impact assessment for the Code for Sustainable Homes showed that the environmental and energy-saving benefits as a result of introducing the code were greater than the additional construction costs rising from its introduction.



KEY MESSAGES:

1. INVESTMENT IN GOOD URBAN DESIGN CAN ADD FINANCIAL VALUE TO A PLACE.
2. WELL-DESIGNED PLACES DELIVER ENVIRONMENTAL AND SOCIAL BENEFITS.
3. POORLY DESIGN PLACES ARE LIKELY TO INCUR HIGHER COSTS TO INDIVIDUAL AND SOCIETY IN THE LONG RUN.

COMPACTNESS & EASE OF MOVEMENT



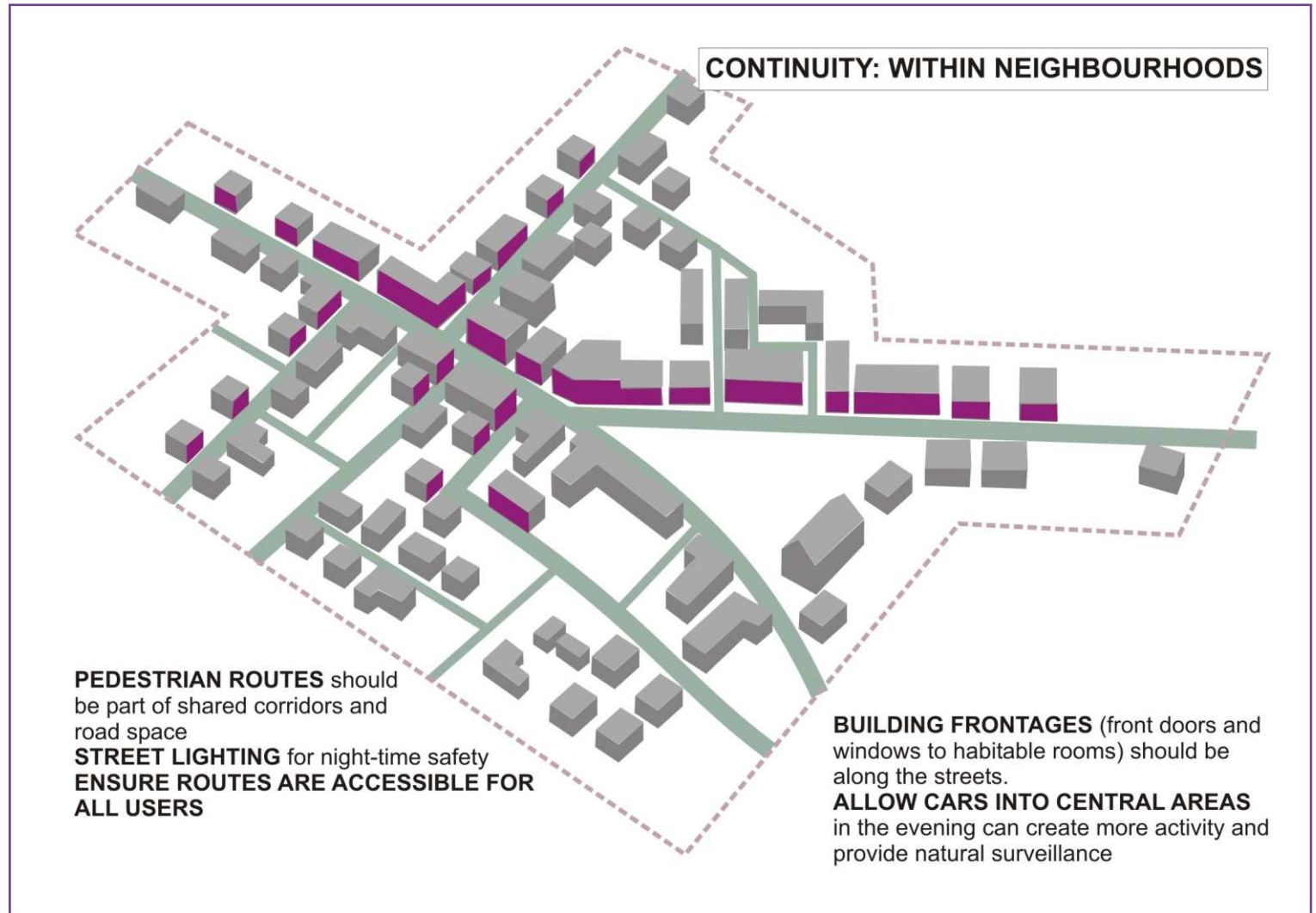
CREATE COMPACT, WALKABLE NEIGHBOURHOODS

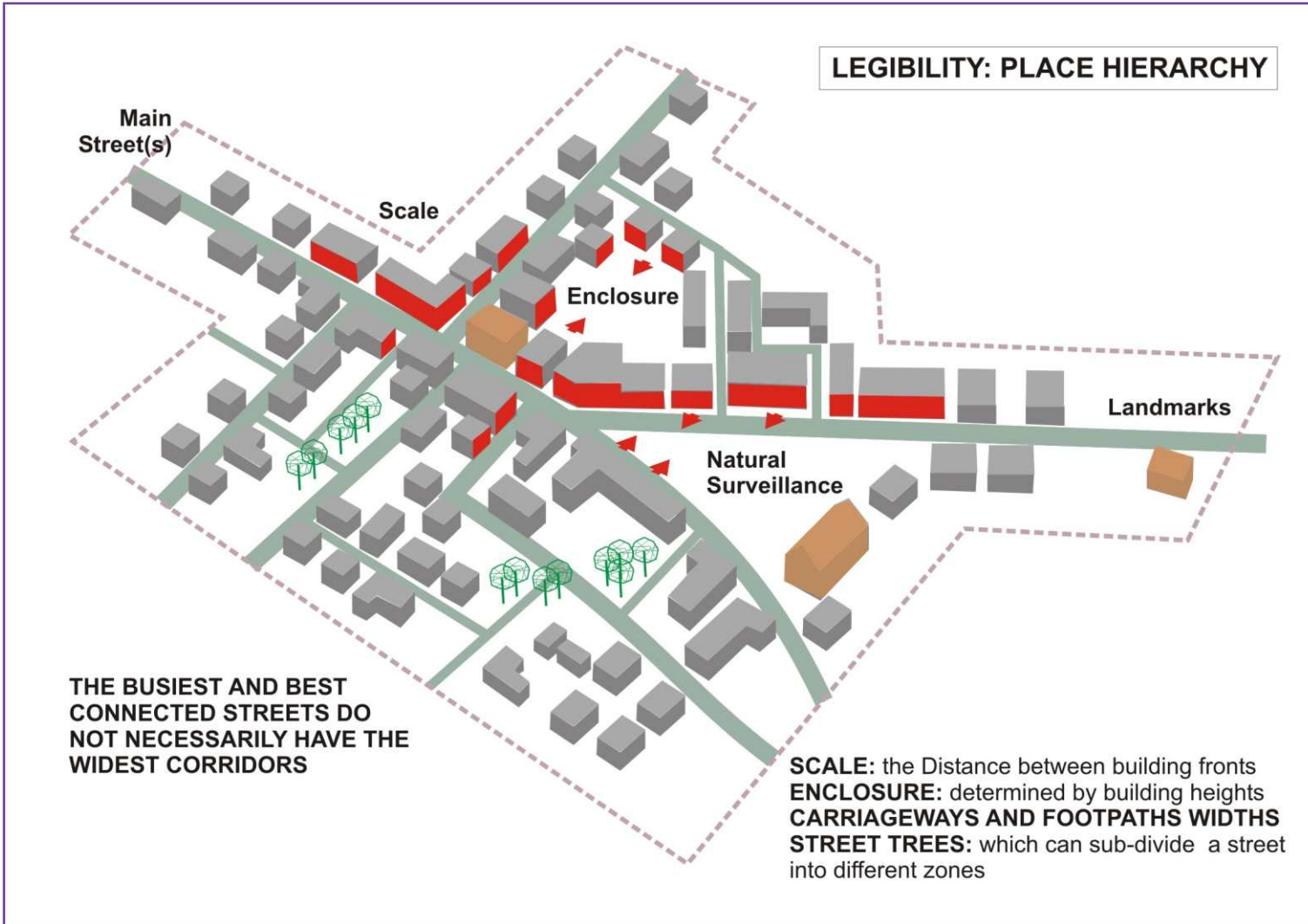
Create a series of multi-modal streets

HIGHER DENSITIES support multi-uses and provide a balanced range of facilities within a 5-10 minute walk.

ACCESSIBILITY and ease of use are essential to enable choice of movement - walk, cycle, public transport, etc







2.3.5 Adding Value Through Design

Urban design requires investment upfront but can add value to development in a number of ways. Decisions on how buildings, streets and landscapes are arranged can add value by making the best use of land. Good design can transform perceptions where people want to live, work and spend time. These places can deliver a range of social and environmental benefits too.

2.3.6 Creating A Place

It is important to make the urban design concept visible on the ground at an early stage. To maximise values on a large site, the initial phases must demonstrate the quality of the place that will be built. This can be done through the quality of materials used, the quality of the public realm and detailing. Where a site is of sufficient size to require a new neighbourhood centre, the developer should work closely with the local authority to consider how public transport, shops, services and facilities can be provided in early phases, as residents will be buying into a place where facilities are becoming established. Consideration should be given to the quality of life for the first residents in terms of such issues as access.

2.4 THE SPATIAL POLICY FRAMEWORK

2.4.1 The main purpose of this policy framework is to support the delivery of the council's Vision, its Strategic Objectives, the overviews in the Regeneration Zone Statements, the Urban Design Policy Framework, the Integrated Infrastructure Policy Framework and the Sustainable Development Policy Framework. This spatial policy framework (see Policies 1-15) is expanded further in Chapter 3 where more area specific policies relating to the particular regeneration priorities in the Development Hubs and the Development Framework Areas are set out together with relevant reviews of the Development Policy Principles in City Plan 1 and City Plan 2. This policy framework was developed in response to the Health Impact Assessment of the Consultative Draft.

POLICY 1. Planning permission will be granted for new development only where a proposal does not compromise the effective development of adjacent land or the comprehensive regeneration of the wider area as provided for in an Urban Design Framework, a Development Brief, or Masterplan document previously approved by the Council.

POLICY 2. A Masterplan will be required for larger sites or sites which will be developed in phases within Development Framework Areas shown on Map 04 (see page 38). Developers should demonstrate that the site's full potential has been identified and a comprehensive design process has been followed. Design Statements will be required. Masterplans and Design Statements should also deal with building design, site layout, movement networks, landscape, public realm, transport integration, SUDS, green network.

POLICY 3. All new development on 'brownfield sites' should identify and use as many, or preferably all, features worthy of retention which will provide visual interest and help create a sense of place and maintain cultural heritage, for example infill sites at Bridgeton Cross, Parkhead Cross and Mile End.

POLICY 4. New development must demonstrate that it will contribute to and/or create a high quality living and/or working environment. The overall design concept should be based and "draw upon" the positive aspects and characteristics of the surrounding area. The overall design concept should be reinforced and/or create a sense of place, security and vitality.

POLICY 5. Development in areas of strong townscape character should demonstrate respect for its context in terms of height, scale, massing, positioning on site, choice of materials and other relevant detailing. For example Parkhead Cross and Bridgeton Cross.



POLICY 6. On sites not previously developed, or on sites in areas where townscape character is weak or does not exist development proposals will be expected to include coherent street patterns, attractive street frontages and good spatial interpretation. Areas likely to be affected are South Carntyne; former Scottish Power Site; Tartan Arrow Site; French Street; Springfield Road; Haghill, etc.

POLICY 7. Mixed use development opportunities will be promoted in appropriate locations. This will be especially relevant where the Council is promoting the creation of Development Hubs throughout the EELDS area as Transport Nodes will also provide ideal locations for a mix of uses.

POLICY 8. New development should provide 'active frontages' to provide natural surveillance over open spaces and footpaths on key thoroughfares.

POLICY 9. All development should ensure that people with limited mobility or special needs have convenient access to all buildings, especially public buildings, and that internal spaces are practical and stimulating for all the senses, as well as being environmentally sensitive in relation to the choice of materials, etc. An excellent example of this is the new John Wheatley Further Education College in Haghill.

POLICY 10. All new and refurbished buildings must be designed to fulfil their function by meeting the needs of the user(s), however, this should not have a negative impact on the surrounding built form and existing neighbourhood(s). Buildings should address the street or public space, in positive ways, which help to create activity as well as community safety.



POLICY 11. All new development will be expected to take into account all aspects of sustainable design and try to obtain zero carbon emissions whenever possible, as well as being environmentally and socially sustainable. (See further details in para 2.9)

POLICY 12. All external spaces should be designed for purpose, incorporate sustainable urban drainage proposals and be 'user' friendly and will be assessed for their contribution to the wider greenspace network in the local area.

POLICY 13. New development will be discouraged where the proposal would be damaging to the character or appearance of the surrounding area particularly where this has a special importance; the setting of listed buildings or areas of townscape importance; and important views such as landmark buildings, landscape features and important skylines.

POLICY 14. Whenever possible develop a life time funding strategy. All open space within the LDS area should be designed for purpose. A sound understanding of how the space is going to be used should be demonstrated. Developers will be expected to submit an open space maintenance strategy, which reflects the proposed function. Develop ecological robustness through the use of guidance on ecologically appropriate planting. Ecologically based planting programme will be robust and in the long term more sustainable.

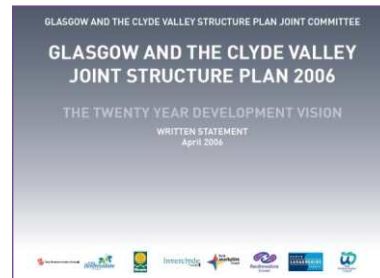
POLICY 15. A stakeholder consultation plan should be prepared and implemented as part of any masterplanning framework for the regeneration of any sites within the East End.

2.5 THE INTEGRATED INFRASTRUCTURE POLICY FRAMEWORK

2.5.1 The Council recognises that there is a singular opportunity in the East End to take a new approach to development. Its Vision Statement indicates that it wants regeneration in the East End to be an exemplar of sustainable development.

Accordingly the Council intends to use its planning policy framework to address issues relating to sustainable development particularly sustainable transport, sustainable greenspace and sustainable urban drainage.

2.5.2 To inform the LDS the Council, the Glasgow & Clyde Valley Structure Plan Team, the Green Network Partnership and other agencies including Scottish Water and SEPA commissioned various studies to bring forward a strategic approach to the development of Green Network (see 2.6), a Movement Network (see 2.7) and a Surface Water Management Plan (see 2.8).



Structure Plan 2006

These studies are:-

- The East End Access and Greenspace Audit
- The Core Path Plan
- The Clyde Gateway Green Network Strategy
- The Clyde Gateway Integrated Water Plan

2.5.3 This research indicates that not only is there considerable scope to deliver each of the different infrastructure networks, but that there is potential for integrating infrastructure into a multi-functional network combining water management with green spaces and with walking/cycling routes. This Council wishes to exploit the potential of multi-functionality in its Integrated Infrastructure Policy Framework wherever appropriate to address issues relating to the quality of the physical environment, and to its wider socio-economic objectives related, for example, to population health. Delivering better quality open spaces and choices relating to movement, by providing quality walking and cycling and public transport infrastructure, is central to the Council's concept of Integrated Infrastructure and the achievement of other corporate objectives.

2.5.4 The Integrated Infrastructure Policy Framework will therefore seek to encourage developers to work with the Council:-

- to install a green network of quality open spaces and quality paths,
- to establish an integrated network for walking and cycling paths linked to the use of public transport
- to create regional SUDS schemes and strategic conveyance routes
- to use development to upgrade the road & path network



SUDS/open space

2.5.5. The Council's concept of this Integrated Infrastructure Framework is explained in more detail in section 2.6, 2.7. The general spatial arrangement for the Green Network element of this concept is shown on Map 03 (overleaf). It should be noted that the plans are not for use in measuring locations and sizes of infrastructure projects and are not a statement indicating support from agencies such as Scottish Water, the Scottish Environment Protection Agency or the Council as yet. The regulatory context for example, for surface water management is evolving and developers and property owners should seek up to date guidance on the delivery and maintenance from the Council in the first instance.

POLICY 16. Developers will be expected to work with the Council to deliver its Integrated Infrastructure Framework. Developers will be expected to bring forward Masterplans and other development proposals which contribute to this framework by:

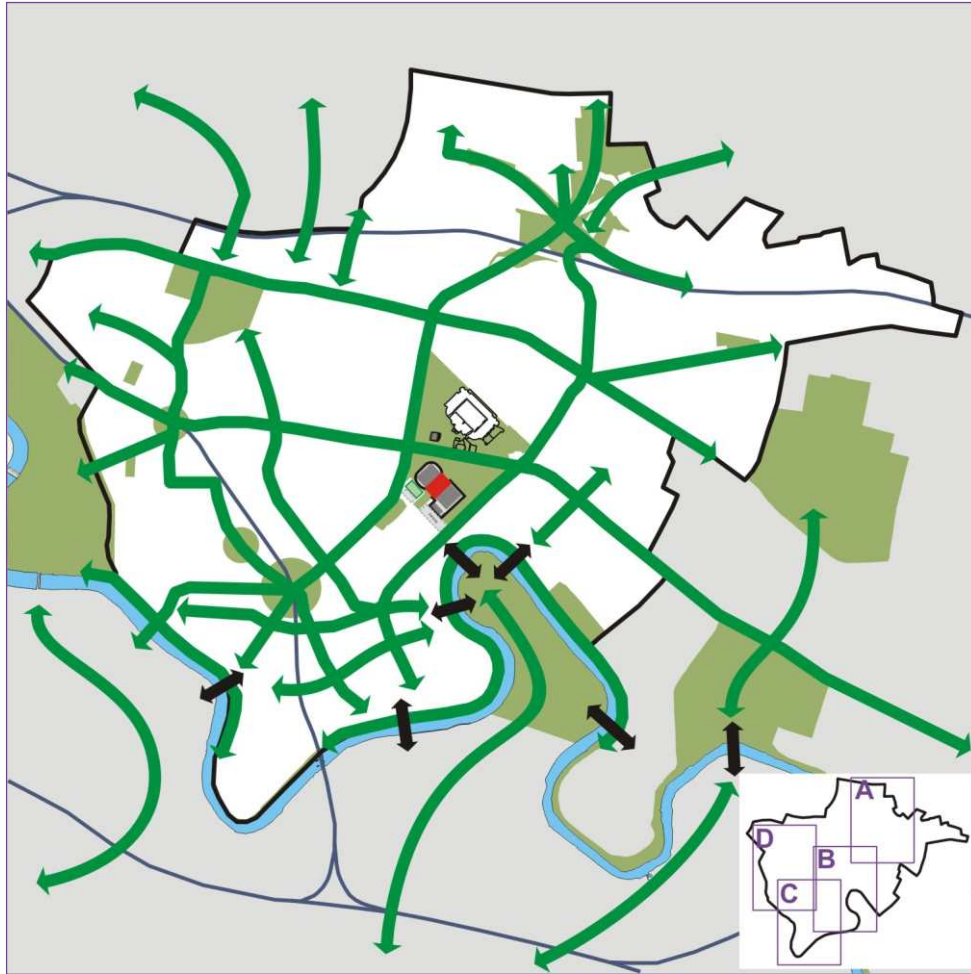
- establishing a green network of quality open spaces and quality paths,
- establishing an integrated network for walking and cycling paths linked to the use of public transport
- creating a regional SUDS scheme and strategic conveyance routes
- upgrading existing road & path network



quality path

MAP 03

GENERAL ARRANGEMENT OF GREEN NETWORK

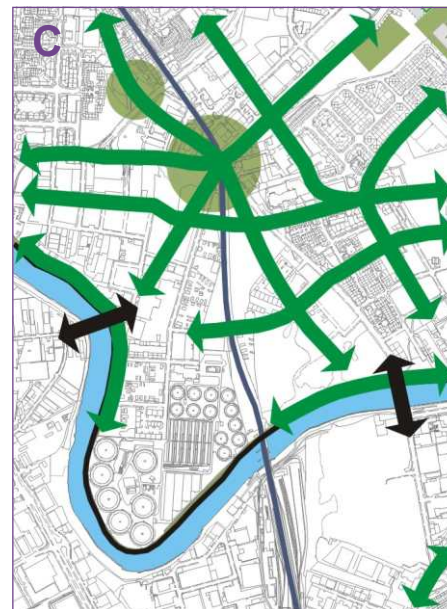
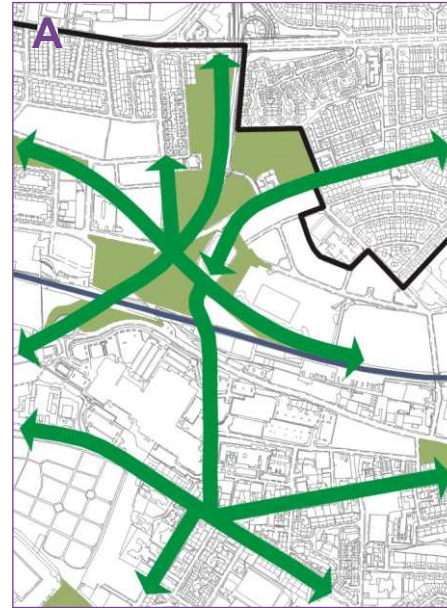


KEY

- | | | | |
|--|--|---|----------------------------------|
|  | East End Local Development Strategy Boundary |  | Green Routes & Core Path Network |
|  | Key Green/Civic Spaces & Public Realm |  | Cross River Links |
|  | River Clyde |  | Rail Links |

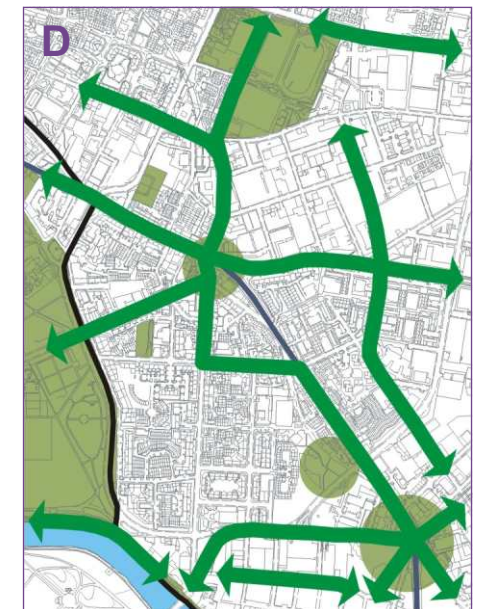
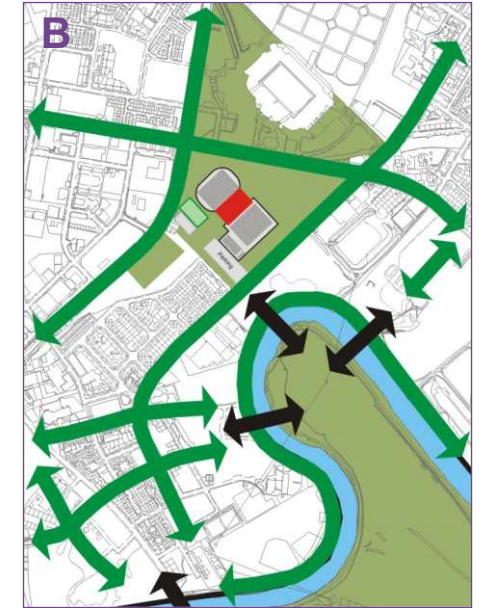
A - Haghill

C - Dalmarnock



B - Stadium District

D - Bridgeton



2.6 THE GREEN NETWORK

2.6.1. For the purposes of determining a strategic approach to the delivery of a green network the Clyde Gateway Green Network Strategy and Access & Greenspace Audit mentioned in para 2.5.2, have been combined. The potential green network is shown on Map 03 opposite. This map shows a 'General Arrangement' only and is not to be read as specific proposals.

2.6.2. The strategic approach to the creation of a green network area comprises green spaces and green links and civic spaces. The Council will regard civic and green space and green links as infrastructure. The study suggested that important green links are made on the EERR, the banks of the River Clyde, and on London Road, particularly in anticipation of substantial traffic reductions forecast after the completion of the M74 and the EERR post 2011/2012. The Council will consider bringing forward an Action Plan for London Road in due course.

2.6.3. The prospect of an integrated green network was strongly supported in the Health Impact Assessment and in the Consultation Programme. Following on from the success at Beardmore Park, in Parkhead, there is evidence of further interest from local residents and community groups in Bridgeton and in Calton to develop new local green space projects. The Council will encourage this activity and will continue to support, enable and assist viable, locally based, project ideas to be taken forward.

2.6.4. The Council wishes to work with developers to establish its Integrated Infrastructure Framework across the LDS. In taking forward the studies referred to above the Council will regard the green network as the foundation for the delivery of the integrated infrastructure approach and it will seek to work with developers to secure the implementation of this green network as part of the planning process, using the City Plan and the LDS to provide detailed policy guidance.

POLICY 17. The implementation of the Green Network will require developers to bring forward proposals which show that they not only incorporate requirements of the City Plan and SPPG 11, but which also show how they will contribute to a wider green network. For example the council will expect to see development proposals that will build and/or improve the path network routes shown in Map 03.

POLICY 18. Contributions will be required from developers both in terms of investing in new paths and related items including signage, seating and lighting, and in quality upgrades of current infrastructure. The Council will advise parties intending to submit Masterplans and Action Plans in the Development Framework Areas as to how they may include proposals that implement this green network and/or increase the network.



2.7 THE MOVEMENT NETWORK

2.7.1 A quality Movement Network should comprise full integration between the networks offered by roads, by public transport services, by pavements and path routes, and by cycle routes and cycle lanes. The current built form of the LDS and the low levels of population and economic activity have led to a general deterioration of transport services and transport infrastructure and now most transport services in the current movement network are based primarily on radial transport routes.

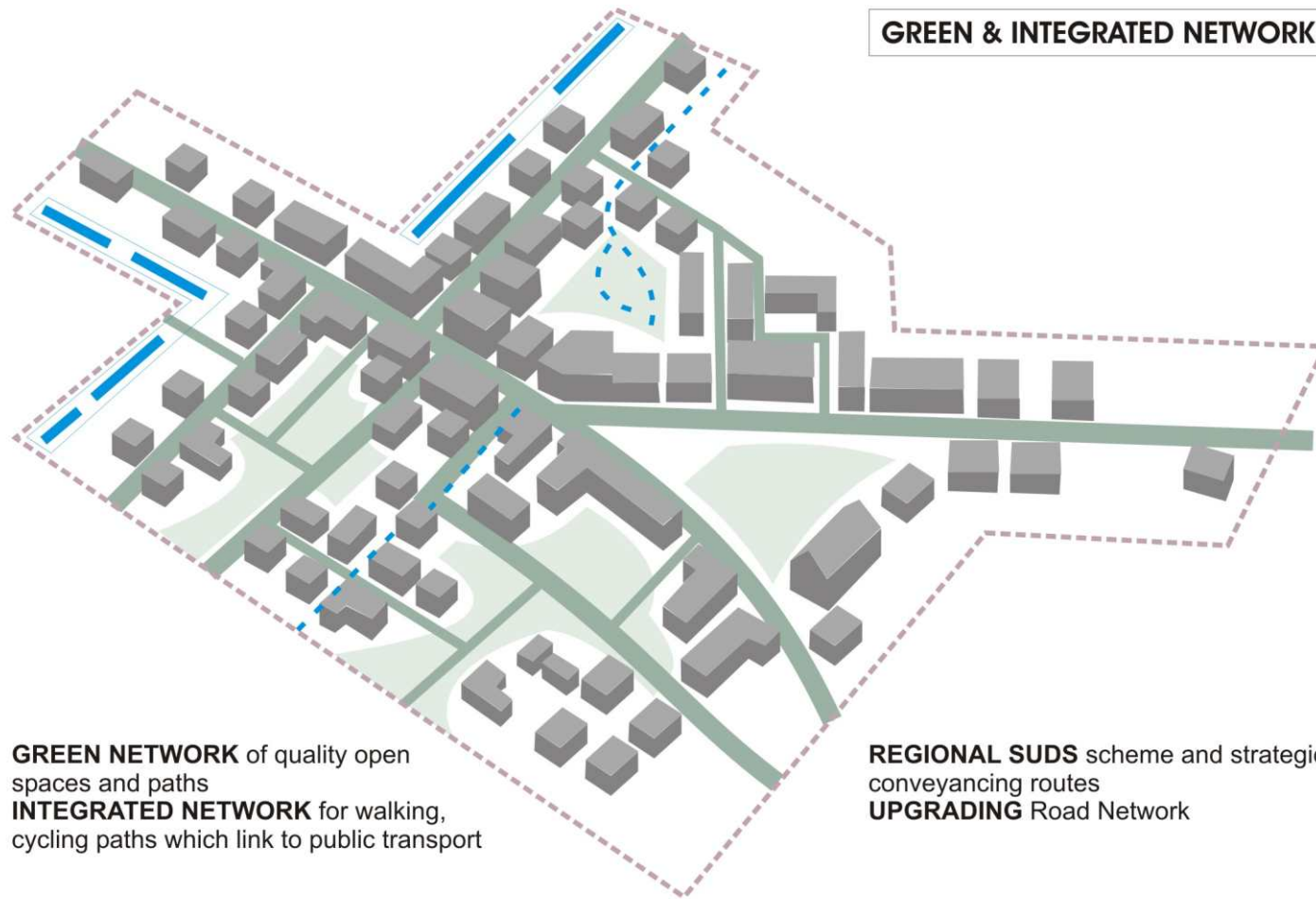
2.7.2 The Council's Sustainable Development Framework (see 2.9 on page 34) seeks to reduce CO2 emissions. This will be supported by policies which reduce the need to travel by car. The LDS is characterised by low levels of car ownership resulting in greater dependency on public transport or walking/cycling. However with the main public transport services based on historical radial routes, some parts of the LDS lie beyond attractive walk times. In addition lower development densities are creating a more dispersed urban form with greater walking distances to for example, shops, schools and services.

2.7.3 In 2006 the council, with support from agencies such as Scottish Natural Heritage, commissioned a study called East End Access & Greenspace Audit. This indicated strong community support for the development of a network of quality routes for "movement" focussing on walking and cycling rather than for motorised vehicles. The council has taken much of this study's findings into account and has recently published a Consultation Draft of its Core Path Plan and has published its Local Transport Strategy "Keeping Glasgow Moving". Accordingly the LDS promotes a spatial framework based on a concept of Development Hubs, whereby development supports current and new investment in public transport infrastructure, to increase network patronage and reduce the need to travel by car.

2.7.4 Sustainable development will also be achieved when separate transport infrastructure networks form a fully integrated system in which investment prioritises:-

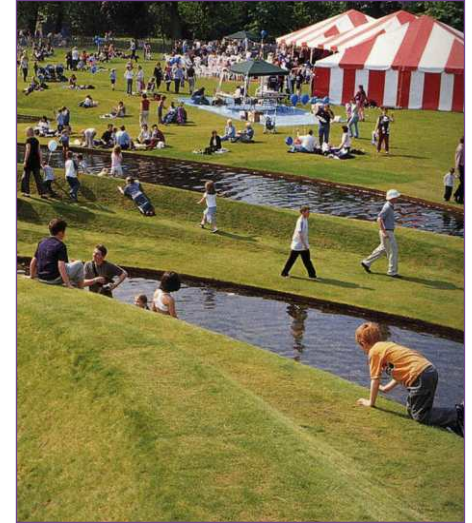
- choices about mobility to all abilities,
- reduces the dominance of road vehicles in residential environments
- makes the green network routes an extension of the public transport network for path/cycle route users

GREEN & INTEGRATED NETWORK



GREEN NETWORK of quality open spaces and paths
INTEGRATED NETWORK for walking, cycling paths which link to public transport

REGIONAL SUDS scheme and strategic conveyancing routes
UPGRADING Road Network



2.7.5 Table 1 shows the current levels of commitments to transport infrastructure. This shows that the only funded investment in transport is the East End Regeneration Route, the alignment of which is shown in Maps 01 & 02. The M74 Completion lies outside the LDS area but is shown on Map 01 and 02 for clarification of its setting relative to the LDS area.

2.7.6 The use of the road network is expected to change as the M74 Completion and the EERR are opened to traffic. It is anticipated that traffic volumes may decrease by up to 50% on London Rd between Springfield Rd and Bridgeton Cross, and potentially in Springfield Rd itself.

2.7.7. The operation of the NISA for important sporting and other events may change traffic flow patterns particularly on event days, drawing large numbers of spectators. Taken together with Celtic Stadium, the opening of NISA presents an opportunity to increase rail patronage at Dalmarnock Station, and potentially the new Parkhead Rail Station. It also creates an opportunity, taken in tandem with the traffic flow changes in London Road, to alter the design of London Road, changing it into a wide boulevard linking the city centre through Glasgow Cross and Glasgow Green, through Bridgeton Cross, to NISA /Celtic Development Hub, with potentially a major new offer to cyclists, pedestrians, and event based processions etc.



linking boulevard

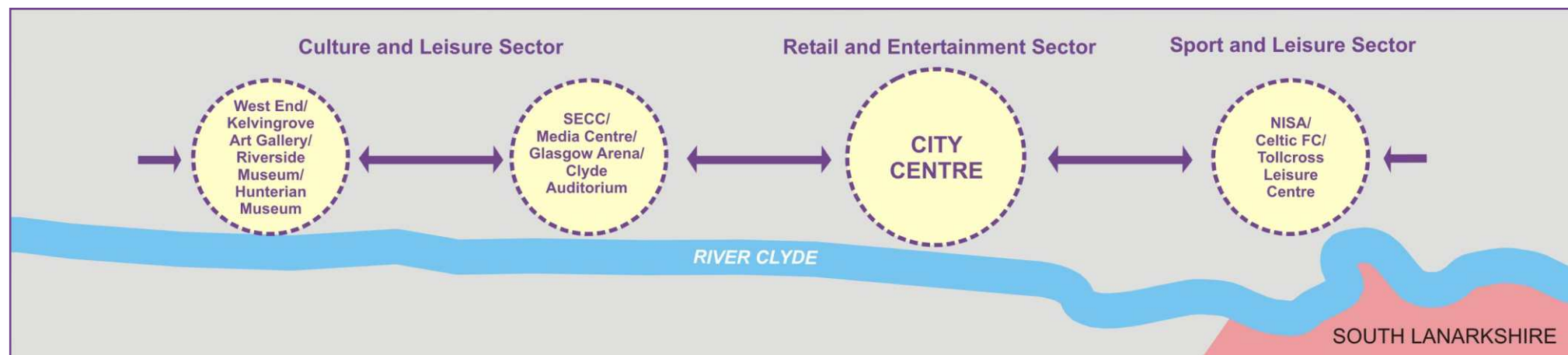
2.7.8. There is also potential, yet to be fully investigated, to reopen the disused rail line under London Road not only to create new travel to work services but also to provide a strong strategic link to support tourism/event management through the city between NISA/Celtic and the upper Clyde, and the City wide Centre westward through to the SECC/ new media centre, the new Transport Museum, and the other visitor attractions of the West End (see diagram below).

2.7.9 In order to develop a quality network across the LDS area with good connectivity to the rest of the city and to South Lanarkshire, the LDS promotes a basic framework for movement network which is illustrated on Map 03 (see page 28). The council recognises that creating a fully integrated network will take some time. As a contribution to setting out a framework the LDS identifies some basic priorities of a long term Movement Network Action Plan. This Action Plan is outlined in Table 1 and takes a strategic view focussing investment into:

- new key path routes
- improvements to existing key path routes, and
- investment in new public transport infrastructure, especially at existing or new local train stations

Table 1	The Movement Network Action Plan Key Investments
EERR	Construction anticipated 2008 - 2011
M74 Completion	Construction anticipated 2008 - 2011
Parkhead Rail Station	Continue to develop proposal
Dalmarnock Rail Station	Feasibility Study for upgrading - Short Term
Bridgeton Rail Station	Feasibility Study for upgrading - Short Term
London Road Rail Station	Feasibility Study for new station - Short Term
Core Path network	Plan adoption expected in 2008

POLICY 19. The Council expects that the implementation of various aspects of the Movement Network will require development proposals to recognise their potential to contribute to the network, both in terms of new investment and in quality upgrades of current infrastructure. The Council will require Masterplans and Action Plans in the LDS to include proposals that implement this basic network and/or increase the network. The Council's priorities regarding investment in the Movement Network are shown in Table 1 above.



2.8 THE SURFACE WATER MANAGEMENT NETWORK

2.8.1 The council, in partnership with SEPA and Scottish Water, is developing a series of proposals to implement a modern drainage infrastructure network in the East End. The objective is to develop a “water plan” that :-

- takes surface water out of the combined drainage system in order to make current network capacity available for new urban development and
- to implement a new network to manage the surface water that can no longer enter the foul/combined drainage system.

2.8.2 Engineering studies have demonstrated that a solution is potentially available in the form of a regional Sustainable Urban Drainage Scheme (SUDS) network in which water from roads, car parks and developments is carried to SUDS ponds located strategically on low lying ground, determined by the behaviour of overland flow events. The city wide study on integrated drainage management is called the Glasgow Strategic Drainage Plan and the local study for the regional SUDS network is included within the Clyde Gateway Integrated Water Plan.(CGIWP)

2.8.3 The agencies developing the CGIWP have still to resolve long term issues such as maintenance, ownership of the network and land ownership together with issues relating to green space. The Council is aware of the changing legal context regarding responsibilities for water management.

2.8.4 The Council intends to deliver surface water management as an integral part of the green space network, wherever this can be achieved. For example an open pond which acts as part of a SUDS scheme could contribute to local amenity and biodiversity by being located within a green space required as part of a development proposal. The green space would be delivered through the planning process. Map 3 (see page 28) shows a general arrangement for new green space and in many instances this may locate green spaces where it is also most desirable to locate a SUDS feature or a water conveyance system such as a small channel/canal. To some extent the co-location of water management features with local green space is at present unpredictable. The Council wishes to see the development process bring forward integrated SUDS and green space/movement network projects through Masterplans and Design Statements. Further advice on Masterplans and Design Statements is given at Chapter 3 and Appendices 1 & 2.



SUDS/Green space

2.8.5 The Council would prefer to see the CGIWP installed with the mutual benefits arising from the potential correlation with green space and movement networks. In this regard and whilst recognising that important issues remain to be resolved, the Council will work with developers, land owners, SEPA, Scottish Water and the Scottish Government in a constructive partnership to find ways of taking forward the implementation of the Regional SUDS network. The Council, Scottish Water and SEPA will continue to work on the CGIWP but in the meantime property owners and developers should contact the Council to receive the latest guidance available on Integrated SUDS schemes and refer to www.scottishwater.co.uk

POLICY 20. The Council will work with developers and land owners with the aim of establishing a constructive partnership to find ways of taking forward the implementation of the Regional SUDS network. The Council, Scottish Water and SEPA will continue to work on the CGIWP but in the meantime property owners and developers should contact the Council to receive the latest guidance available on integrated SUDS schemes.

POLICY 21. The Council is keen to use the green network as a foundation for the delivery of integrated Regional SUDS scheme but it will regard the land required for installing any SUDS waterbody as additional to land required to implement the Green Network.





A general arrangement showing an Integrated Regional SUDS Scheme



enlarged layout showing channel/canal

These images show how surface water management when combined with movement and greenspace networks, can contribute to the creation of sustainable attractive environments.

This highlights the benefit of an integrated infrastructure network in place making.



local amenity/biodiversity

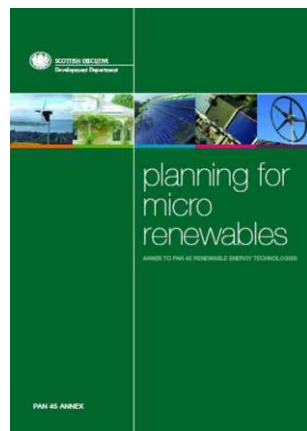


2.9 SUSTAINABLE DEVELOPMENT POLICY FRAMEWORK

2.9.1 As stated previously, for example in the Vision Statement (see para 1.2) the Council wishes to promote sustainability in the regeneration process. To ensure that Clyde Gateway, the Commonwealth Games Village and all new development in the East End LDS area can make significant contributions to this Vision, the Council will apply the following set of policies 22-40 relating to sustainable design.

2.9.2. In addressing climate change, the UK Government is committed to reducing CO2 emissions by 20% over 1990 levels by 2010, and by 60% by 2050. To assist in meeting these obligations, the Scottish Government has stated an aim of generating 50% of Scotland's electricity from renewable sources by 2020.

2.9.3 To attain these targets, the Scottish Government has issued Scottish Planning Policy (SPP) 6: Renewable Energy, PAN 45, PAN 85 (soon to be published) and an Energy Efficiency & Microgeneration Strategy for Scotland. The Scottish Government has, therefore, set a clear requirement for planning authorities to take account of climate change impacts in the preparation of development plans and in the determination of planning applications. The aims of the aforementioned documents are reflected in this policy and this is reflected in City Plan 2's Development Strategy which seeks to promote renewable energy (see Part 1, ENERGY, Renewable Energy Sources, paragraphs 5.67-5.76) and sustainable construction (see Part 1, Sustainable Design & Construction paragraph 5.7).



PAN 45

The Council aims to reduce the carbon footprint of the City's buildings through energy efficient design, increased renewable energy generation and use of low and/or zero carbon technologies.

POLICY 22. All buildings are required to be designed to maximise their use of passive solar energy from the outset (see City Plan 2 DES1, DES2 & RES2), and thereafter, to consider the installation options available for a low and/or zero carbon decentralised energy source, including consideration of a shared resource with a neighbouring development.

POLICY 23. All development should consider the installation of microgenerating equipment for the small scale production of heat (less than 45 kilowatt thermal capacity) and/or electricity (less than 50kW electrical capacity) from zero or low carbon source technologies, particularly at a domestic level, subject to normal planning considerations being met.

2.9.4 The suite of technologies included within the definition of microgeneration includes:

- solar photovoltaics (PV) to provide electricity;
- solar thermal to provide hot water;
- micro-wind (including rooftop mounted turbines);
- Micro-hydro;
- heat pumps;
- biomass; and,
- Micro-combined heat and power (micro-CHP) including small scale fuel cells.



micro turbine

2.9.5 The appropriateness of each technology will be dependent on the different local circumstances, conditions and purposes.

POLICY 24. The Council is also keen to encourage the development of innovative buildings which are energy self sufficient/zero carbon by design as a means of tackling climate change and addressing fuel poverty.

POLICY 25. Developments with a total cumulative floorspace of 500sqm or more will be required to conform to SPP6 Renewable Energy subject to the preparation of supplementary planning guidance based on PAN 85 becoming available. This will require the installation and use of on-site zero and low carbon equipment contributing at least an extra 15% reduction in CO2 emissions beyond the 2007 building regulations carbon dioxide emissions standard.



2.9.6 To meet this requirement, the microgeneration technologies outlined previously could be utilised as part of the energy solution, however, developers are particularly encouraged to consider the options for shared, and/or combined heat and power, or energy from waste installations, subject to the appropriate discussions with the regulators.

2.9.7 Applications will only be exempt from the SPP6 target where developers are able to demonstrate that technical constraints exist, however, the applicant will then be required to agree equivalent carbon savings elsewhere within the City boundary.

POLICY 26. The set up of Energy Services Companies (ESCOs) as a means of delivering stable, more localised energy production close to the area of need is also encouraged.

POLICY 27. The development of a decentralised energy strategy for key regeneration areas, such as the Clyde Gateway, should be developed in order to facilitate the delivery of more efficient energy generation.

2.9.8 The Council's decision to require the consideration of microgeneration on a small scale for all development is on the basis that this could make a significant contribution to tackling climate change by ensuring a reliable low and/or zero carbon energy supply which not only helps to reduce CO2 emissions, but will also act as a powerful visual statement which helps to increase awareness and engage the public into taking action.

2.9.9 At a corporate level, Glasgow City Council signed the Climate Change Declaration in January 2007 and in May 2007, began putting its own house in order through participating in the Carbon Trust's Local Authority Carbon Management Programme. Policy ENV 15 Energy in City Plan 2 will ensure that the Council is also working at a local level across the City to deliver a lower carbon Glasgow in line with national priorities.

2.9.10 Further Guidance

Further guidance on the fitting of solar panels and micro turbines to buildings is contained in

- Development Guide DG/DES 9: External Fittings to Buildings.
- PAN85: Providing guidance on SPP6 requirements.
- PAN45 Microrenewables

2.9.11 Further Reading

- Energy Efficiency & Microgeneration: Achieving a low carbon future, A Strategy for Scotland Scottish Government, March 2007.
- Scotland's Sustainable Development Strategy 'Choosing Our Future' November 2005
- Scotland's Climate Change Strategy 'Changing Our Ways' March 2006

2.9.12 Definitions

Microgeneration: small scale production of heat (less than 45 kilowatt thermal capacity) and/or electricity (less than 50kW electrical capacity) from zero or low carbon source technologies. The suite of technologies caught by this definition includes solar photovoltaics (PV) to provide electricity and thermal to provide hot water, micro-wind (including rooftop mounted turbines), micro-hydro, heat pumps, biomass, micro-combined heat and power (micro-CHP) including small scale fuel cells.

Microrenewables: The definition is in principle the same as microgeneration, however, it excludes those technologies which are not purely from renewable sources (e.g. small scale fuel cells, heat pumps and micro-CHP).

2.10 SUSTAINABLE DESIGN & CONSTRUCTION STANDARDS

2.10.1 Environmentally, the City's construction industry has a massive role to play in helping Glasgow reduce its environmental footprint and become a more sustainable City. The Council recognises that the adoption of sustainable construction principles will assist the City in reducing the amount of waste sent to landfill, limiting basic resource use (energy, water and natural resources), maximising the re-use and recycling of natural resources, decreasing emissions of carbon dioxide which contribute to climatic change and ensuring that environmental and socially responsible procurement choices bring benefits for all, here and further afield.

2.10.2 City Plan 2 policy DES 2: Sustainable Design & Construction sets out the Council's requirements for the delivery of development in the City based on social, economic and environmental considerations. Developers will be required to demonstrate the following criteria have been met:

- Design specific to local environmental conditions
- Low carbon design which minimises energy in construction and in use
- Design for minimum waste and adopt sustainable waste management practices
- Conserve water resources in construction and in use
- Do not pollute
- Adopt sustainable procurement principles
- Conserve and enhance biodiversity
- Promote the opportunities for the integration of renewable energy
- Respect people and the local environment
- Design for flexibility and deconstruction
- Consider the effects of climate change on the building and vice versa

POLICY 28. Planning applications and masterplans must be accompanied by a Sustainable Design and Construction Statement setting out information on how the proposed development fulfils the sustainable design and construction policy criterion.

POLICY 29. Residential development over 10 units will be required to meet an EcoHomes standard of very good, however, all Commonwealth Games related development will require to meet a standard of excellence.



POLICY 30. Commercial or public buildings over 1000 sq m net must meet a BREEAM rating of very good, however, all Commonwealth Games related development will require to meet a standard of excellent.

POLICY 31. The health and well being of the eventual occupants of the buildings must be prioritised, this should be delivered through effective integration of health impact assessment (HIA) into the planning and development process.

POLICY 32. The potential impacts of climate change on the development and vice versa must be demonstrated to have been considered as part of any planning application or masterplan.

2.11 WASTE

POLICY 33. All development must seek to minimise waste and maximise reuse and recycling opportunities during construction, use and at the end of its life.

2.11.1 Construction Phase

POLICY 34. Developers must utilise the ICE Demolition Protocol (or similar) to maximise recovery of on-site materials

POLICY 35. All development sites must be signed up to the Considerate Constructor's Scheme to ensure that an appropriate site waste management plan is in place and in doing so must demonstrate that they will achieve the relevant BREEAM/EcoHomes credit standard.

2.11.2 Use

POLICY 36. Provision for the storage and servicing of recyclable materials must be made for all buildings.

2.11.3 End of Life

POLICY 37. Buildings must be designed for deconstruction as far as possible.



2.11.4 Materials

POLICY 38. Materials must be responsibly sourced and demonstrate a clear chain of custody wherever possible.

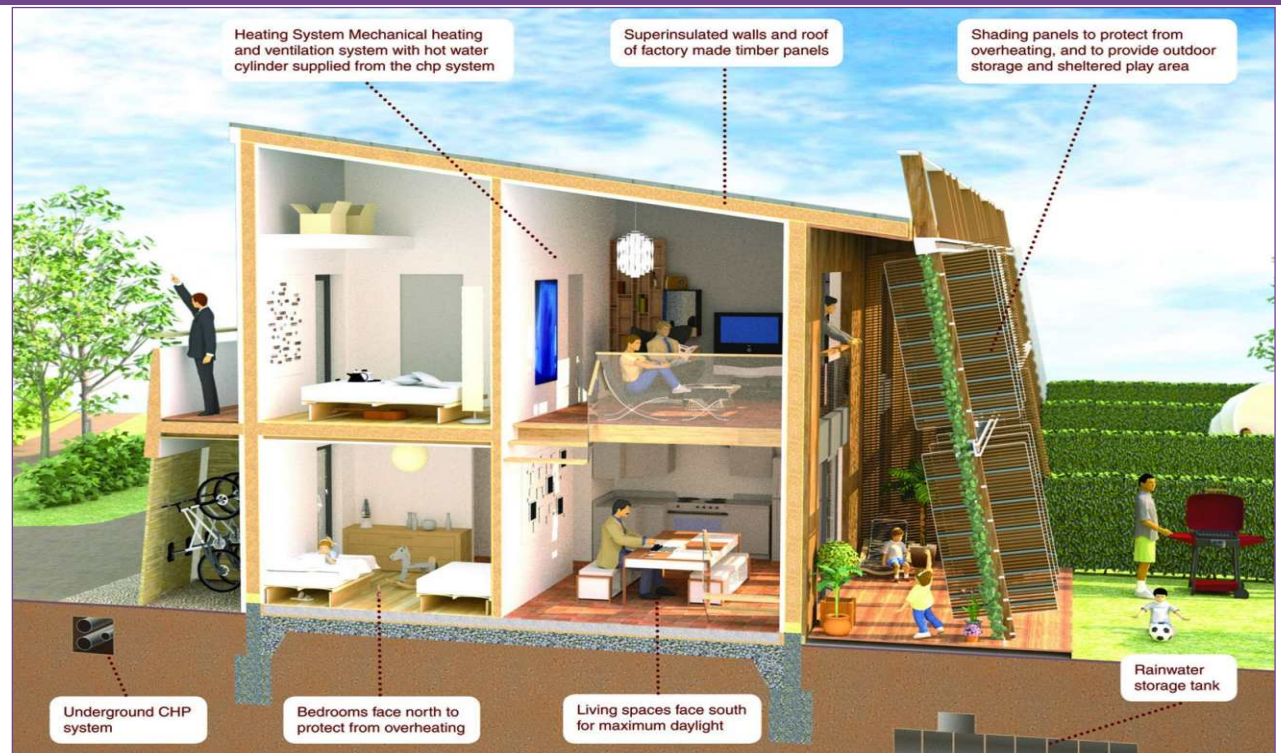
POLICY 39. PVC will only be permitted where it has an extremely high recycled content, for example in pipework, and where it will contribute towards exceeding the Council's minimum 10% recycled material content by value requirement for the development. An online software tool to assist in the evaluation of recycled material content is available from WRAP's website. (www.wrap.org.uk).

2.11.5 Water

POLICY 40. Water minimisation and conservation measures should be evident throughout any proposed

2.11.6 Further Guidance

In Appendix 2 you can find references to an extensive body of guidance and case studies. The list in Appendix 2 is not however exhaustive.



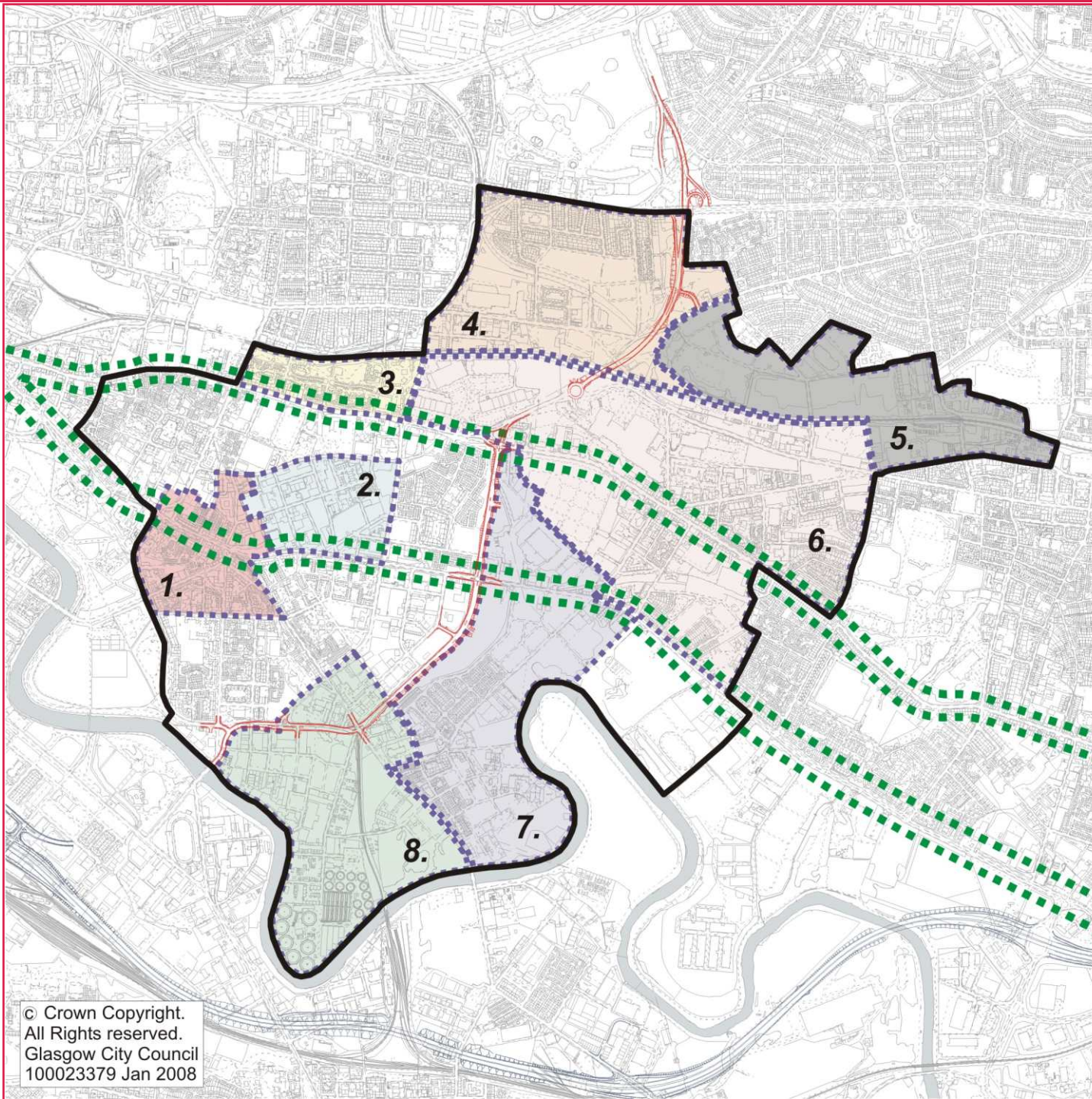
Sustainable Housing Example



MAKING PLACES : A NEIGHBOURHOOD POLICY FRAMEWORK

Chapter 3

MAP 04
DEVELOPMENT
FRAMEWORK
AREAS



KEY

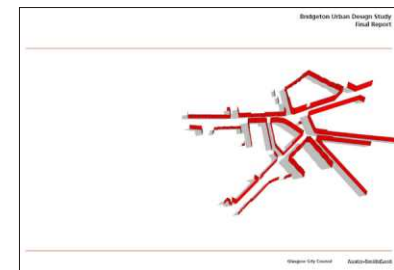
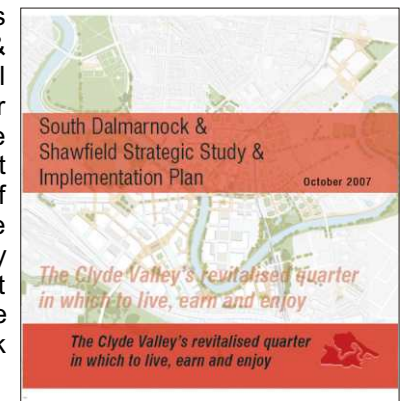
	Development Framework Areas
	Corridors of Change
	1. Bridgeton Cross
	2. Mile End
	3. Gallowgate
	4. Haghill
	5. South Carntyne
	6. Parkhead
	7. Dalmarnock / Stadium
	8. South Dalmarnock

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3.1. Introduction

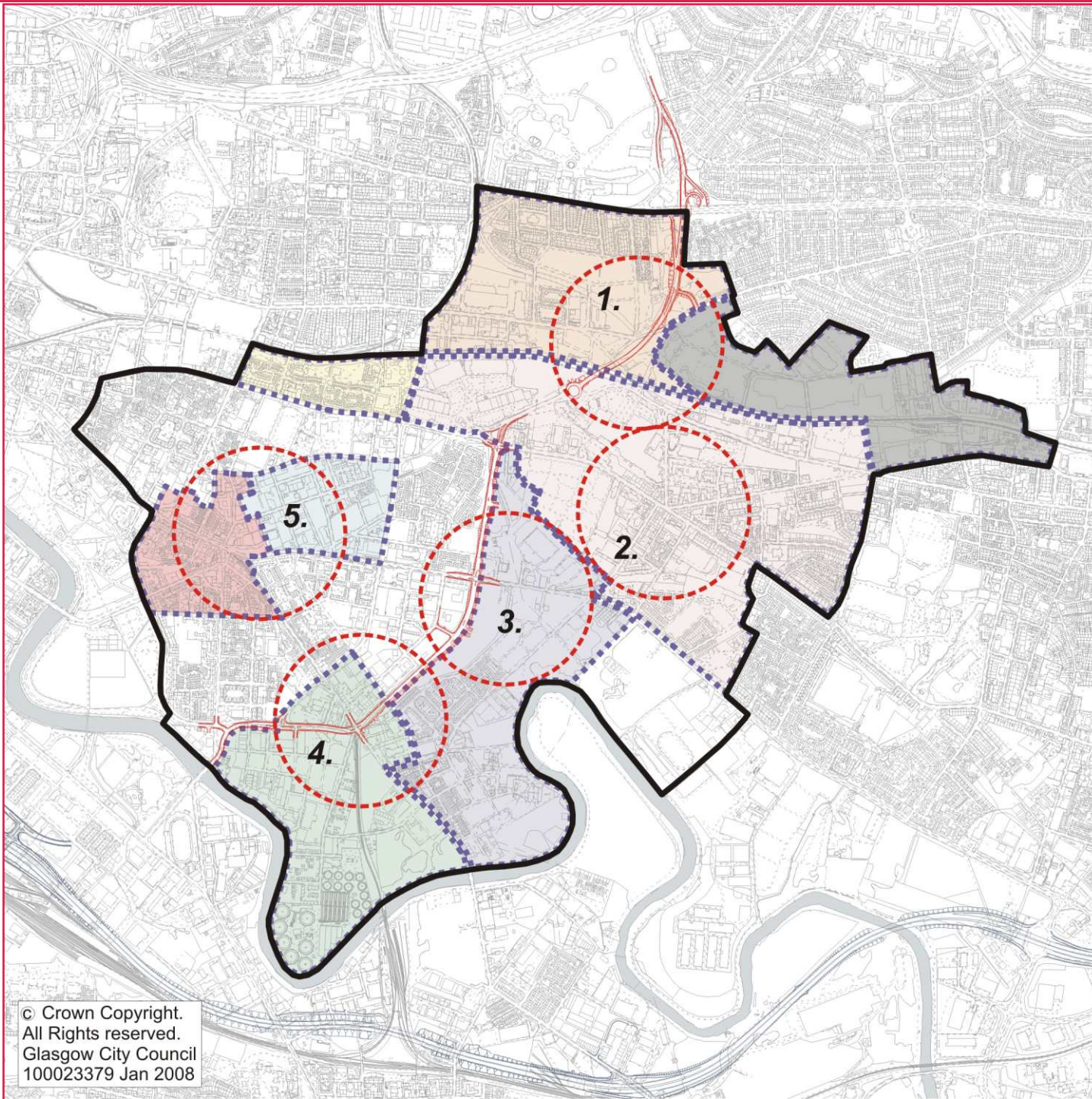
3.1.1 This chapter sets out the Council's policy framework for the Development Hubs identified in the Consultative Draft of Local Development Strategy. The concept of development hubs is a major aspect of the Council's spatial strategy. It is predicated on place making being based on creating key centres of development activity linked to public transport infrastructure investment. The Development Hubs concept supports the Council's vision that regeneration should deliver sustainable development. The hub concept promotes sustainability by ensuring that new developments support the movement network, enable people to access key facilities, such as public transport and key public services at these hubs. The Council expects facilities concentrated at the development hubs to include housing, shops, services, employment opportunities, civic facilities such as libraries sports & recreation services, and other public services.

3.1.2 A number of more detailed planning studies have been undertaken for South Dalmarnock & Shawfield, Bridgeton Cross, Mile End Industrial Area, and the Dalmarnock & National Indoor Sports Arena, to inform the LDS and, where appropriate, provide more detailed development guidance to support of the concept of development hubs. In order to deliver the Development Hubs as part of its spatial strategy the Council has identified Development Framework Areas which are focused on the development hubs. The Development Framework Areas are shown on Map 04 (see opposite).



Planning Studies for South Dalmarnock & Shawfield, Bridgeton Cross, Mile End Industrial Area and the Dalmarnock & National Indoor Sports Arena

MAP 05
THE
DEVELOPMENT
HUBS



KEY



Development Hubs

1.

John Wheatley College/
Parkhead Station

2.

Parkhead Cross / Parkhead
Forge

3.

Stadium District

4.

Dalmarnock

5.

Bridgeton & Mile End

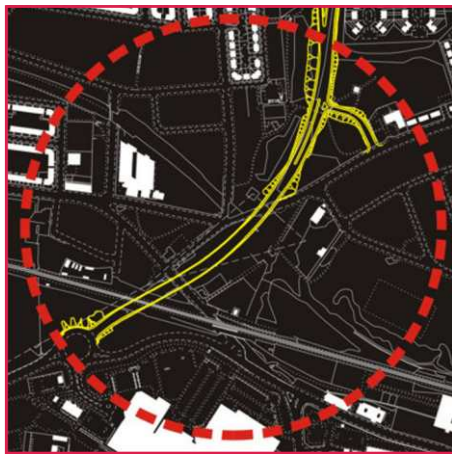


Development Framework
Areas

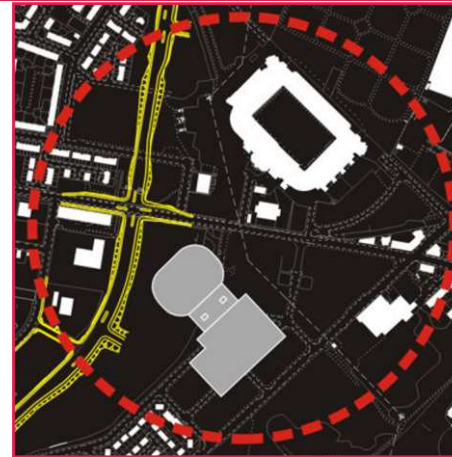
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3.2 Development Hubs

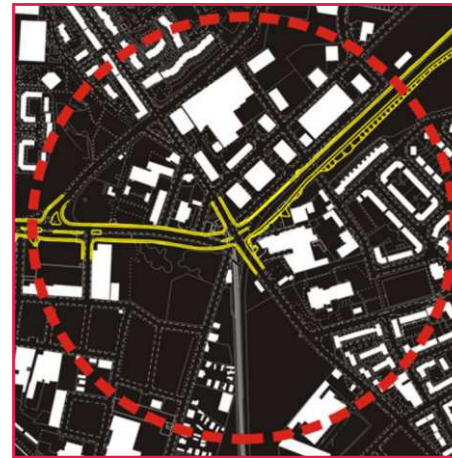
The LDS identifies 5 key development hubs. These are shown on Map 05 (see opposite) and are:



1. John Wheatley College / Parkhead Station



3. Stadium District



4. Dalmarnock



2. Parkhead Cross / Parkhead Forge



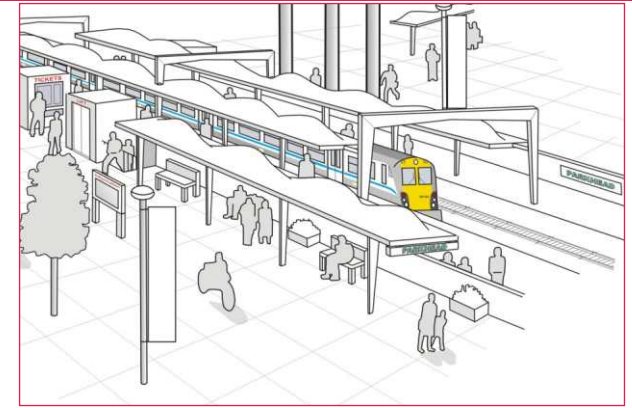
5. Bridgeton & Mile End

3.2.1 JOHN WHEATLEY COLLEGE/ PARKHEAD STATION

3.2.1.1 The focal point of this hub is the new John Wheatley College building and the proposed new rail halt at Parkhead on the Airdrie Helensburgh line. As well as its main function as a further education college, John Wheatley also includes a number of facilities for the local community, including a library. Allied to this, the proposed location of the new rail station immediately south of the college will result in this location becoming a key focal point for the community and naturally lends itself to being identified as a hub in relation to the LDS spatial strategy.

3.2.1.2 This hub is also influenced by several key development projects and opportunities. These are:

- The East End Regeneration Route (EERR)
- South Carntyne Housing Development
- Haghill Housing Development
- Glenpark Street Industrial Area
- Duke Street Re-alignment (Potential)

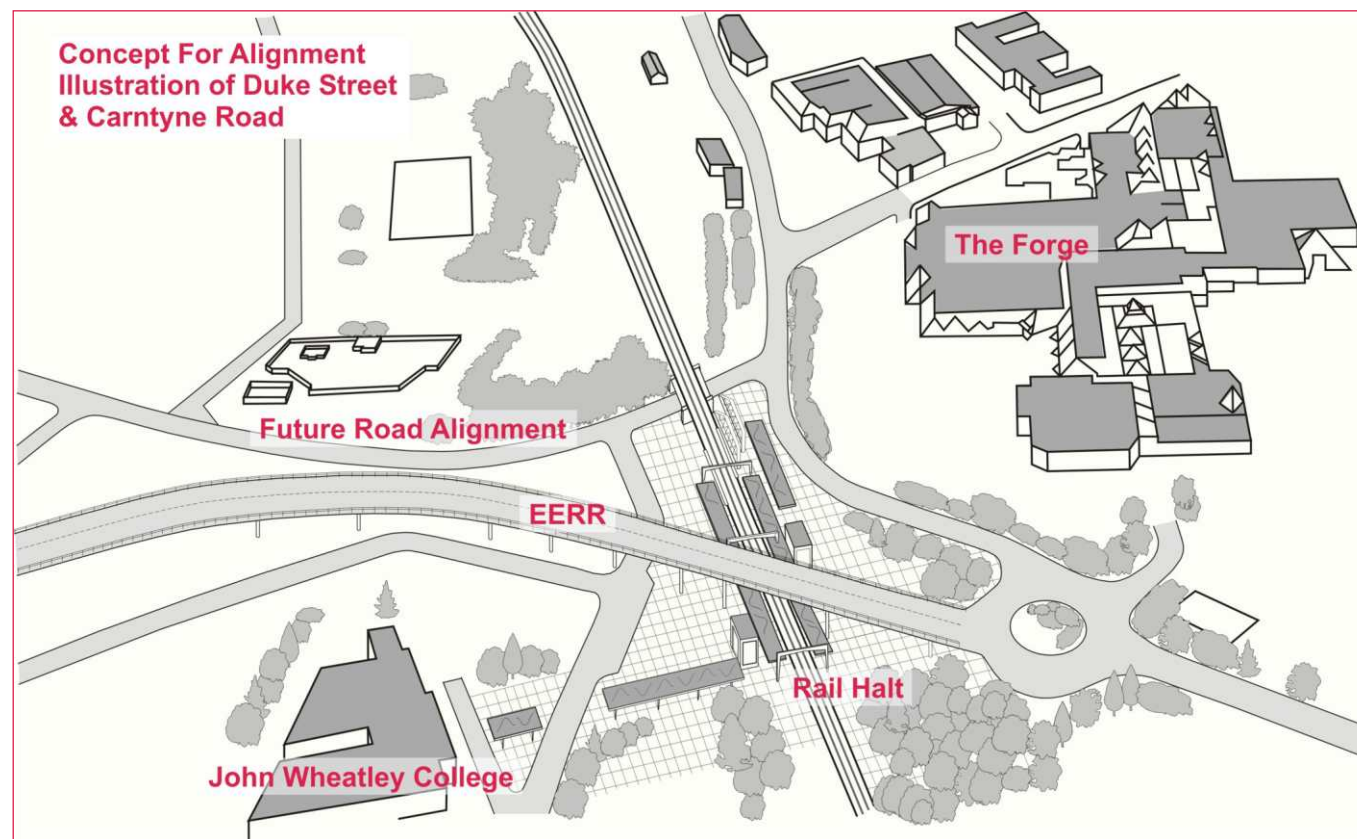


3.2.1.3 The EERR passes through the heart of the hub and will result in a significant change in this area. The EERR has to bridge the Helensburgh Airdrie railway at this location and a viaduct will be created for this purpose (see diagram on page 43 opposite). This creates the opportunity to remove much of the redundant railway infrastructure at this location and by designing the viaduct as an open structure will greatly improve the journey for pedestrians accessing key facilities, particularly at Parkhead Forge and Parkhead Cross. This will become a key element of the movement network being promoted in the LDS. In addition the landscape proposals linked to the EERR will make significant contribution to the green network and the improvement of visual amenity in this location. The landscaping proposals will also incorporate a SUDS pond to meet the drainage requirements of the EERR.



3.2.1.4 Significant new housing development surrounding the hub at Haghill and South Carntyne will support its development and vitality. A masterplan is proposed for Haghill which should address the relationship with the hub and promote links with the wider movement and green networks.

3.2.1.5 The industrial area at Glenpark Street functions as a locally important employment location and should also contribute to the function and vitality of the hub. At present the area is characterised by poor quality buildings and a significant number of vacant properties. The EERR and the proposed rail station at Parkhead will greatly increase the accessibility of this location and help to re-vitalise the industrial area. It is proposed that a masterplan be prepared for the industrial area in order to take advantage of these opportunities.



3.2.1.7 In light of the above and in addition to the other relevant policies in the LDS, the following additional policies will apply:

POLICY 41. New development should contribute to and enhance the green network and movement network, with particular focus on the creation of pedestrian and cycling routes.

POLICY 42. Development will be resisted which compromises future transport infrastructure proposals.

POLICY 43. New housing at Haghill should be brought forward under the context of a Masterplan/Development Brief.

POLICY 44. Proposals for development in the Glenpark Street industrial area should be brought forward within the context of a Masterplan.

3.2.1.6 The EERR will also have an impact on the roads hierarchy at this location and offers an opportunity to re-configure the road network to improve connections with surrounding neighbourhoods and facilities and to enhance the quality of pedestrian, cycle and vehicle movements. The LDS promotes the potential re-alignment of both Carntyne Road and Duke Street. The re-alignment of Duke Street/Carntyne Road will require the development of a new road bridge under the Airdrie Helensburgh rail line to create a more direct link with the retail and service centre at Parkhead. The LDS therefore supports a feasibility study in this location to examine the cost and traffic implications of these proposals.

3.2.2 PARKHEAD CROSS/PARKHEAD FORGE

3.2.2.1 Parkhead is the main centre for commercial development, retailing and public services in the inner east end. It serves a wide catchment including Clyde Gateway, and Haghill/ Carntyne to the north of the Airdrie/ Helensburgh railway. The area is a major transport hub with 3 Quality Bus Corridors converging at Parkhead Cross, a function which should be further enhanced by transport investment including the proposed new railway station and the EERR.

3.2.2.2 With the new John Wheatley College and further housing investment at Newbank, Belvidere Hospital and South Carntyne and Haghill, the economic prospects of Parkhead, especially Parkhead Cross, should improve. Much will depend on good local connections and the ability of Parkhead to compete with other shopping/ service centres.



- Duke Street Key Connection
- The Forge Market Repair & Reconfiguration Opportunity
- The Forge Shopping Centre
- Funded Quality Bus Corridor
- Hospital - Potential Development Site
- East End Necropolis Potential Environmental Improvement
- PXTHI Key Buildings
- Parkhead Cross Townscape Heritage Initiative boundary
- Springfield Road Key Pedestrian Connection
- Key Connection to River & Belvidere site



housing Belvidere



housing Haghill



housing South Carntyne



housing site Newbank

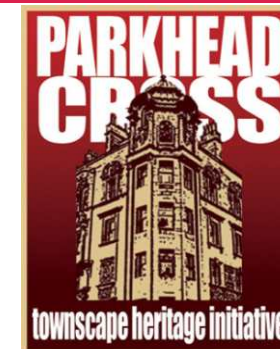
3.2.2.3 Parkhead Forge, comprising the shopping centre, market and retail park, further enhance the retail offer in Parkhead but there is a recognition that parts of this offer do not function as effectively as they should and do not contribute to a coherent street pattern and the quality of the place.



3.2.2.4 In order to achieve this it is intended to prepare a Town Centre Action Plan for Parkhead in order to develop a strategy for its development as a vibrant and healthy centre which is accessible, visually attractive and sustainable.



3.2.2.5 The Council has launched the £4 million Parkhead Cross Townscape Heritage Initiative (PXTHI) to encourage shop owners around the Cross, owners and residents in the Victorian and Edwardian tenements, to come forward for restoration and repair grants. This investment programme will hopefully conserve the Cross's former industrial, cultural and civic heritage, and assist in its long term recovery. The Cross is designated as a Conservation Area.



3.2.2.6 In light of the above and in addition to the other relevant policies in the LDS, the following additional policies will apply:

POLICY 45. A Town Centre Action Plan will be prepared to develop detailed policies and guidance for this location

POLICY 46. Development will not be permitted which compromises the function of the Townscape Heritage Initiative and the Conservation Area

- Parkhead Town Centre Action Plan boundary
- East End Regeneration Route
- open space
- John Wheatley FE College
- new civic square
- healthy routes to school
- new railway station & potential transport interchange
- reconfiguration opportunity
- potential development opportunity (hospital site)
- Parkhead Cross Townscape Heritage Initiative
- residential development
- stadium district
- key/crucial pedestrian routes
- corridors of change



3.2.3 STADIUM DISTRICT

3.2.3.1 The Stadium District comprises the area around the new National Indoor Sports Arena and Velodrome (NISA) and Celtic Park and is linked to the site of the Athletes Village for the 2014 Commonwealth Games. Although the site does not function effectively as a hub as defined in the LDS at present, the development and infrastructure projects and proposals being brought forward in this location offer considerable potential for the effective creation of a new hub.

3.2.3.2 Key projects and opportunities include:

- NISA and Velodrome
- The East End Regeneration Route (EERR)
- Commonwealth Games 2014 Athletes Village
- Clyde Gateway Integrated Water Plan (CGIWP)
- New rail halt at NISA/Celtic Park
- Renewal at Springfield Cross



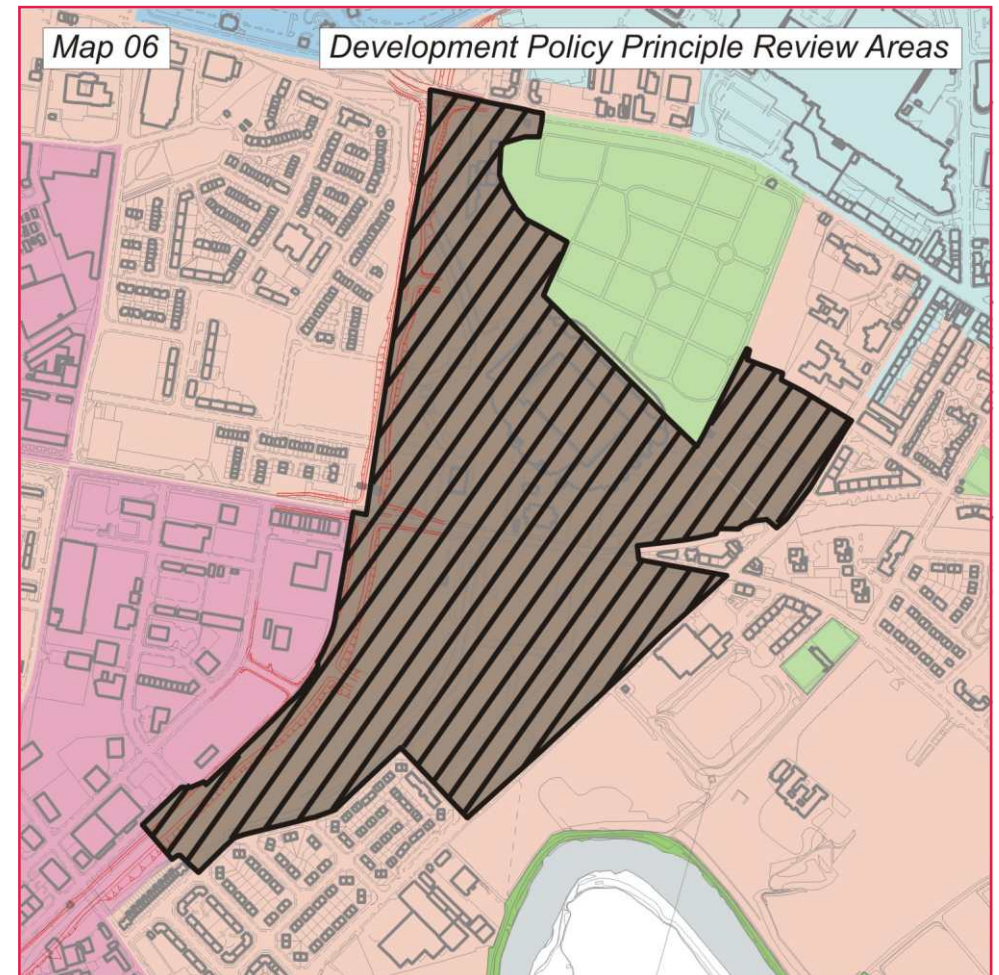
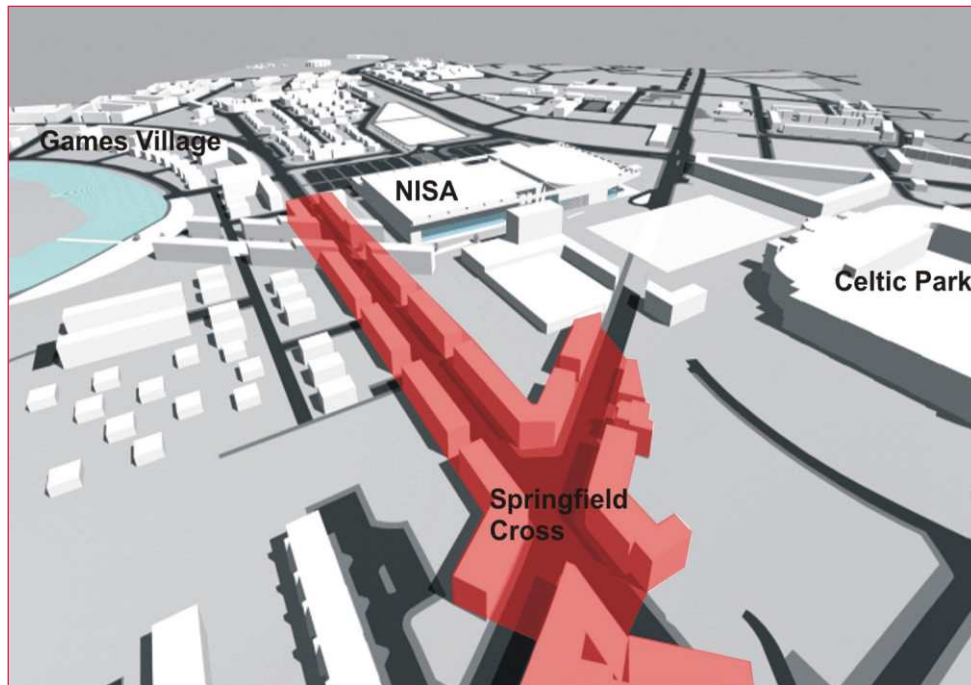
3.2.3.3 When combined, the above proposals represent an opportunity for place change on a significant scale. This area will also function as the heart of the Commonwealth Games in 2014 and will benefit from significant investment as a result.

3.2.3.4 As with the hub at John Wheatley College/Parkhead, the EERR will have an impact on the road network affecting this hub. In particular, the role of Springfield Road is likely to change as the EERR will become the main route north south through the East End in this location. In addition the M74 Completion is likely to significantly reduce traffic levels on London Road. This should be taken into account when developing proposals for the Springfield Road/London Road junction (Springfield Cross). The Cross should become a key gateway for people arriving at this location, as well as defining links with Parkhead Cross to the north. In order to re-build the Cross it is proposed that residential/mixed use could be re-introduced at the Cross.



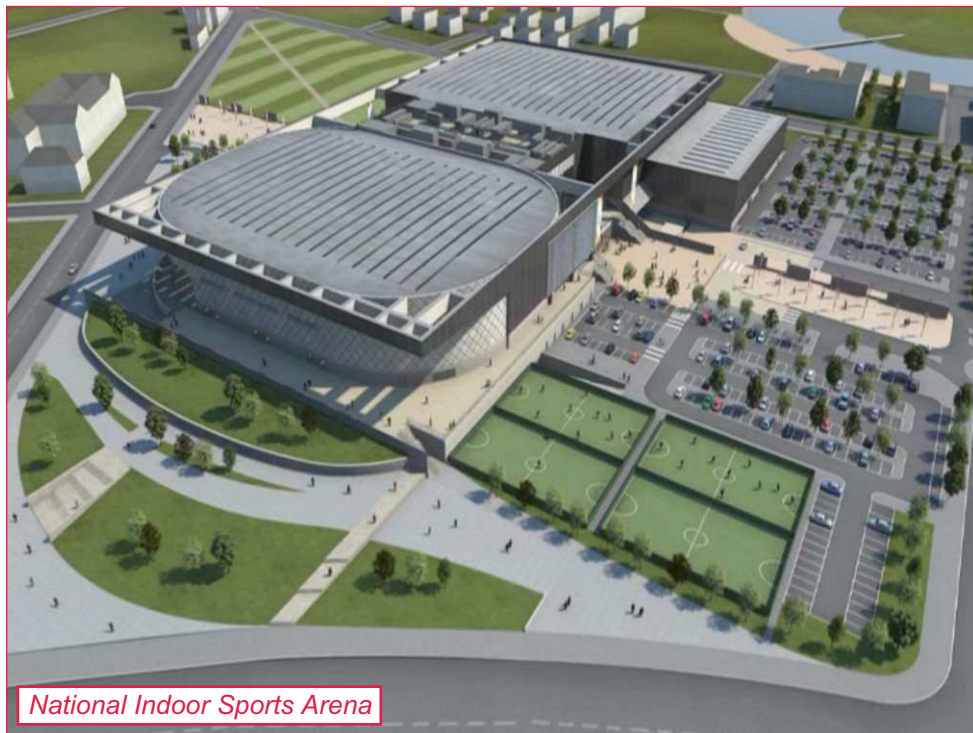
Springfield Cross

There is a potential conflict here with the Stadium Policy (DEV 10) in the City Plan which affects the corner of the Cross to the south of London Road and west of Springfield Road. The LDS proposes a relaxation of DEV 10 in this location to allow development proposals to be brought forward (see Map 06 below).



KEY			
	Review Area Dev 10 - Stadium (see Policy 52)		Stadium
	Residential		Town Centre
	Industrial		Other Retail & Commercial
	Greenspace		

3.2.3.5 The scale of NISA and Celtic Park demand that they are served by significant areas of car and coach parking and circulation space, which if not designed carefully will result in significant areas of dead space. The design and function of the public realm is therefore of vital importance. Opportunities have been identified for development in this area, including a hotel and residential development. These developments will be expected to contribute positively to the public realm in this location.



National Indoor Sports Arena



The linkages between NISA and the River Clyde are also considered crucial. There is potential to create a well defined space which acts as a link between NISA and the River, the bridging points proposed across the river, the river walkway, and to the new park proposed on Cuninguar Loop.



3.2.3.6 Key infrastructure proposals are emerging which will also have an impact in this location. Development should be brought forward in line with the emerging CGIWP, with SUDS features contributing to the development of the green network, both in this location and linking into the network in the wider area (see sketch opposite).

In addition, a new rail halt is proposed serving the Arena District, utilising the existing rail tunnel under London Road. This has the potential to link into the City's rail network. No proposals will be considered which compromise the potential delivery of this facility.



3.2.3.7 A plan showing the design of the Athletes Village was submitted as part of Glasgow's bid to host the Commonwealth Games. Following the success of the bid there is now an opportunity to expand the Masterplan to incorporate the existing community at Dalmarnock and to develop, in more detail, the after use of the Village site and its legacy for this area.

3.2.3.8 In light of the above and in addition to the other relevant policies in the LDS, the following policies will apply:

POLICY 47. New development in this area will be delivered within the context of a masterplan to be prepared for this area, covering the Stadium area, the Games Village site and the existing community at Dalmarnock.

POLICY 48. New development in this area will be expected to contribute to the delivery of the Clyde Gateway Integrated Water Plan

POLICY 49. New development in this area will be expected to contribute to the public realm strategy in this location.

POLICY 50. Development will not be permitted which compromises the potential delivery of the new rail link.

POLICY 51. New development should contribute to and enhance the green network and movement network, with particular focus on the creation of pedestrian and cycling routes and key linkages to the River Clyde.

POLICY 52. Residential and mixed use will be permitted within the area covered by the development policy principle DEV 10 Stadium subject to the approved masterplan.



3.2.4 DALMARNOCK

3.2.4.1 As with the Stadium District hub, the one proposed in Dalmarnock does not currently function as a hub as defined in the LDS. However the investment in new infrastructure and the emergence of development proposals for key sites in this location suggest that it could become an important new hub at the heart of a new City district, and as part of the wider spatial strategy in the LDS.

Key proposals affecting this hub include:

- The East End Regeneration Route (EERR)
- The M74 Completion
- The upgrade of Dalmarnock Station
- Clyde Gateway Strategic Industrial Site
- Clyde Gateway Integrated Water Plan (CGIWP)
- New Residential Development Opportunities



3.2.4.2 The EERR will form a key junction at the heart of this hub linking directly to the M74 Completion at Polmadie and to Dalmarnock Road, which functions as a Quality Bus Corridor. With the proposed upgrade of Dalmarnock Station, there is an opportunity to form a new public transport interchange at this location, defined by a new public square.



EERR, including pedestrian route to the stadium district & associated landscaping

Quality Bus Corridor

Development Opportunity possible mixed business

Railway station upgrading & transport inter-change

Public Realm

Proposed Connection extending Springfield Road

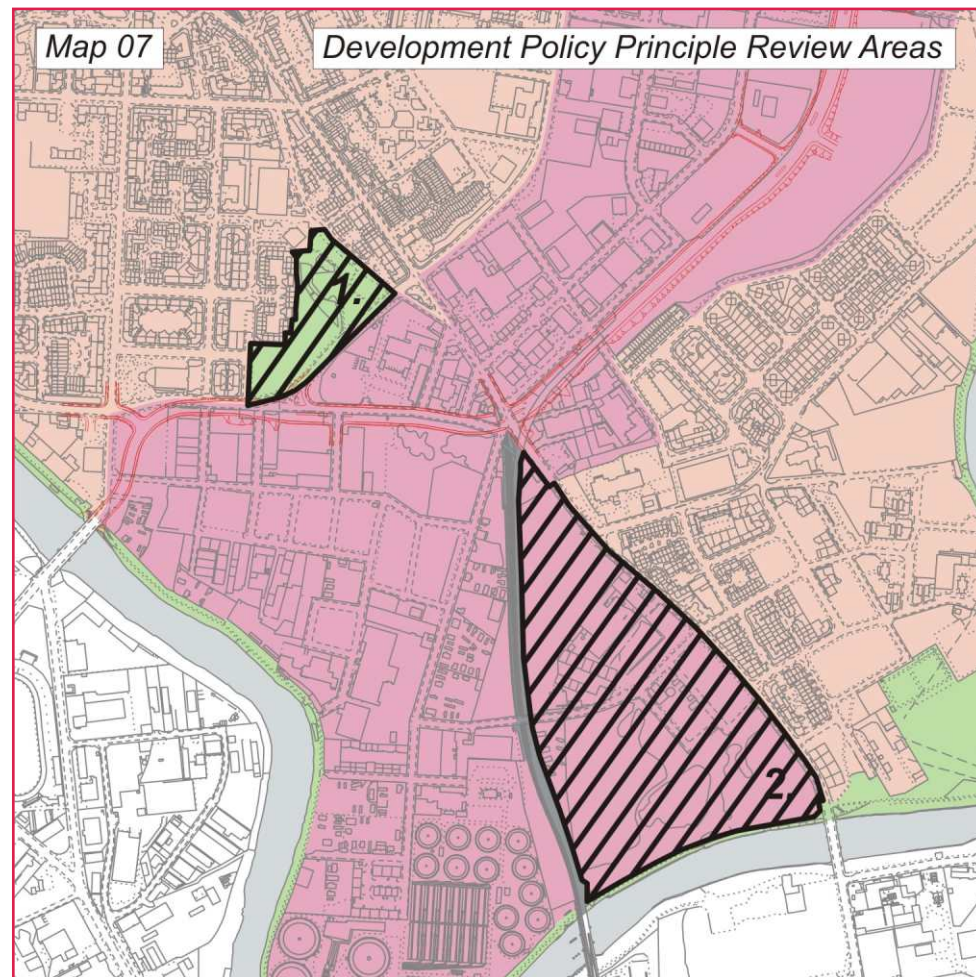
Development Opportunity of possible residential tenemental & townhouse units

Development Opportunity possible mixed business use

3.2.4.3 There are significant proposals for business, residential and mixed development in the area around the hub. The LDS supports the development of a new business quarter in South Dalmarnock, taking full advantage of the River Clyde frontage at this location and the accessibility offered by the EERR/M74 and the improvements to the public transport network.



new River Clyde crossing connecting directly to Dalmarnock Cross



Opportunities exist to strengthen public transport service delivery, introduce a more mixed form of development in the area around the station and to release for residential development the former industrial sites to the east of the railway line, west of Dalmarnock Road. (see Map 07 opposite)

KEY					
	Review Areas		Residential		Industrial
1.	Bridgeton Greenspace	2.	Dalmarnock Industrial Sector		Greenspace



3.2.4.4 In addition, the area has the potential to connect into the wider area through the development of the green network and a series of well defined public spaces and links, including a new link across the railway line to the south of Dalmarnock Station, connecting the new business quarter to the existing community in Dalmarnock. The LDS also supports the creation of a new link across the River Clyde into Shawfield to maximise access to employment opportunities generated by the Clyde Gateway's proposals for this area. The EERR will also incorporate a 5m wide pavement from Dalmarnock Station to the Stadium District to support pedestrian movement.

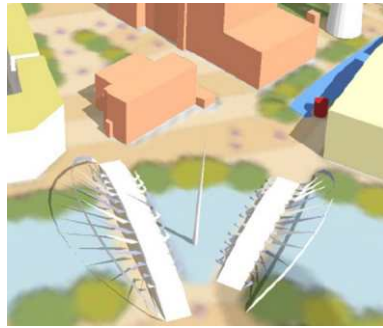
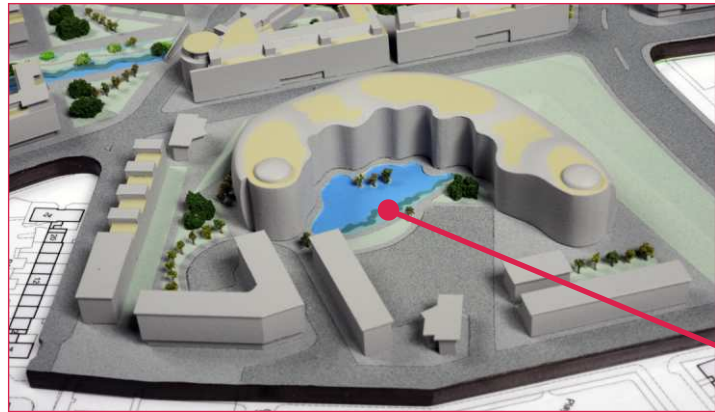


image from the South Dalmarnock & Shawfield Strategic Study & Implementation Plan



SUDS Development Model
(constructed by BGMODELS Ltd Biggar)

new link over the existing rail line

SUDS features enhance public space

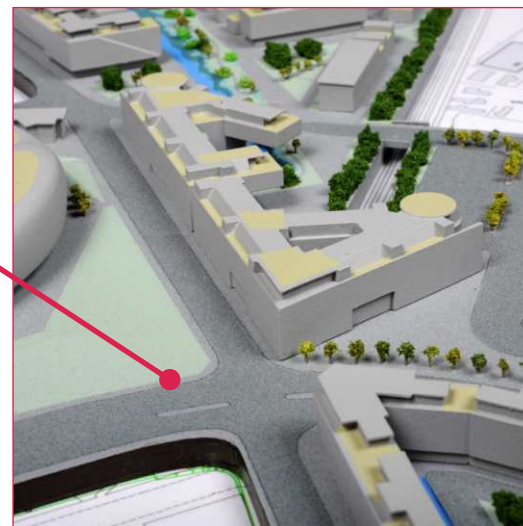
The central spine combines the sustainable urban drainage system channel, open/public space, as well as providing the movement network

Suds solution is integral to the site design while contributing the quality of place



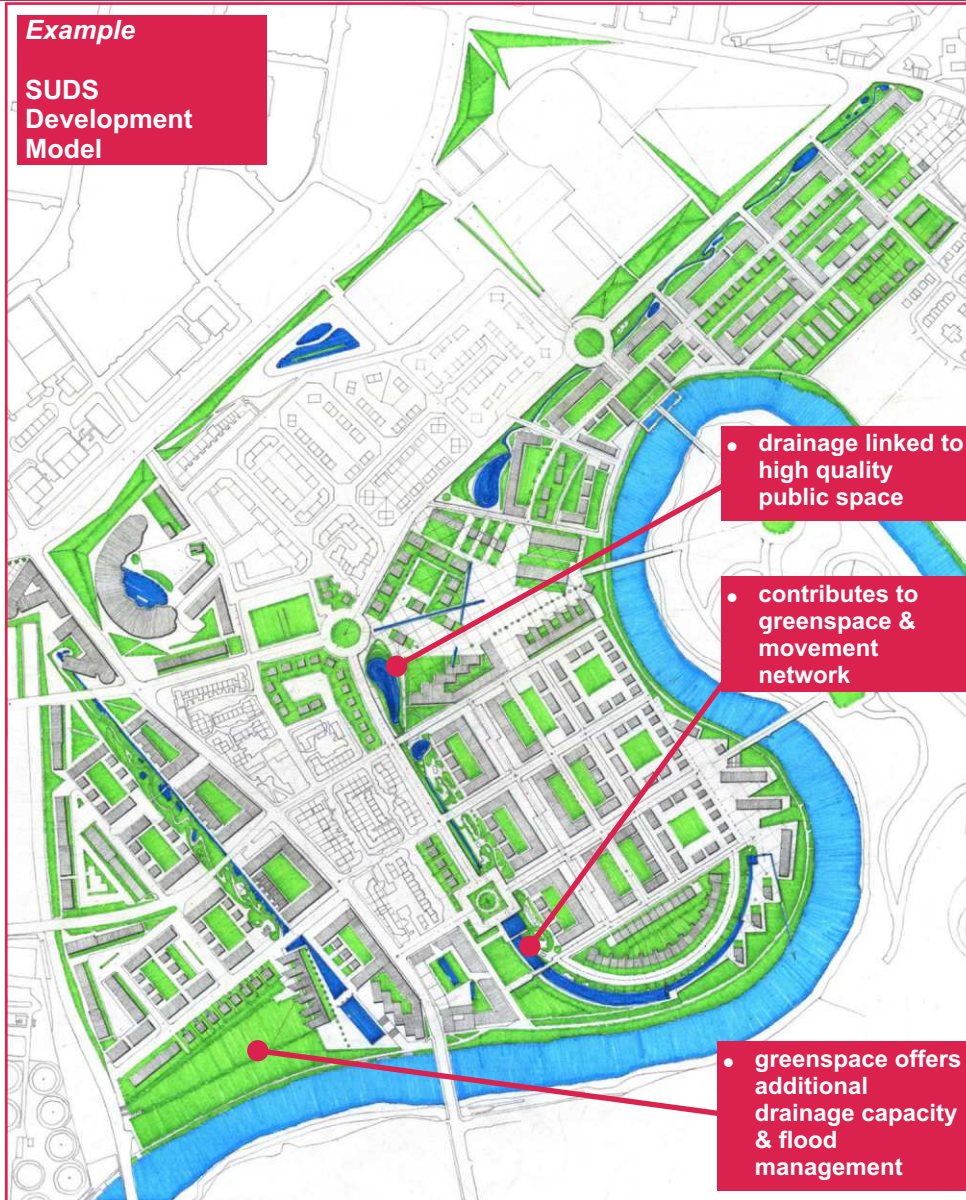
The EERR will provide a 5 metre wide pavement supporting pedestrian movement to the Stadium District

greenspace offers additional drainage capacity & flood management



Example

**SUDS
Development
Model**



3.2.4.5 Development proposals should also seek to contribute to the CGIWP which identifies this area as making a significant contribution to it, with the potential provision of regional SUDS facilities, and its proximity to the Dalmarnock Waste Water Treatment Works. In light of the above and in addition to the other relevant policies in the LDS, the following policies will apply:

POLICY 54. New development in this area will be delivered within the context of a masterplan and development briefs to be prepared for key sites.

POLICY 55. New development in this area will be expected to contribute to the delivery of the CGIWP.

POLICY 56. New development in this area will be expected to contribute to the development of new, high quality public spaces at this location, particularly around the rail station at Dalmarnock.

POLICY 57. New development should contribute to and enhance the green network and movement network, with particular focus on the creation of pedestrian and cycling routes and key linkages to the River Clyde.

POLICY 58. Residential and mixed use will be permitted within the area covered by the development policy principle DEV 3: Industry & Business, but only in the area delineated by Dalmarnock Rd, the River Clyde and the Newton Rail line, in line with an approved masterplan and/or development brief (see Map 07 on page 51).



3.2.5 BRIDGETON & MILE END

3.2.5.1 The focus of the hub at Bridgeton/Mile End is the area around Bridgeton Cross, which functions as a neighbourhood centre for the community of Bridgeton and also serves the industrial district of Mile End to the north of the Cross. The Cross is defined as a Tier 3 Centre in the City Plan, and offers retail, service and community facilities, largely in a traditional Glasgow tenemental setting, with residential premises above ground floor retail and service uses. It is defined by a number of key listed buildings, most notably the A-listed shelter at the heart of the Cross.

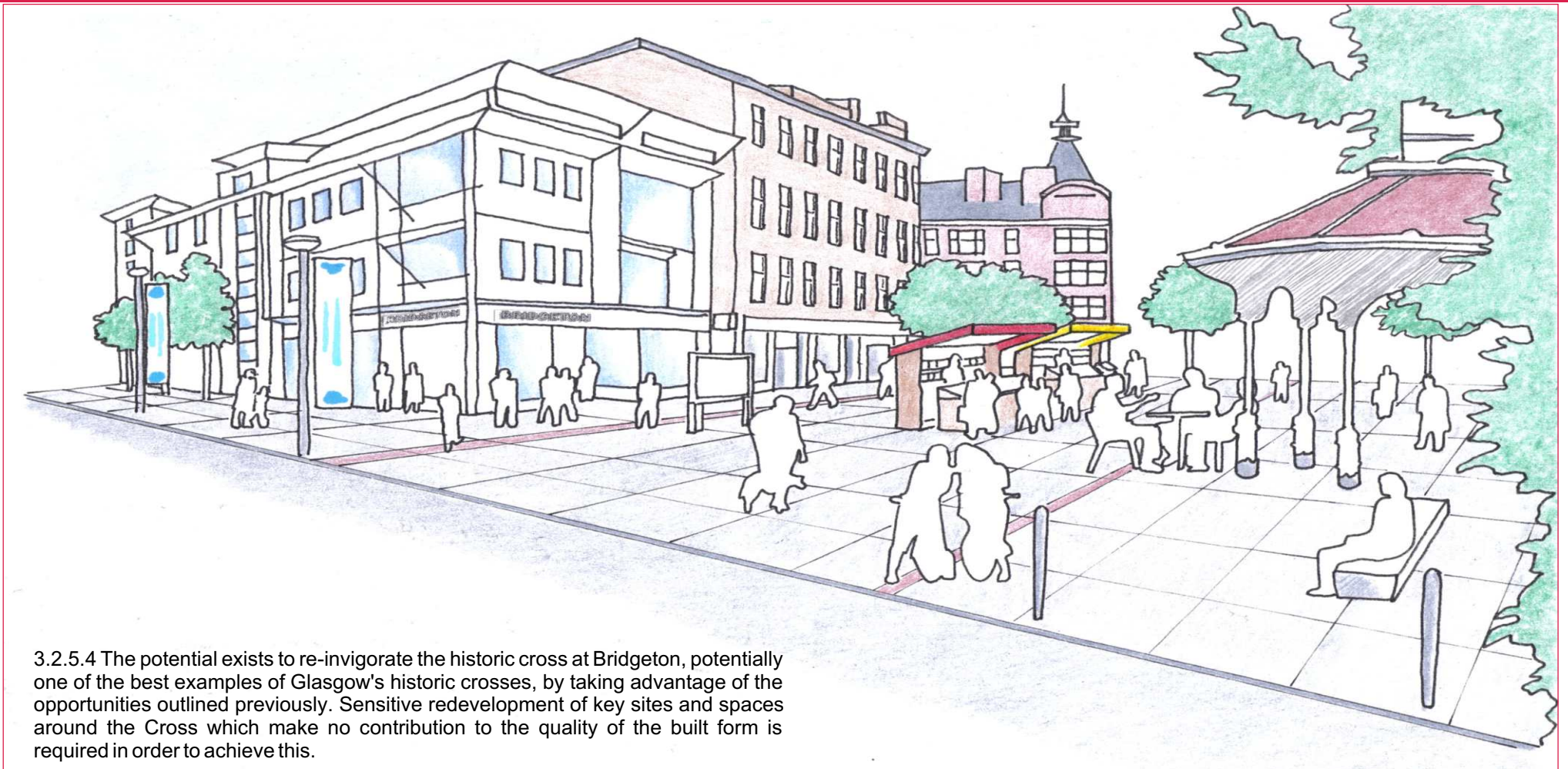


3.2.5.2 Mile End operates as a locally important industrial area and is recognised as offering significant opportunities to accommodate new business development with potential to offer sites for businesses required to relocate as a result of the M74/EERR. If developed to its full potential, it could make a significant contribution to the vitality of Bridgeton Cross.

3.2.5.3 Key projects and opportunities include:

- Designation of Bridgeton as a Conservation Area
- Upgrade of Bridgeton Station
- Mile End Industrial Area Action Plan
- Green Link to Glasgow Green on James Street
- Community Link on Orr Street
- Alterations to the road network
- Redevelopment of key sites to restore the urban fabric of the Cross

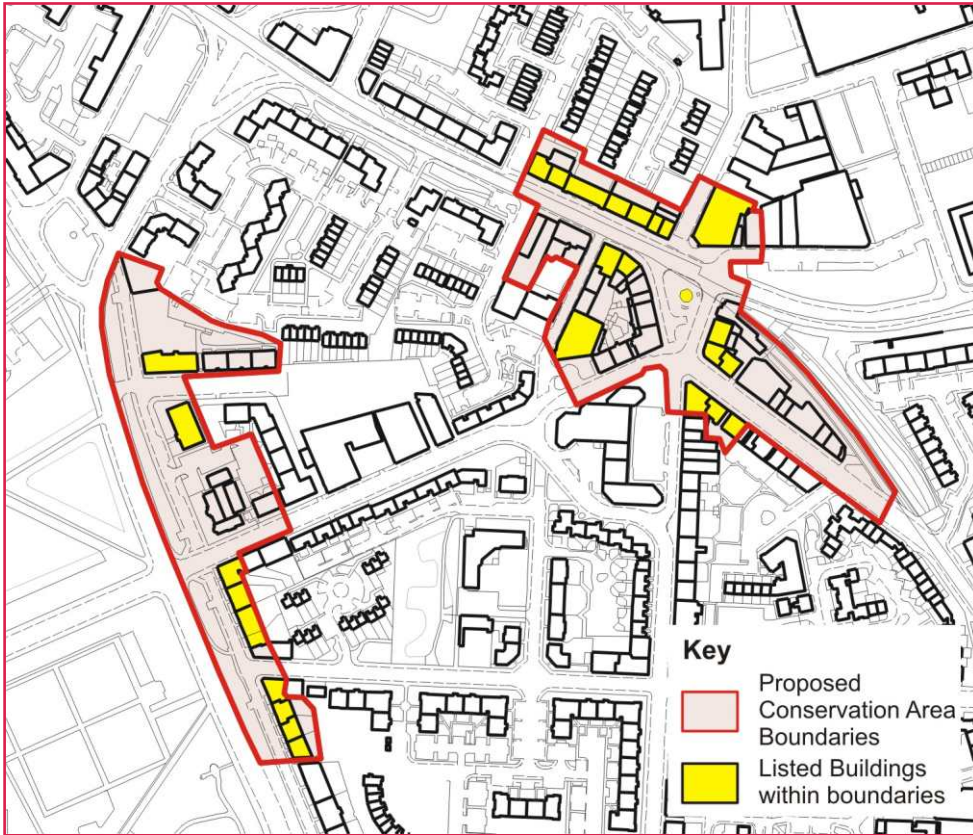




3.2.5.4 The potential exists to re-invigorate the historic cross at Bridgeton, potentially one of the best examples of Glasgow's historic crosses, by taking advantage of the opportunities outlined previously. Sensitive redevelopment of key sites and spaces around the Cross which make no contribution to the quality of the built form is required in order to achieve this.



Designation of a Conservation Area here reflects not only the quality of the existing listed buildings, but offers an opportunity to drive forward the regeneration of the area by encouraging high quality development including the public realm and by enabling access to funding targeted towards Conservation Areas.



3.2.5.5 The development of the EERR/M74 will, as at other hubs, alter traffic patterns and present opportunities for re-configuration of the existing road network. For example a significant reduction in traffic on London Road, presents an opportunity to alter the current traffic management arrangements at the Cross to maximise pedestrian and cycling priority and define the investment in the public realm. The proposals for road re-alignment are defined in an Action Plan for Bridgeton. As well as realignment, key routes are identified in the Action Plan i.e. the Green Link which will act as a connection between Bridgeton Cross and Glasgow Green and the Community Link on Orr Street, which connects the Cross to key community facilities on Crownpoint Road and into Mile End.



Proposals for the public realm should be developed in conjunction with the hierarchy developed in the recent urban design study with respect to the palette of materials used. Detailed advice should be sought from the City Council when developing public realm proposals.

3.2.5.6 There is also a requirement to upgrade the rail station at Bridgeton, a key facility which at present does not meet the standards required of a modern rail station or represent an attractive presence given its key location on the Cross.



3.2.5.7 Development briefs will be required for key development sites at the Cross as identified in the Action Plan. The LDS proposes a reduction in the car parking standards for residential development on key sites at the Cross, given the need to reflect the existing built form and the high accessibility to the public transport network. Car parking standards should be dictated by urban design considerations and justified through a development brief.



3.2.5.8 The Local Development Strategy identifies key sites within central Bridgeton for potential redevelopment.

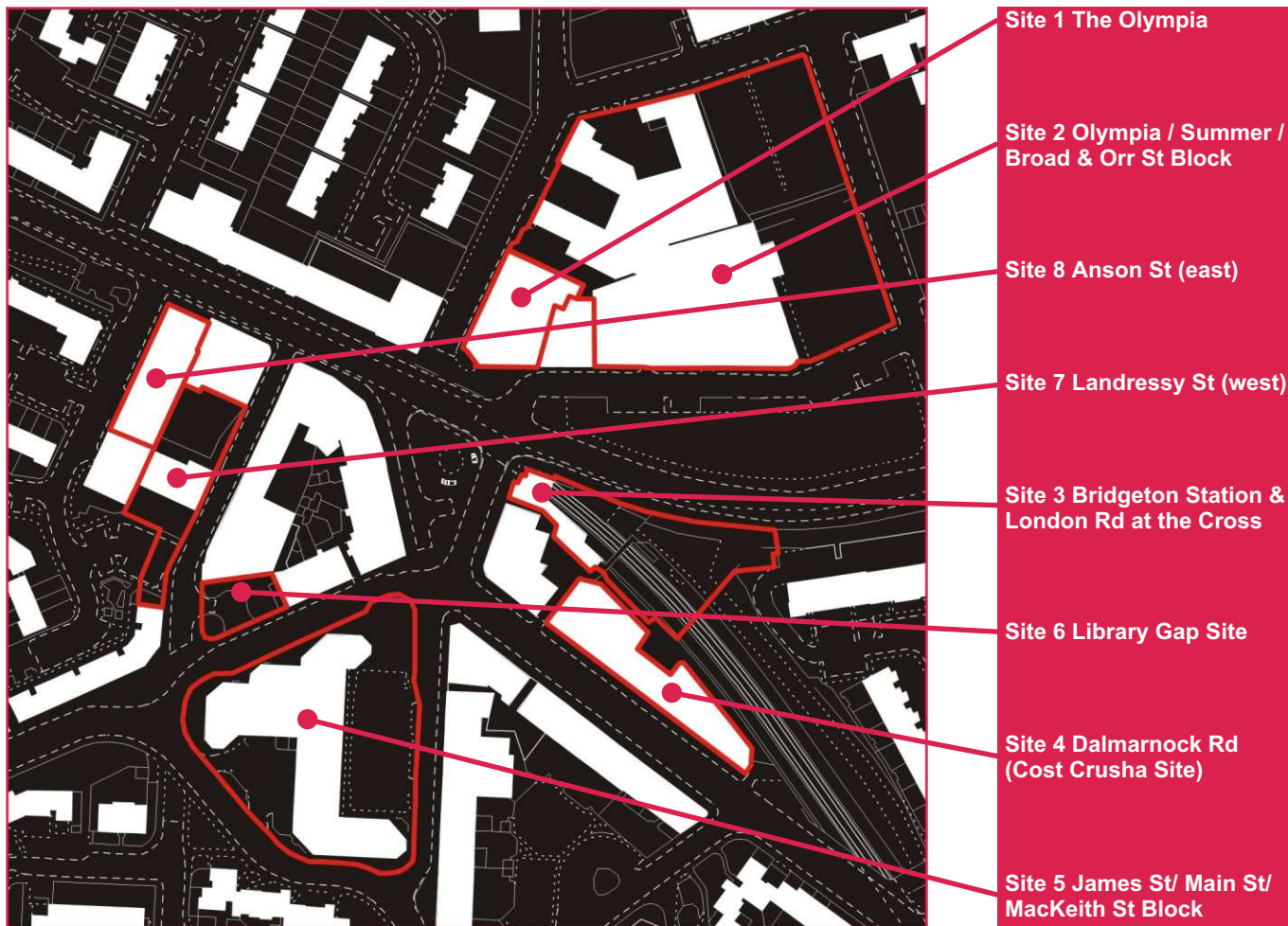
Key potential development sites include;

- Site 1 The Olympia
- Site 2 Olympia Street / Summer Street / Broad Street / Orr Street Block
- Site 3 Bridgeton Station and London Road at the Cross
- Site 4 Dalmarnock Road (Cost Crusha Site)
- Site 5 James Street / Main Street / MacKeith Street Block
- Site 6 - Library Gap Site
- Site 7 - Landressy Street (west)
- Site 8 - Anson Street (east)

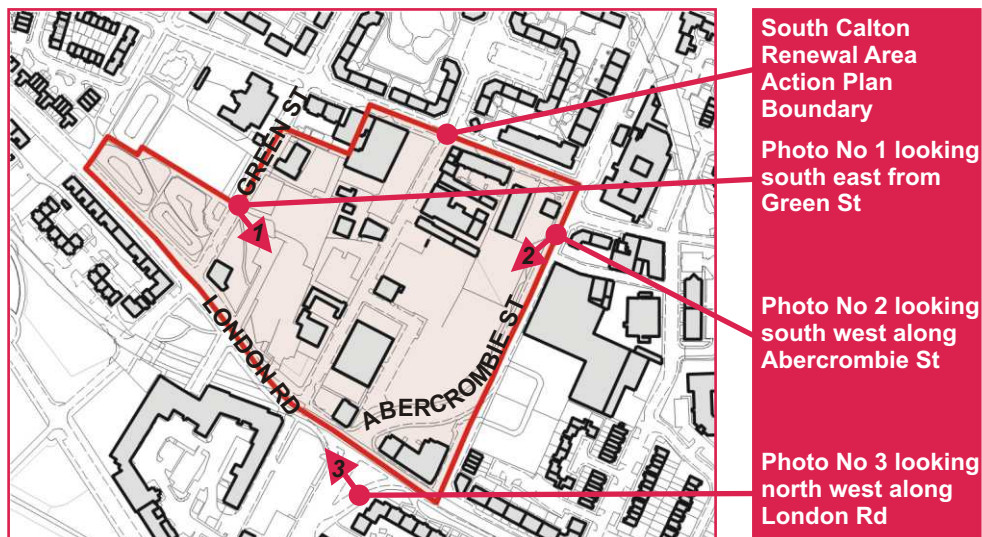
3.2.5.9 The LDS recommends that Design Briefs be developed for each of these key sites to encourage development by minimising planning risk to developers whilst defining minimum standards to secure design quality, mixed use and appropriate scale of development.

Design Briefs should establish;

- Appropriate Use Classes
- plot size and density
- building form, scale, massing and height
- points of access, frontage, relationship to the street
- material palette (where applicable)
- site history
- planning policy context
- Relationship to Urban Design Framework and role within Bridgeton's future



3.2.5.10 There are also areas of derelict land north of London Road and west of Abercrombie Street which blight the area and undermine the cohesion of urban form between Bridgeton and the City Centre. The South Calton Renewal Area Action Plan will address these issues (see boundary on the map below). Developers should seek advice from the council regarding the requirement for the preparation of development briefs for these sites.



South Calton Renewal Area Action Plan Boundary

Photo No 1 looking south east from Green St

Photo No 2 looking south west along Abercrombie St

Photo No 3 looking north west along London Rd



3.2.5.11 The industrial area of Mile End will continue to function as a locally important industrial area. Proposals to enhance the area and maximise the development opportunities within Mile End have been identified through the preparation of an action plan. The Action Plan identifies the key development opportunities in Mile End and where public realm and environmental improvements should be targeted for maximum benefit.



3.2.5.12 In light of the above and in addition to the other relevant policies in the LDS, the following policies will apply:

POLICY 59. New development in this area will be delivered within the context of development briefs to be prepared for key sites.

POLICY 60. New development in this area will be expected to contribute to the development of new, high quality public spaces.

POLICY 61. New development should contribute to and enhance the green network and movement network, with particular focus on the creation of pedestrian and cycling routes and key linkages to Glasgow Green and key facilities on Crownpoint Road.

POLICY 62. Parking standards below the minimum requirement outlined in City Plan 2 will be considered for key sites within the context of an appropriate development brief.

POLICY 63. New development should contribute to the urban form of Bridgeton Cross and will not be permitted if it compromises the potential designation as a conservation area.

POLICY 64. Public realm should be developed using a quality of materials in line with the identified hierarchy of key public spaces.

The socio-economic context, policy review, consultation and the review of the regeneration challenges that have been undertaken as part of both the EELDS and Bridgeton Urban Design Study clearly show that Bridgeton is at a turning point. The table below illustrates the what actions needed to deliver meaningful 'place investment':-

PRIORITY THEMES AND PROJECTS: BRIDGETON

THEME	PROJECT	PRIORITY	AGENCY	ROLE
BOOSTING EXISTING LOCAL BUSINESS:	Bridgeton Cross Business Network Initiative - Identify target companies and initiate membership campaign.	High	GCC URC SEG GERA	◆ ■ ■ ■
	Bridgeton Cross Business Network Initiative - Plan activity programme e.g. 'Shop Local' Campaign; develop website content. Sponsorship of event/production of promotional material.	High	GCC URC SEG GERA	◆ ■ ■ ■
	Business Needs Survey - Carry out survey into needs and development requirements of local businesses.	Medium	URC SEG GERA GCC	◆ ■ ■ ●
	Bridgeton Cross Futures Prospectus - Publication and Promotion of emerging development and business opportunities.	High	URC SEG GERA GCC	■ ■ ◆ ●
	Business Start Up & Development - target locally delivered advice, signposting and business planning assistance working closely with local businesses.	Medium	URC SEG GERA GCC	■ ■ ◆ ●
THEME	PROJECT	PRIORITY	AGENCY	ROLE
PROMOTE SOCIAL ECONOMY:	Social Economy Opportunities: <ul style="list-style-type: none"> Local guides to lead walks to interpret Bridgeton's Cultural Heritage e.g. Weaver's etc. Childminders Network and locally delivered childcare. Youth Music Initiative to engage youth based on skills, recording, performing, negotiations, contacts, etc. 	Medium/Low	GERA URC CSG	■ ◆ ■

■ Core Role	◆ Support Role	● Potential Role
GCC	Glasgow City Council.	
URC	Urban Regeneration Company (Clyde Gateway)	
SEG	Scottish Enterprise Glasgow	
GERA	Glasgow East Regeneration Agency	
CSG	Culture & Sport Glasgow	

PRIORITY THEMES AND PROJECTS: BRIDGETON

THEME	PROJECT	PRIORITY	AGENCY	ROLE
TACKLING EMPLOYABILITY:	<ul style="list-style-type: none"> Targeted local initiative in Bridgeton to engage the inactive and sustain individuals in labour market, focusing on the prevention of joblessness. Easy access, advice, guidance, personal development, job search benefits, financial assistance, signposting and aftercare delivered locally as a dedicated service. This facility should be located at or very close to Bridgeton Cross. 	High	SEG GERA URC GCC	<ul style="list-style-type: none"> ■ ■ ◆ ●
	<ul style="list-style-type: none"> Assist existing SME's and inward investing companies into Bridgeton/Mile End/ Clyde Gateway to recruit locally. Anticipating new economic activity and a large number of jobs and getting more jobs for local people from existing employers. 	Medium	URC GERA SEG GCC	<ul style="list-style-type: none"> ■ ■ ■ ◆
	<p>Local Jobs from Construction: access employment and training opportunities resulting from the Clyde Gateway Regeneration Investment Programme.</p>	High	URC GERA	<ul style="list-style-type: none"> ■ ■
THEME	PROJECT	PRIORITY	AGENCY	ROLE
PERSONAL DEVELOPMENT:	<ul style="list-style-type: none"> Explore establishing a 'Kick Start' and Street Sports Initiative with Scottish Premier League (SPL) Football Clubs - targeted at young people who are 'Not in Employment, Education or Training' (NEET). 	High	SG SPL CLP EEHLC	<ul style="list-style-type: none"> ■ ■ ◆ ◆
THEME	PROJECT	PRIORITY	AGENCY	ROLE
BUILDING SAFER COMMUNITIES:	<p>Fear of Crime and Anti-Social Behaviour: Establish Community Safety Forum</p>	High	CP CW	<ul style="list-style-type: none"> ■ ■
	<ul style="list-style-type: none"> Crime Prevention & Security Initiatives 	High	CP CW	<ul style="list-style-type: none"> ■ ■
	<ul style="list-style-type: none"> Traffic Roads Parking & Safer Streets and Lighting Investment 	Medium	GCC URC	<ul style="list-style-type: none"> ■ ◆

■ Core Role ◆ Support Role ● Potential Role

GCC	Glasgow City Council.
SG	Scottish Government.
CW	Community Warden.
URC	Urban Regeneration Company (Clyde Gateway)
SPL	Scottish Premier League (Glasgow Clubs)
SEG	Scottish Enterprise Glasgow
CLP	Community Learning Partnership
GERA	Glasgow East Regeneration Agency
EEHLC	East End Healthy Living Centre
CP	Community Police

PRIORITY THEMES AND PROJECTS: BRIDGETON

THEME	PROJECT	PRIORITY	AGENCY	ROLE
DELIVERING HEALTH & WELLBEING IMPROVEMENTS:	<p>Develop the existing Social Work and Community Healthcare building infrastructure to include:</p> <ul style="list-style-type: none"> Extension to Bridgeton Health Centre. 'Hub' for a comprehensive range of health and social care services geared towards all ages; opportunities to co-locate health and social care services with podiatry, physiotherapy, community and voluntary organisations to replace 'Anson House'. This should be located on or close to Bridgeton Cross - a preferred location would be the James Street and Main Street Site. Improve the use of the Templeton Building. 	High	CHCP GCC	■ ■
		Medium		
		Low		
THEME	PROJECT	PRIORITY	AGENCY	ROLE
STRENGTHENING THE COMMUNITY:	<ul style="list-style-type: none"> Regeneration Co-ordinator and Community Development Staff. Improve Sports (Pitches & Multi Games Area) and Children's Play. Further investigation required to assess optimum locations. Good Citizenship & Community Pride Event. Challenging Sectarianism. Community Directory. 	High	GCC CSG GERA CHCP CLP URC	■ ■ ■ ◆ ■ ◆
		Medium		
		High		
		Low		
THEME	PROJECT	PRIORITY	AGENCY	ROLE
DELIVERING ENVIRONMENTAL IMPROVEMENTS:	Implement preferred urban design strategy/physical regeneration option to comprehensively improve the environment.	High	URC GCC GERA	■ ■ ◆

■ Core Role	◆ Support Role	● Potential Role
GCC	Glasgow City Council.	
CHCP	Community Health & Care Partnership (East Glasgow)	
URC	Urban Regeneration Company (Clyde Gateway)	
CLP	Community Learning Partnership	
GERA	Glasgow East Regeneration Agency	
CSG	Culture & Sport Glasgow	

3.3 EARLY ACTION PRIORITIES FOR THE EELDS AREA:

3.3.1 The Council has outlined below the projects which it considers are priorities to the implementation of the spatial strategy. The Council will work with local and national agencies and developers to bring forward realistic proposals to implement these priorities wherever possible, but in so doing recognises that these agencies may have other programme priorities. However, with respect to Clyde Gateway the Council will work closely with the new Clyde Gateway Urban Regeneration Company which may be able to bring new sources of funding to the regeneration process.

PROJECT	PRIORITY	AGENCY	ROLE
JOHN WHEATLEY COLLEGE/PARKHEAD STATION HUB:			
Construction of EERR	High	GCC URC	■ ■
Feasibility Study for re-alignment of Duke Street/Carntyne Road	High	GCC	■
New Rail Station	High	TS SPT GCC	■ ■ ●
Haghill Masterplan	High	MHA CHCP GCC	■ ◆ ●
Glenpark Street Masterplan	High/Medium	GCC URC	■ ◆
Develop key elements of the Green Network and Movement Network (pedestrian & cycling routes to Parkhead and Alexandra Park).	Medium	GCC URC GSS	■ ■ ◆
PARKHEAD HUB:			
Complete Draft Town Centre Action Plan	High	GCC URC	■ ◆
Finish delivery of Parkhead Cross Townscape Heritage Initiative	High	GCC HLF HS	■ ◆ ◆

■ Core Role ◆ Support Role ● Potential Role

GCC	Glasgow City Council.	URC	Urban Regeneration Company (Clyde Gateway)
MHA	Milnbank Housing Association	GSS	Greenspace Scotland
TS	Transport Scotland	SPT	Strathclyde Passenger Transport
HS	Historic Scotland	CHCP	Community Health & Care Partnerships
HLF	Heritage Lottery Fund		

PROJECT	PRIORITY	AGENCY	ROLE
STADIUM DISTRICT HUB:			
Prepare Masterplan incorporating stadium sites, CG Athletes Village and the existing community of Dalmarnock	High	GCC LOC URC	■ ■ ◆
Develop NISA and associated public realm	High	GCC LOC URC	■ ■ ◆
Feasibility study for new stadium rail halt	High	TS SPT GCC LOC URC	■ ■ ● ● ◆
Develop key elements of the Green Network and Movement Network (pedestrian & cycling routes to River Clyde, new bridge crossing to Cuningar Loop, links to hubs at Parkhead, Dalmarnock and Bridgeton)	Medium	GCC URC GSS	■ ■ ◆ ●
Develop new public square (design competition)	High	GCC	■
Prepare development briefs for key sites	High	GCC	■
Develop key elements of the Green and Movement Network (pedestrian & cycling routes to River Clyde, new railway bridge crossing linking existing Community to new business quarter, route to Dalmarnock Primary School via Baltic Street)		GCC LOC URC GERA	■ ■ ◆ ●

■ Core Role ◆ Support Role ● Potential Role

GCC	Glasgow City Council.
URC	Urban Regeneration Company (Clyde Gateway)
GSS	Greenspace Scotland
TS	Transport Scotland
SPT	Strathclyde Passenger Transport
GERA	Glasgow East Regeneration Agency
LOC	Local Organising Committee (Commonwealth games 2014)

PROJECT	PRIORITY	AGENCY	ROLE
DALMARNOCK HUB:			
Construction of EERR	High	GCC URC	■ ■
Upgrade Dalmarnock Station	High	TS SPT GCC URC	■ ■ ● ◆
Develop new public square (design competition)	High	GCC URC GERA	■ ■ ●
Prepare development briefs for key sites	High	GCC URC GERA	■ ◆ ●
Develop key elements of the Green Network and Movement Network (pedestrian & cycling routes to River Clyde, new railway bridge crossing linking existing community to new business quarter, route to Dalmarnock Primary School via Baltic Street	Medium	GCC URC GSS	■ ◆ ●

■ Core Role	◆ Support Role	● Potential Role
GCC	Glasgow City Council.	
URC	Urban Regeneration Company (Clyde Gateway)	
GSS	Greenspace Scotland	
TS	Transport Scotland	
SPT	Strathclyde Passenger Transport	
GERA	Glasgow East Regeneration Agency	

PROJECT	PRIORITY	AGENCY	ROLE
BRIDGETON CROSS HUB:			
Prepare Development Briefs for key sites as identified in Bridgeton Cross and Mile End studies	High	GCC URC TS SPT GERA	■ ◆ ◆ ● ●
Identify Design Competition opportunities in order to raise the profile of the area	High	GCC URC GERA	■ ◆ ●
Implement key public realm proposals as identified in Bridgeton Cross and Mile End studies	High	GCC URC	■ ◆
Develop key elements of the Green Network and Movement Network (pedestrian & cycling routes to Glasgow Green via James Street, to key community facilities at Crownpoint Road via Orr Street)	High	GCC URC GSS	■ ◆ ●
Designate a Bridgeton Conservation Area	High	GCC HS	■ ●
Upgrade Bridgeton Station	Medium	TS SPT URC GCC	■ ■ ◆ ●
Implement traffic management proposals as outlined in Bridgeton Cross Study (post EERR)	Medium	GCC URC	■ ◆
Feasibility study to investigate potential re-alignment of London Road and Abercromby Street	Long Term	GCC URC	■ ◆

■ Core Role ◆ Support Role ● Potential Role

GCC Glasgow City Council.
 URC Urban Regeneration Company (Clyde Gateway)
 TS Transport Scotland
 SPT Strathclyde Passenger Transport
 HS Historic Scotland
 GERA Glasgow East regeneration Agency

PROJECT	PRIORITY	AGENCY	ROLE
ADDITIONAL KEY ACTIONS OUTWITH DEVELOPMENT FRAMEWORK AREAS:			
Prepare Development brief for Gallowgate Joint Priority Area for Restructuring (JPAR)	High	GHA GCC GERA	■ ◆ ●
Review greenspace provision in Bridgeton (Dunn Street) to facilitate new residential development and provide new Greenspace (see map 06)	High	GCC GHA	■ ●
Develop mechanism and priorities for developer contributions (e.g. Greenspace network, public realm, new bridges, infrastructure)	High	GCC	■
Develop Action Plans for Key Routes (London Road, Gallowgate), including Key Sites such as South Calton Renewal Area	High	GCC URC LOC GERA CSG	■ ■ ◆ ● ■
Prepare development brief for housing at Westhorn	Low	GCC	■

■ Core Role	◆ Support Role	● Potential Role
GCC	Glasgow City Council.	
URC	Urban Regeneration Company (Clyde Gateway)	
GHA	Glasgow Housing association	
GERA	Glasgow East Regeneration Agency	
CSG	Culture & Sport Glasgow	
LOC	Local Organising committee (Commonwealth Games 2014)	



Appendix

The Council's vision for the East End is

“to create a vibrant, new city district, through a regeneration process based on reinvention and reconnection. Existing and new communities will benefit from a new approach to living in cities, as regeneration in the East End will be a model of sustainable development, addressing issues of population health, environmental quality and meeting people's needs.”

APPENDIX 1

Introduction to Summary of Consultation Programme

The Health Impact Assessment

The initial draft for the Consultative Draft was the subject of a Rapid Appraisal Health Impact Assessment (HIA) that was carried out on November 30th and December 1st 2006.

Piloting Health Impact Assessment as a method of Integrating Health into Planning. A case study of the Draft East End Local Development Strategy June 2007.

Reports on the HIA event and other supporting documentation are available from the Glasgow Centre for Population Health

Contact: Public Health Programme Manager,
Glasgow Centre for Population Health,
Level 6
39 St Vincent Place,
Glasgow G1 2ER.

russell.jones@drs.glasgow.gov.uk
www.gcph.co.uk
tel no 0141 221 9439



Consulting Stakeholders

Later in February 2007 a wider, formal, three month consultation process was launched inviting responses to the document which was sent to local businesses, local community organisations, local and national public agencies, and elected representatives at local and national levels. A report summarising the stakeholders responses is available from the Executive Director of Development & Regeneration Services, Glasgow City Council, 229 George St Glasgow G2 1QU

The Consultation Programme also included 24 presentations to various local forums including Housing Association Management Committees, Local Housing Forums, the East & Calton Community Planning Partnership, the Board of John Wheatley College, the East Glasgow CHCP, the East and East Centre Area Management Committees, the Dalmarnock Regeneration Working Group, and the Clyde Gateway RI Property Group.

Consulting the Community

The Council also carried out community-based consultation. A programme of events was developed and delivered in partnership with the East & Calton Community Planning Partnership and with local residents taking part in the Active Communities Programme, some of whom had participated previously in the HIA event in 2006. The partnership discussed which consultation techniques would be the most appropriate to encourage and support local engagement. The community elected to create "Scrap Books" recording, by use of photos and written notes, their main concerns about their current environment. This engagement proved popular and was followed up with a second phase in which local residents were invited to respond to a photo-based questionnaire in an attempt to generate interest in local regeneration and to provide some information on "quality of life" issues concerning, housing, open spaces, culture and history, transport, and lifestyles.

APPENDIX 2

Design & Quality Advice & References (source ref: 'Urban Design Compendium 2')

PART 1: Urban Design Framework in East End Local Development Strategy

1.0 Efficient Use of Land

The efficient use of land is an important objective in making development more sustainable. It is embedded in government policy. Compact development not only uses less land, but it also has the potential to create efficiencies in the use of other resources, including energy supply and transportation.

2.0 Benefits Of Compact Neighbourhoods

- **Amenity:** Higher densities support multi-uses and provide a balanced range of facilities within a 5-10 minute walk.
- **Housing:** Can more easily provide a wider range of housing types and tenures.
- **Transportation:** Development can provide a customer base for effective public transport, while promoting cycling and walking.
- **Economy:** Development can help make local businesses more viable.
- **Social:** Passive surveillance and opportunities for social use of public spaces can be greatly improved.
- **Energy:** There can be opportunities for more efficient forms of energy supply, including local generation and distribution networks.
- **Landscape:** New integrated open space can be provided.
- **Health:** There can be opportunities to improve health through positive development which integrates facilities and incorporated useable open space.



housing types



usable open space

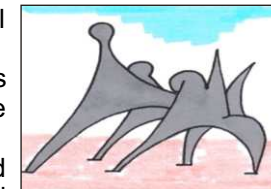
3.0 Designing Successful Public Realm

Specific attention must be paid to ensuring that the public realm aspirations of local development strategies/frameworks are successfully delivered. The following checks listed below can aid in assessing the quality and success of public realm provided:

- **Context:** The position within the movement hierarchy will determine how intensively the space will be used. Existing routes used by local people are often the best place to start any movement analysis.
- **Activities Bordering the Space:** Surrounding land uses, plot widths and signs of life within the bordering buildings will affect how much life the space attracts. The edges are usually the most populated parts of a public space, as people seek niches from which to view passing activities.
- **Activities within the Space:** Spaces must be designed to accommodate a range of activities at different times of the day or year.
- **Microclimate:** People seek out places that are sheltered from the wind and can offer the prospect of sunshine with some shade for the hottest days.
- **Scale:** The scale needs to be appropriate to the intended function of the space. Bigger is not always better. If the spaces are over-sized then the result will create dull inactive places.
- **Proportion:** The degree of containment influences how well a space is defined. Any sense of place will be lost if there is not enough containment.
- **Objects within the Space:** Trees, changes in levels and public art provide places around which people can congregate.
- **Management:** Public realm requires co-ordinated management to ensure that quality is maintained and that places feel safe and secure.



use of spaces



public art

4.0 Street Furniture

Specification should ensure fitness of function, and minimise clutter. It might also take advantage of sponsorship opportunities. Designers should liaise with bodies which will be responsible for maintaining street furniture to ensure that quality will not be compromised following future repairs. Many of the items in the street can be dispensed with. Consider quality, not quantity, similar to Buchanan Street in the City Centre. Signage and lighting, in particular, can usually be tidied up by eliminating posts and columns. Street lighting and street signs can be fixed to buildings if this is planned in advance and appropriate legal covenants are in place before the building is sold.



seating

5.0 Street Trees

Street trees reduce wind speed, clean the air, improve the street's appearance and create habitats. With climate change, their contribution to shading the street will be increasingly valuable. Mature trees can add up to 18% to the value of housing. Designers should work with authorities from an early stage to ensure that problems relating to adoption can be overcome.



street trees

6.0 Lighting

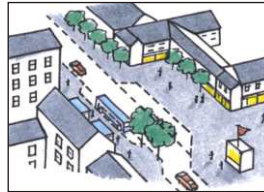
A co-ordinated lighting strategy that works with both the public realm and architecture can reduce clutter. Lighting levels can be designed to correspond to the street hierarchy, rather than being of uniform brightness. Avoid light pollution but consider the role that architectural illumination on important buildings can play in helping people to find their way around.



buildings highlighted

7.0 Making Streets Work Harder

Streets used to accommodate a wide range of uses. In the late 20th Century priority was given to the movement and parking vehicles. Today we need to re-establish multi-functional space appropriate to 21st Century needs. This rediscovery of the place function of the street is supported by "The Manual for Streets" which advises that to create places that work for all members of the community, a street should:



a variety of uses

- Help to build and strengthen the community it serves;
- Meet the needs of all users by embodying the principles of inclusive design;
- Form part of a well-connected network;
- Be attractive and have its own distinctive identity;
- Be cost-effective to construct and maintain; and
- Be safe.

8.0 Multi Use of Streets

Accessibility and ease of use are essential in persuading and enabling people to choose to walk, cycle and use public transport. Space must be allocated for various modes, and for stops and stations. Space for different modes should be provided within shared corridors to make efficient use of space, provide choice, and create activity along the streets. This will help to make streets safe. The detailed design of the corridor should be based on the character and hierarchy of the street.



cyclists/walkers

Multi-modal streets allow different modes to share the same corridor, but simply adding up lane-widths for each mode can result in extremely wide, inhospitable streets. It may be necessary to consider how different modes can share the same space, perhaps at different times of day or on different days of the week. For example, cars can be allowed into an area during the evening or bus lanes can be operated at peak travel times.



bus lane

9.0 Street Hierarchy

Aspects of movement and visual hierarchy to be considered:

Movement Hierarchy:

- Traffic Volume;
- Number of dwellings served;
- Type of vehicles accommodated; and
- Whether or not there is direct access to individual properties.



street use

Visual Hierarchy:

(see page 24 / Legibility: Place Hierarchy)

- Scale (the distance between building fronts);
- Enclosure (as determining by building heights);
- Carriageway and footpath widths; and
- Street trees which can subdivide a street into different zones.

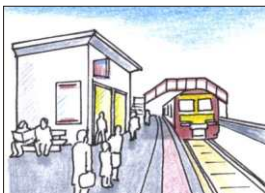


street division

The busiest and best connect streets do not necessarily have the widest corridors. It is common for wide arterial routes to narrow where they become a high street. Street sections need to be appropriate to each segment of a movement corridor. It is important to identify those streets whose key function is place rather than movement. This will include residential areas and some high streets. For these areas, consideration should be given to how street design can enhance and promote the sense of place.

10.0 Designing For Sustainable Transport Options

Regional movement strategies provide the context for new development to tie into existing public transport arteries. Likely travel generation and modal split are not only congestion issues but are also critical for energy use and carbon dioxide emissions. Density and mix will significantly influence the demand profile for different types of travel.



train links

11.0 Making Transport Routes Clear

The plan should make public transport routes clear to users, ideally following the upper levels of a street hierarchy. However, Masterplans should build in flexibility to accommodate potential changes in transport options in the future. A shared corridor of different travel options can enable this to happen.

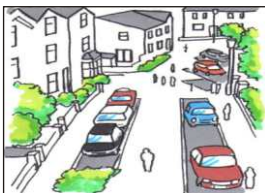


pedestrian/public transport area

12.0 Walkable Neighbourhoods

The street pattern and level of connectivity, both locally and globally, are critical to making a neighbourhood walkable. The well established parts of the LDS area already offer walking opportunities but the existing environment of uneven pavements, poor lighting, fear of crime and bad visibility does not encourage people to use these routes. Research has shown that people are more likely to walk routes that offer long-distance views of where they are heading. Sense of safety is a key factor determining people's choice of walking and cycling. In order to make safe and secure streets, the following fundamental aspects should be considered when designing for the pedestrian:

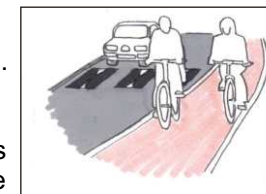
- Pedestrian routes should be part of shared corridors and road space.
- Building frontages (front doors and windows to habitable rooms) should be along the street.
- Street lighting for night-time safety.
- Allowing cars into central areas in the evening can create more activity and provide natural surveillance.
- Ensure routes are accessible for users of all abilities.



shared corridors

13.0 Making Cycling An Attractive Option

Traffic calming can enable cyclists to share trafficked roads. Sustrans' 'Making Ways for the Bicycle' recommends that:



traffic calming

“a policy to promote cycling does need modal share targets for resource allocation as much as monitoring, even if those targets may well need early upward revision.”

KEY MESSAGES:

1. DESIGN OF THE PUBLIC REALM SHOULD CREATE LEGIBLE, EFFICIENT AND STIMULATING ENVIRONMENTS.
2. PUBLIC SPACES CAN ACCOMMODATE DIFFERENT MODES OF MOVEMENT BY MAKING STREETS WORK HARDER.
3. INVOLVE ALL BODIES EARLY ON TO ENSURE DESIGN OF PUBLIC REALM IS COORDINATED, WITHOUT CLUTTER.

14.0 Delivering Quality and Adding Value

Good design can add economic value as it can create areas where people want to spend time, helping to transform property markets. Well-designed places add economic value: by creating places people want to live and work in, places with good access to open space, public transport, facilities and job opportunities, good design can help to produce a range of social and environmental benefits.

To achieve this requires:

- A commitment by all partners responsible for the delivery of the EELDS to achieve high standards of design.
- An understanding of how good design can add value to the East End.
- Establish mechanisms which support good design.
- Develop the right tools in order to select developers who will be able and willing to create successful places. This will be essential in the design and delivery of the Commonwealth Games Village.
- Good urban design can translate into higher values. This is especially crucial in the delivery of Clyde Gateway Regeneration and the Commonwealth Games Village.
- Applying urban design principles does not necessarily increase costs. Arranging the urban structure, the space between buildings, and the landscape thoughtfully does not necessarily cost more.
- Creating successful places requires long-term funding and maintenance commitment for all the partners involved in the LDS area.

15.0 Reducing Development Costs

15.1 Swifter Planning

Delays in obtaining planning approvals can significantly increase development costs. Collaborative working with the local authority, local community and key stakeholders from the outset will provide developers with a clear understanding of what is required from a scheme. This will be critical in providing projects within the Clyde Gateway area and be especially relevant for the design and delivery of the Commonwealth Games Village, where the legacy of the Games must have a positive impact on local communities. Agreeing design principles early on can avoid delays in the planning process. Investing time and resources upfront can often avoid costly time at planning application stage and may prevent appeals and reworking of designs. Certainty over the required design quality can enable a project to be completed more quickly. Design parameters should give confidence to developers working on each phase that schemes that meet the design parameters will obtain planning approval more quickly and that adjoining land parcels will also comply with the same standards.

KEY MESSAGES:

1. **THE EFFICIENT USE OF LAND WILL ADD VALUE.**
2. **CREATING A SENSE OF PLACE WILL ADD VALUE.**
3. **WORKING WITH LOCAL AUTHORITIES WILL HELP STREAMLINE THE PLANNING PROCESS.**
4. **EFFECTIVE COORDINATION OF STAKEHOLDERS CAN LEAD TO HIGH QUALITY.**
5. **A HIGH LEVEL OF CONTROL WILL RAISE DESIGN STANDARDS BUT WILL REQUIRE TIME AND EFFORT.**
6. **PATIENT MONEY (BEING WILLING TO WAIT FOR RETURNS) CAN DELIVER QUALITY IN THE LONG-RUN.**

16.0 From Vision To Reality

Steering a project through its detailed stages to secure planning and technical approval is a 'critical stage of delivery'. Each project has to secure approvals from many agencies, including the local authority planning services, utilities providers, building regulations and city plan policies.

Patience and determination are required to secure these approvals in ways that enhance the original design concepts, taking the scheme to new levels of performance rather than compromising and diluting it. The devil is indeed in the detail: many potentially excellent schemes falter at this stage and fail to meet initial expectations. Wide-ranging negotiations may be necessary on large, complex sites. Resolving conflicts will require a robust project management process, effective collaborative working and information sharing by all parties. Consultation with all stakeholders, including local communities at an early stage ideally starting at the design stages is essential, so that everyone is committed to the design concepts by the time detailed technical agreements are required. The collaborative approach should be continued through the approvals process to ensure that required changes do not reduce the quality of design. Ensuring that the most important elements of transport, streets and services infrastructure can be provided in ways that will improve quality of life in the short and long terms. Concerns for quality must extend into the construction period. It must influence on-and-off-site construction, the early handover of elements of the scheme on which the emerging community depend, and consideration for how that new community can live alongside construction. This will be an important consideration for all development in the LDS area purely because of the size of area to be regenerated.

Scottish Government Guidance SPPG's and PAN's

Which are relevant to the EELDS

Current Scottish Government design policy and advice includes:

POLICY	ADVICE
Building Our Legacy A Policy on Architecture Designing Places SPP1 The Planning System SPP20 Role of Architecture in Scotland	PAN67: Housing Quality PAN68: Design Statements PAN71: Conservation Area Management PAN76: New Residential Streets PAN77: Designing Safer Places PAN78: Inclusive Design

Policy on Architecture: The launch of Scotland's first ever Policy on Architecture in 2001 was an acknowledgement of the unique contribution that architecture has made, and continues to make, to Scotland's cultural life. Since 2001 significant progress has been made in meeting the objectives of the policy and in February 2007 a new Policy Statement on Architecture, 'Building Our Legacy', was published. Building Our Legacy sets out policy objectives and actions for the themes of leadership and delivery; cultural context; education, skills and advocacy; sustainability; accessibility and inclusive design; and built heritage.



Designing Places: Designing Places (2001) is a planning policy statement, equivalent in status to a SPP, that demonstrates how design can contribute to the quality of all our lives. It identifies six qualities that make a successful place.



SPP Series: Many of the policy documents in the SPP series provide information on design. SPP1: 'The Planning System' (2002) is of particular relevance and states that **“design is a material consideration when determining a planning application”**. SPP20 'The Role of Architecture and Design Scotland' (A+DS) (2002) is also relevant and explains how A+DS will inspire higher design quality across the public and private sectors and contribute in a positive way to our quality of life.

PAN Series: The design-related PAN series complements the Scottish Government's design policies by providing good practice advice on a range of specific topics.

PAN67: Housing Quality Many new housing developments, particularly those that are volume-built, are criticised for their low design standards. PAN67 aims to improve the quality of new build housing and sets out good practice advice on materials and maintenance.



PAN68: Design Statement Design statements enable applicants to explain why they consider their proposed design solution to be the most suitable in the circumstances. This PAN provides advice on how design statements should be prepared and structured and encourages developers to submit them as part of the planning application process.



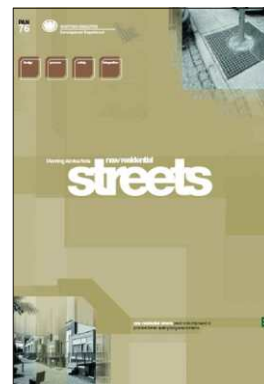
PAN71: Conservation Area Management Conservation areas protect a valuable heritage resource but it is acknowledged that in order to survive, change in conservation areas must be actively managed. This PAN provides guidance on how to actively manage conservation areas including the use of conservation area appraisals and funding options.



PAN78: Inclusive Design An inclusive environment is one which can be used by everyone regardless of age, gender or disability. This PAN provides advice on the importance of inclusive design, sets out the legislative context and outlines the roles of different stakeholders in helping to deliver inclusive environments.



PAN76: New Residential Streets There has been growing concern that the design of many housing layouts have been dominated by the technical and engineering requirements of road design. This PAN focuses on some of the key factors that can create successful streets, including materials, parking, traffic speed and road safety.



Acknowledgements/References used - EELDS

Scottish Planning Policy (SPP) 6: Renewable Energy, PAN 45, PAN 85 and an Energy Efficiency & Microgeneration Strategy for Scotland

“Design Snapshot” - An Easy Read Guide To Design - Scottish Government 2007

Urban Design Compendium 2 - “Delivering Quality Places”. - English Partnerships 2007

PAN77: Designing Safer Places Poorly designed surroundings can create feelings of hostility, anonymity and alienation. They can also have significant social, economic and environmental costs. This PAN aims to highlight the positive role that planning can play in creating attractive, well-managed environments which, in turn, can help to discourage anti-social and criminal behaviour.



The Council's vision for the East End is

“to create a vibrant, new city district, through a regeneration process based on reinvention and reconnection. Existing and new communities will benefit from a new approach to living in cities, as regeneration in the East End will be a model of sustainable development, addressing issues of population health, environmental quality and meeting people's needs.”

