



**INNER EAST**

**STRATEGIC DEVELOPMENT FRAMEWORK**

© Crown Copyright and database right 2023. OS Licence No. 100023379

Page left intentionally blank.

# CONTENTS

|  |                  |  |                  |
|--|------------------|--|------------------|
| <b><u>Structure</u></b>                    | <b><u>4</u></b>  | <b><u>5. Moving Forward</u></b>                              | <b><u>66</u></b> |
| <b><u>1. Introduction</u></b>              | <b><u>5</u></b>  | <b><u>Appendix A: Action Programme</u></b>                   | <b><u>68</u></b> |
| Glasgow City Development Plan              | 6                | <b><u>Appendix B: Neighbourhood Placemaking Guidance</u></b> | <b><u>76</u></b> |
| Strategic Development Frameworks           | 8                | <u>Collegelands, Bellgrove and the Meatmarket</u>            | <u>78</u>        |
| Location and Area of Focus                 | 9                | <u>Calton and The Barras</u>                                 | <u>79</u>        |
| <b><u>2. Context and Area Profile</u></b>  | <b><u>11</u></b> | <u>Bridgeton</u>   | <u>81</u>        |
| Wider Spatial Context                      | 12               | <u>Dalmarnock</u>  | <u>82</u>        |
| Spatial Opportunities                      | 15               | <u>Dennistoun</u>  | <u>83</u>        |
| Priorities                                 | 18               | <u>Haghill</u>   | <u>85</u>        |
| <b><u>3. Vision and Outcomes</u></b>       | <b><u>19</u></b> | <u>Gallowgate</u>  | <u>86</u>        |
| Our Vision                                 | 20               | <u>Parkhead</u>  | <u>87</u>        |
| Key Outcomes                               | 21               | <u>Shettleston</u>   | <u>88</u>        |
| <b><u>4. Spatial Design Strategy</u></b>   | <b><u>22</u></b> | <u>Tollcross</u>   | <u>89</u>        |
| <u>A. A Vibrant Inner East</u>             | <u>24</u>        | <u>Carntyne</u>  | <u>90</u>        |
| <u>B. A Sustainable Inner East</u>         | <u>38</u>        |  |                  |
| <u>C. A Connected Inner East</u>           | <u>48</u>        |  |                  |
| <u>D. A Green and Resilient Inner East</u> | <u>59</u>        |  |                  |

All images in this document are the property of Glasgow City Council and are produced under © Crown Copyright and database right 2023, OS Licence No. 100023379; except for those images credited to other parties.

An aerial photograph of a city street grid is shown in a light blue, semi-transparent style. A large, solid blue number '1' is positioned in the upper right quadrant of the image. Below the number, the word 'INTRODUCTION' is written in white, bold, uppercase letters. The background map shows various street patterns, including a prominent winding road or canal on the left side.

# 1

## INTRODUCTION

© Crown Copyright and database right 2023. OS Licence No. 100023379

# INTRODUCTION | GLASGOW CITY DEVELOPMENT PLAN

## GLASGOW CITY DEVELOPMENT PLAN

The [Glasgow City Development Plan](#) (CDP, 2017) sets out a 10 year vision for the nature and quality of development within the City. It includes a spatial framework and development policies, and supports the [Council's Strategic Plan](#), which aims to make Glasgow a great place for people and business. The CDP advocates that development should take a holistic 'placemaking' approach to building a better city.

The CDP identifies six key areas of the City which require a strategic approach to co-ordinate development activity, to direct investment and to address emerging opportunities. These areas present unique spatial opportunities and challenges yet also have a number of common issues such as poor connectivity and significant amounts of vacant and derelict land. The areas identified are:

- [River Clyde Development Corridor](#)
- [Govan Partick](#)
- [City Centre](#)
- Glasgow North
- **Inner East**
- Greater Easterhouse

The selection of these areas reflects an accumulation of socio-economic indicators and the strategic scale of opportunity in terms of growth and inward investment.

This is set out in more detail in the relevant background paper to the City Development Plan.

The six Strategic Development Frameworks (SDF) for Glasgow provide a long-term vision for the regeneration of the relevant area. Each SDF aims to ensure a **sustained long term commitment** beyond the term of the current City Development Plan.

The Inner East has a direct relationship with the adjacent City Centre, Glasgow North and River Clyde Development Corridor SDF areas, and will support a mutually reinforcing framework of strategic spatial guidance. The SDFs have the status of Supplementary Guidance, and thereby form part of the statutory City Development Plan.

The Inner East SDF has been prepared over a number of years and reflects the policies and guidance contained within the current CDP. The National Planning Framework 4 (NPF4) was published on 13 February 2023. It acts as the national spatial strategy for Scotland and forms part of the statutory development plan. It is considered that the Inner East SDF aligns with the strategic ambitions contained within NPF4.

The action programme will be aligned with the City Development Plan Action Programmes and NPF4 and

will be reviewed regularly. Furthermore, there are three [City Centre District Regeneration Frameworks](#) (Townhead, Learning Quarter and, Merchant City), which directly interface with the Inner East SDF. These documents will introduce more detailed guidance in relation to connections between the City Centre and the Inner East.

The Glasgow City Development Plan is underpinned by two overarching policies, CDP1 and CDP 2.

CDP1 - The Placemaking Principle seeks:

- **To create and maintain a high quality, healthy place; and**
- **To develop a compact city form that supports sustainable development.**

CDP2 – The Sustainable Spatial Strategy supports the preparation of SDF's for the priority areas. Each SDF will support the delivery of spatial outcomes for Glasgow and address strategic matters such as:

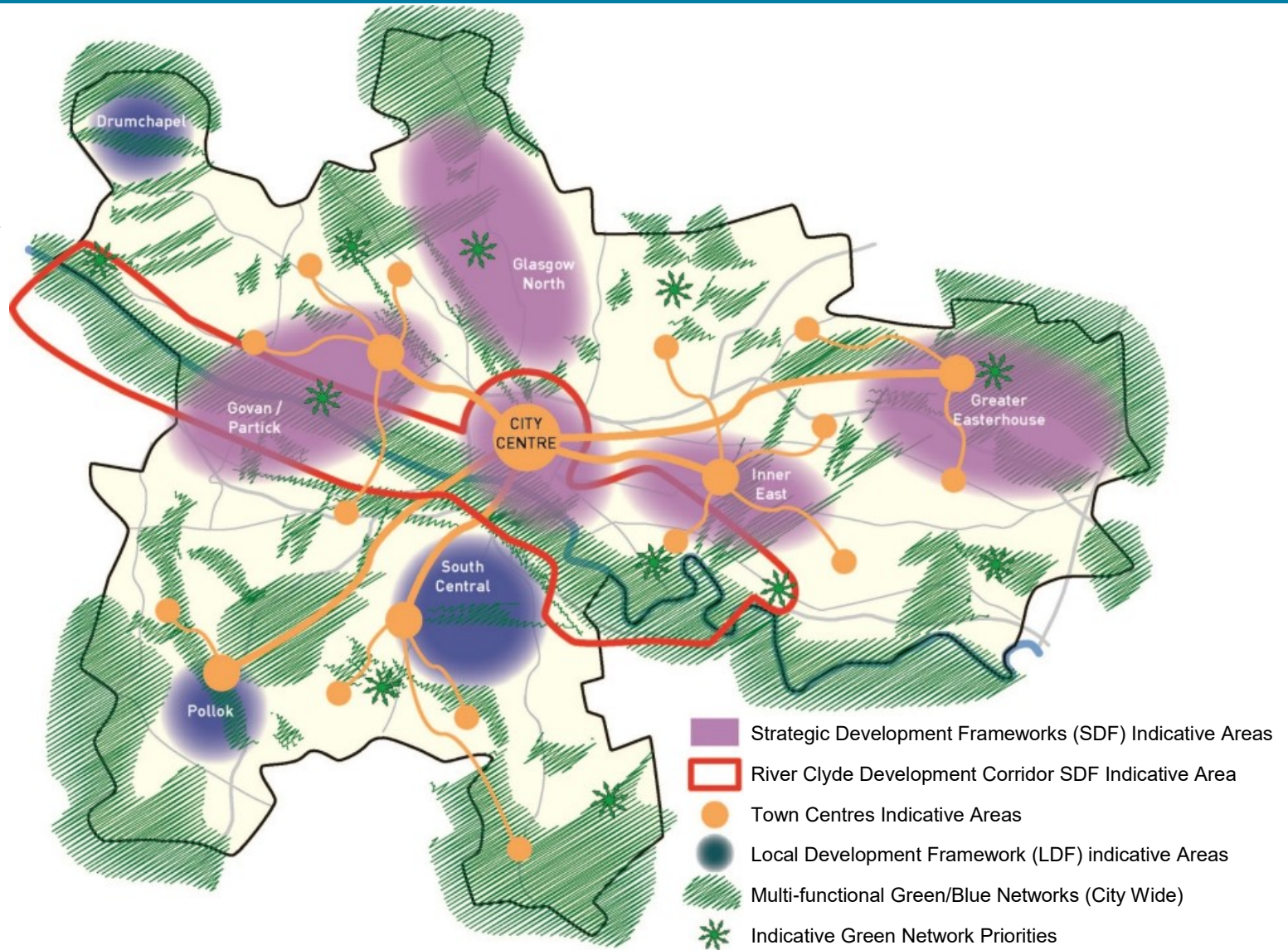
- **New or changing housing areas;**
- **Evolving business areas;**
- **Green Network opportunities;**
- **Infrastructure improvements or opportunities;**
- **Major master-planning areas; and**
- **Major demographic changes or issues.**

# INTRODUCTION | GLASGOW CITY DEVELOPMENT PLAN

**Fig 1.1**

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

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



# INTRODUCTION | STRATEGIC DEVELOPMENT FRAMEWORKS

## WHAT IS A STRATEGIC DEVELOPMENT FRAMEWORK

A Strategic Development Framework (SDF) provides a policy structure for the future development and regeneration of an identified geographical area. It acts as an overarching framework identifying key priorities, design principles, connections and strategic relationships, and can support more detailed planning work on specific sites and projects within the plan. It concentrates on **strategic priorities, and focuses on key themes and principles** rather than detailed policy issues or outputs.

The SDFs for Glasgow provide a co-ordinated approach to the priority areas identified in the City Development Plan. They are positioned at a scale that allows regeneration to be area specific and responsive to local issues and opportunities, while delivering the spatial outcomes and policies of the City Development Plan and other topic-based Supplementary Guidance. Each SDF sets out area-specific principles that will help in the determination of major planning applications, and each includes an action programme to support the delivery of key proposals.

The Inner East SDF articulates the placemaking direction for the Inner East over the next 10 years. The SDF also seeks to provide a spatial context to connect existing and future plans and projects affecting all or parts of the Inner East .

## ENGAGEMENT

In recent years, a range of engagement exercises have taken place increasing communities' influence over spatial proposals and plans affecting their areas. These include the Parkhead Charrette which engaged with a number of local groups during summer 2017, the Community led Calton Barras Action Plan, consultation around Calton Village and the Meat Market site.

There is a lot of activity across the Inner East undertaken by stakeholders such as the Parkhead/ Dalrnarnock/Camlachie Thriving Place, the Gallowgate Transformational Regeneration Area (TRA) and key partners such as Clyde Gateway and Local Housing Associations.

The Inner East SDF acknowledges the importance of community engagement and sets out actions to encourage further, meaningful engagement with the local community throughout the life of this document and beyond.

## CONSULTATION

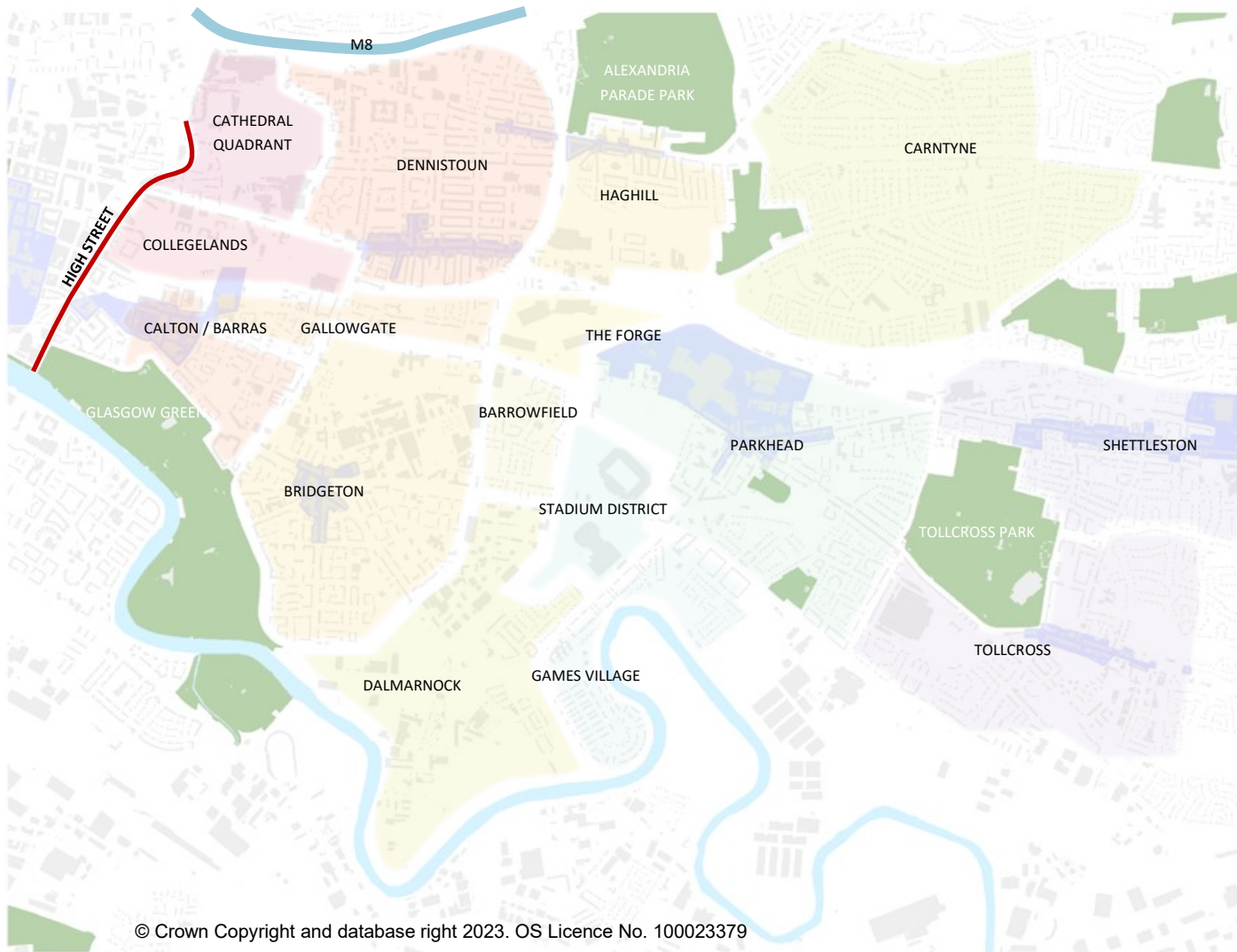
The Consultative Draft of the Inner East SDF, was published for consultation between June 2021 and September 2021. A Table of Responses has been prepared, which includes the comments received and notes how Glasgow City Council have responded to these in preparing the final version of the SDF.

Key themes emerging from the consultation responses are summarised below:

- Heritage retention and enhancement
- Vacant and Derelict Land
- Connectivity, car use, public transport and active travel
- Improving liveability
- Environmental quality
- Development density
- Stakeholder engagement
- Climate change and flood risk
- Social inequality

Of the 470 respondents to the SDF, the majority supported or strongly supported the strategic direction and place ambitions of the SDF. The comments and recommendations have shaped this iteration of the SDF document.

# INTRODUCTION | LOCATION AND AREA OF FOCUS



The Inner East SDF's area of focus is located to the East of the City Centre and includes a number of connected urban neighbourhoods such as Calton, Dennistoun, Parkhead, Camlachie, Tollcross and Shettleston.

The Inner East is an important city district, linking the City Centre, the University of Strathclyde and the Commonwealth Games venues to the wider region. The locational benefits are often outweighed by the fragmentation and disconnection caused by vacant land and by the arrangement of existing infrastructure, such as the rail lines which pass east to west and limit north south connectivity.

The East End of Glasgow has a rich history and identity relating largely to its industrial past. Over time, the area has changed significantly due to industrial decline and subsequent shifts in the local population.

The Inner East currently presents areas of differing character and distinct urban form ranging from traditional Town Centres, such as Parkhead Cross, large retail parks, new residential developments, and sport/event clusters. Neighbourhoods are not well connected because of large areas of vacant and derelict land, single use of large sites and transport infrastructure – all of which impact on connectivity and lead to dislocation.



# INTRODUCTION | KEY DRIVERS, POLICIES AND STRATEGIES

Glasgow City  
Development Plan

NPF4

Glasgow City  
Region Deal

Glasgow City  
Council Strategic  
Plan 2017-22

Supplementary  
Guidance

Glasgow and  
Clyde Valley  
Green Network

Design Guide for  
New Residential  
Areas

Place Standard

Open Space  
Strategy

Clyde Gateway

Heads of Planning  
Scotland

Sustrans

Glasgow Urban  
Design Panel

Connecting Nature

LUCI Association

Glasgow's Climate  
Plan

A large, semi-transparent aerial map of an urban area, likely London, serves as the background. The map shows a dense grid of streets, building footprints, and a winding river or canal. A large, white, stylized number '2' is positioned on the right side of the map, partially overlapping the street grid.

# 2

## CONTEXT AND AREA PROFILE

© Crown Copyright and database right 2023. OS Licence No. 100023379

# CONTEXT AND AREA PROFILE | WIDER SPATIAL CONTEXT

## URBAN PAST

Each SDF area presents unique spatial opportunities and challenges to be addressed in a manner appropriate to the specific local context. However, there are common issues across all SDF areas, especially the ones which define the inner urban core of the city. An understanding of Glasgow's urban past is particularly relevant for these areas as they have been disproportionately affected by the major economic, and social trends that the city has encountered since the Second World War.

Glasgow's post-industrial decline is a useful frame of reference for understanding the challenges presented across the SDF areas where the process of deindustrialisation, the long-term loss of industry-based employment and protracted economic contraction has had a particularly lasting impact.

## IMPACT ON THE INNER EAST

Large areas of vacant and derelict land remain, there has also been incremental, low density development and fragmentation caused by road infrastructure. The Inner East area is dislocated and sometimes perceived as being 'left behind' by the City Centre, despite its close spatial proximity.

The Inner East comprises neighbourhoods that were once some of the most densely populated areas in not only Glasgow, but western Europe. However the area

has been reshaped by decentralisation and a dispersal programme undertaken after the Second World War. The New Town programme together with peripheral housing estate development rehoused 60% of Glasgow's population (Urban, 2015). Within the City itself, Comprehensive Redevelopment Areas were designated with the intention of demolishing most inner-city housing and replacing it with high rise residential development. The social, economic and environmental impact of these policies on the Inner East are significant, and have had a lasting effect on its constituent communities.

The Inner East contains a significant proportion of Glasgow's population that lives in areas of high multiple deprivation with several areas among the 5% most deprived in Scotland. This deprivation has been long-term across the Inner East and manifests in a number of ways, including health and wellbeing. Many young people don't appear to choose to remain in the Inner East.

Health is generally worse than both the national average and the level for all of Glasgow. In particular, those declaring 'Bad Health' is more than double the proportion for Scotland. This includes a significant difference in life expectancy, childhood obesity and the need for elderly support.

The SDF reflects the opportunity to engage spatially with some of the long-standing issues of deprivation, ill

health and poverty in the Inner East and to accelerate positive outcomes as well as positive life experiences (including early in life) for the people who live there. It also recognises the compelling need, particularly post the Covid-19 pandemic, to support personal resilience, elevate health (both physical and mental), to reduce stress and to contribute to reducing both poverty and social isolation (for all age groups and for disabled people).

The SDF recognises the vital work of Clyde Gateway and the impact of the 2014 Commonwealth Games in changing perceptions of the Inner East. The Inner East SDF looks to build on this success by encouraging the same high quality of development as achieved by these interventions.

The SDF promotes the creation of well-designed, safe and accessible open spaces, streetscapes and routes (including active travel routes). It also encourages positive and inclusive design for the above that fosters human interaction, creates opportunities for exercise in a safe/ welcoming environment and supports independent living.

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

- Increasing access to local services and facilities

# CONTEXT AND AREA PROFILE | WIDER SPATIAL CONTEXT

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

## TOWARDS A KNOWLEDGE CITY

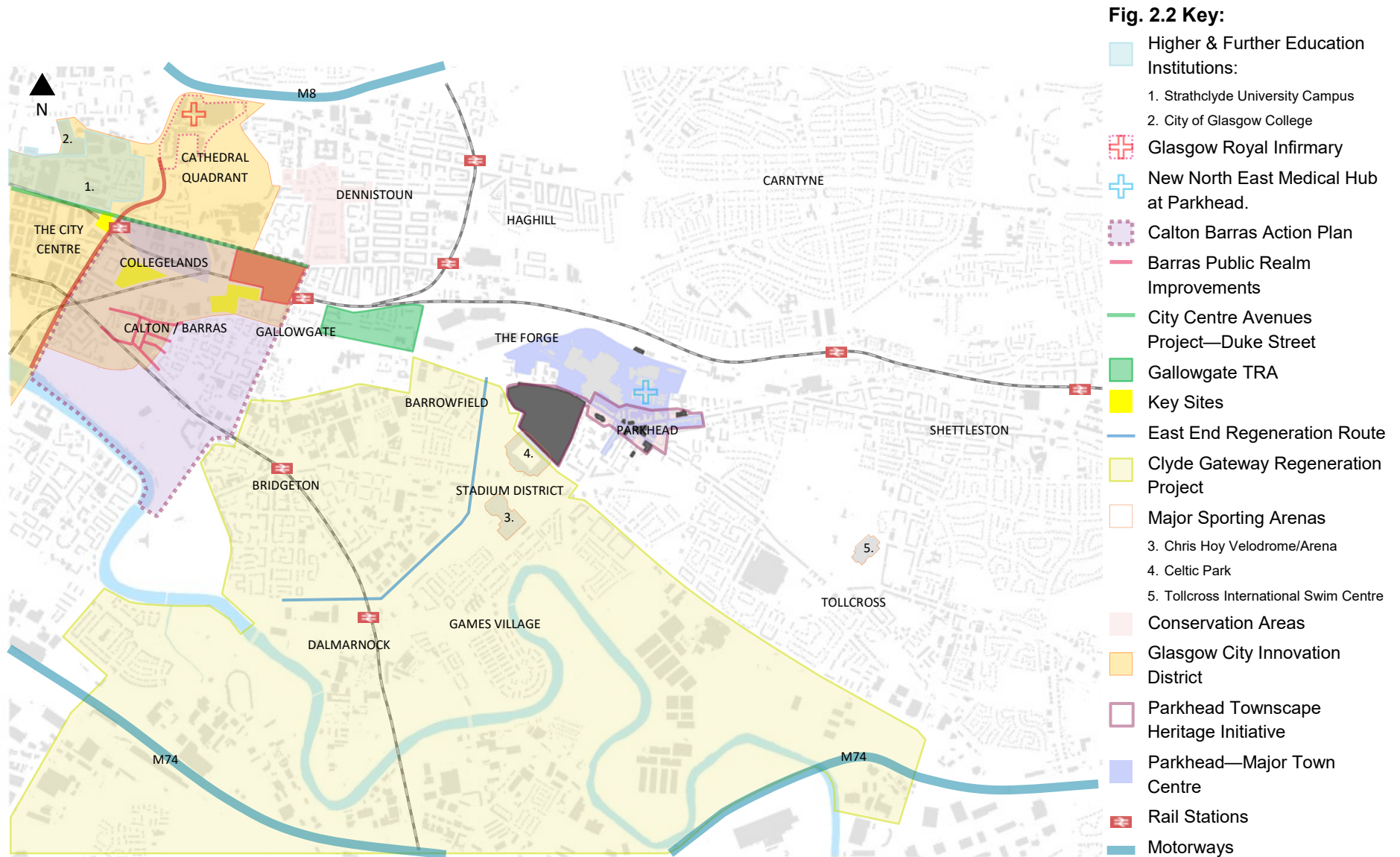
More recently there has been a shift towards a knowledge-based economy. New education, health and employment hubs have emerged, growing the City's innovation, life sciences, financial and medical sectors, and promoting the creative industries and related services.

[The Glasgow City Innovation District](#), located around Strathclyde University and in close proximity to the Inner East SDF, encapsulates this change. The Glasgow City innovation District is a partnership between Strathclyde University, the City Council and the business sector that will further the city's reputation for innovation, invention and collaboration. The Inner East SDF prioritises delivering business premises to satisfy demand particularly for post incubator and research & development within the Glasgow City Innovation District and cultural production towards creative clusters such as the Barras.



**Fig 2.1** Calton Barras Public Realm enhancements & Rachel Maclean's Billy Connolly mural.

# CONTEXT AND AREA PROFILE | INVESTMENT, STRATEGIES AND INITIATIVES



© Crown Copyright and database right 2023. OS Licence No. 100023379

# CONTEXT AND AREA PROFILE | SPATIAL OPPORTUNITIES

The East End of the City has been the focus of significant regenerative activity. It is recognised that a coordinated approach is needed to support ongoing regeneration, to stimulate investment and to ensure wider social, environmental and economic benefits.

The Inner East is recognised as an area of local and regional significance with the potential to develop as a district for social, cultural and economic activity. To help achieve this, a '20-minute neighbourhood' approach is promoted to ensure residents are able to meet their needs (for work, shopping, services, schools, play, open space) within a short walk or cycle from home. In turn, this approach would help to address inequalities and to create a liveable place.

## **VACANT AND DERELICT LAND**

The area is characterised by a substantial amount of vacant and derelict land, much of which is in public ownership. Directing investment here can unlock major opportunities for development and help support healthy Town Centres. Increasing the population density within 20-minute neighbourhoods will support the Inner East's Town Centres as well as encouraging sustainable growth as a compact city, a key aim of the City Development Plan.

The SDF encourages more of the suitable housing typology for family living within an urban area e.g. townhouses, terraced houses, larger sized apartments and improved connections between the residential communities that surround Parkhead Cross; Dalmarnock, Camlachie, Haghill, Shettleston.

## **CONNECTIONS**

The SDF recognises the need to address connections between neighbourhoods to the east and the City Centre. Well-designed developments, alongside infrastructure improvements, can remove constraints to pedestrian and cycle movement and assist with repair and reconnection of the urban fabric.

## **TOWN CENTRES**

The Council and its partners have delivered some positive change in recent years through the Calton Barras Action Plan, Parkhead Cross Townscape Heritage Initiative and the Collegelands Calton Barras City Deal.

The SDF supports the Town Centre First Principle, putting the health of Town Centres at the heart of decision making. By aligning policies and targeting resources to prioritise Town Centre sites through, for example, Town Centre Action Plans, there is the

potential to build on recent investment and help increase vibrancy.

## **ECONOMIC DEVELOPMENT AREAS (EDAs)**

There are a number of Economic Development Areas (EDAs) within the Inner East and some offer the potential for managed change. Where appropriate, this could include the introduction of a wider mix of uses and physical improvements such as environmental enhancements, and new routes for pedestrians and active travel.

# CONTEXT AND AREA PROFILE | SPATIAL OPPORTUNITIES

## **KNOWLEDGE CITY**

The successful transformation of Glasgow's economy over the last 30 years has proved the City's resilience. Post industrial reinvention has created a diverse new economy specialising in knowledge-intensive services, engineering and advanced manufacturing, low carbon technologies, creative industries, tourism and higher and further education. Glasgow has had one of the fastest growing economies in the UK in recent years and aims to be the most productive major city economy in the UK by 2023 ([Glasgow's Economic Strategy](#)).

The Inner East is in a great position to benefit from these changes; from its proximity to Glasgow's Innovation District, the cultural hub of the Barras and the Stadium District.

## **CLIMATE CHANGE**

Glasgow has set the ambitious target to be the UK's first carbon neutral city by 2030, following the City Council's declaration in May 2019 of a Climate and Ecological Emergency. Reclaiming public space for people and nature through, for example, reallocating road space to pedestrians and cyclists, greening Town Centres and investing in Nature Based Solutions will help support these targets and ensure the Inner East develops as a healthier, and more sustainable place to live and work.

## **APPLYING THE PLACE PRINCIPLE**

[City Development Plan Policy CDP 1](#) defines placemaking as a holistic process that considers area context, and balances the range of factors, interests and opportunities in order to create successful places. The six qualities of place are listed as: distinctive; safe and pleasant; easy to move around and beyond; welcoming; adaptable; and resource efficient. There is a need to apply the City's placemaking ambitions to the Inner East SDF neighbourhoods at an appropriate site specific place level.

The strategies and actions set out in this document seek to have an influence wider than the statutory planning process alone. They support new approaches to place-based urban management, based on collaborative and interdisciplinary working, and seek to raise aspirations for place quality. In this regard, the SDF is well placed to act as a stimulus for new public and private investment in the area. The SDF action programme has been prepared as a 'live' document, which can be adapted to reflect changing circumstances and take advantage of emerging opportunities.

# CONTEXT AND AREA PROFILE | CHALLENGES

Engagement exercises, such as the Parkhead Charrette undertaken in Summer 2017, have highlighted significant public affection for the Inner East, its culture, opportunities, character and its distinctive Glaswegian identity. The Covid-19 pandemic has highlighted areas where the resilience of the East End needs to be strengthened and the Climate and Ecological Emergency continues to draw attention to areas where action needs to be accelerated.

## *'Significant Challenges'*

The East End of Glasgow has been the focus of regenerative investment, however, the Inner East continues to face a number of significant challenges which present a major barrier to inclusive growth and liveability. These include:

- Underperforming Town Centres—multiple social, economic and environmental factors have contributed to the demise of some local high streets. The retail focus of the traditional Town Centres has been eroded and there are issues in terms of vacancy rates, poor quality physical environment.
- There is a lack of urban density required to support local retail, community facilities and amenities. The SDF seeks to create sustainable

neighbourhoods where people choose to live, work and spend leisure time. It promotes a placemaking approach to the design of new development in line with Glasgow's Housing Strategy which states that new housing should be situated in attractive, well managed neighbourhoods with convenient access to work, education, shopping, leisure and cultural activities

- Within the Inner East there is a significant amount of vacant and derelict land with geotechnical and contamination issues which serve to disconnect the area from the rest of the City.
- Physical barriers created by the roads and poor environmental conditions (noise, speed of traffic and lack of active frontages on key routes) This continued isolation will limit the attractiveness of the Inner East as a city district.
- The poor quality environmental characteristic of EDAs and mono-use has led to a lack of night time activity and fragmentation of the urban fabric.
- There has been a perceived lack of meaningful public engagement to grow community capacity and trust in order to deliver any future community level outcomes as part of the SDF.
- A significant number of key historic buildings

within the Inner East are vacant and derelict, having a detrimental impact on the perception of the area.

- Open space quality and vacant and derelict land which could have green benefits but underutilised.

These challenges have helped shape the SDF's priorities and strategic approach as set out in the following sections.



# STRUCTURE

VISION

The Inner East will become a city district made up of distinct, vibrant, well connected and climate resilient neighbourhoods. This will be achieved through community engagement to ensure an inclusive, community-led design that represents local needs

PRIORITIES

This SDF seeks to tackle vacant and derelict land by stimulating redevelopment of sites, while promoting environmental improvements and temporary uses.

This SDF seeks to empower communities to shape the plans and development affecting their areas.

This SDF seeks to promote a placemaking approach to all development, to ensure place quality, biodiversity and climate change issues are fully addressed

OUTCOMES

**A VIBRANT INNER EAST**  
The Inner East will be a vibrant place and a key asset to the City's economy.

**A SUSTAINABLE INNER EAST**  
The Inner East will be an engaged urban area able to support a diversity of facilities and services.

**A CONNECTED INNER EAST**  
The Inner East area will be better connected with a focus on active travel and public transport.

**A GREEN & RESILIENT INNER EAST**  
The Inner East will have accessible multifunctional blue/green networks.

SECTIONS

- Supporting Centres;
  - Centres as part of 20 minute neighbourhoods
  - Local Town Centres
  - Parkhead Town Centre
- Heritage Assets

- Optimising residential density across the Inner East through a place making approach.
- Increasing density around Town Centres.
- Economic Development Areas
- Vacant and Derelict land
- Governance and Engagement.

- Enhancing existing connectivity
- Promoting streets as spaces
- Integrated infrastructure

- An enhanced, integrated network of well-connected, good quality open spaces and landscaping
- Underused land brought into a positive use
- Biodiversity, nature and landscaping

DELIVERY

## ACTION PROGRAMME

## NEIGHBOURHOOD PLACEMAKING GUIDANCE

# CONTEXT AND AREA PROFILE | PRIORITIES & PLACE AMBITIONS

This SDF supports a transformation of Glasgow’s Inner East that focuses on people, place and planet to ensure its future resilience and sustainability.

It recognises that bold interventions are required to radically adapt the East End’s urban environment to meet the demands of climate change and to increase the East End’s appeal and attractiveness to future residents, investors, workers and visitors.

Therefore, the SDF prioritises the following :

|  |  |   |
|--|--|---|
| <p><b>Priority 1:</b></p> <p>This SDF seeks to tackle vacant derelict land by stimulating redevelopment of sites, while promoting environmental improvements and temporary uses.</p> | <p><b>Priority 2:</b></p> <p>This SDF seeks to empower communities to shape the plans and development affecting their areas.</p> | <p><b>Priority 3</b></p> <p>This SDF seeks to promote a placemaking approach to all development, to ensure place quality, biodiversity and climate change issues are fully addressed.</p> |
|--|--|---|

In response to issues identified , the SDF identifies **six Strategic Place Ambitions** to:

|  |  |   |
|--|--|---|
| <p><b>Reinforce the Inner East ’s network of Centres as a key part of the 20-minute neighbourhoods model.</b> This spatial design template will enable residents to meet their needs within a short walk or cycle from their home.</p> | <p><b>Redevelop vacant sites and improve liveability</b> to ensure sustainable neighbourhoods that promote health, wellbeing and social cohesion</p> | <p><b>Reduce traffic dominance</b> and create pedestrian and cycle friendly neighbourhoods, with improved public transport, that is healthier and cleaner</p> |
| <p><b>Repair, restore and enhance the urban fabric</b> to reinforce the distinctive character of neighbourhoods in the East End and celebrate its heritage whilst repopulating the district.</p>                                       | <p><b>Reconnect the Inner East with surrounding communities</b> to improve access to amenities, services and opportunities locally.</p>              | <p><b>Green the East End and make it climate resilient</b> with a network of high-quality open spaces and green/blue infrastructure</p>                       |



# 3

## VISION AND OUTCOMES

© Crown Copyright and database right 2023. OS Licence No. 100023379

*The Inner East will become a city district made up of distinct, vibrant, well connected and climate resilient neighbourhoods. This will be achieved through community engagement to ensure an inclusive, community-led design that represents local needs*

# VISION AND OUTCOMES | KEY OUTCOMES

## A VIBRANT INNER EAST

The Inner East will be a vibrant place and a key asset to the City's economy

## A SUSTAINABLE INNER EAST

The Inner East will be a repopulated and engaged urban area able to support a diversity of facilities and services.

## A CONNECTED INNER EAST

The Inner East area will be better connected with a focus on active travel and public transport.

## A GREEN AND RESILIENT INNER EAST

The Inner East will have accessible multifunctional blue/green networks having repurposed vacant and derelict land



# 4

## SPATIAL DESIGN STRATEGY

© Crown Copyright and database right 2023. OS Licence No. 100023379

# SPATIAL DESIGN STRATEGY | OUR APPROACH

The SDF is made up of the following sections:

## A VIBRANT INNER EAST

- Supporting Centres;
  - Centres as part of 20 minute neighbourhoods
  - Local Town Centres
  - Parkhead Town Centre
- Heritage Assets

## A SUSTAINABLE INNER EAST

- Optimising residential density across the Inner East through a place making approach.
- Increasing density around Town Centres.
- Economic Development Areas
- Vacant and Derelict land
- Governance and Engagement.

## A CONNECTED INNER EAST

- Enhancing existing connectivity
- Promoting streets as spaces
- Integrated infrastructure

## A GREEN AND RESILIENT INNER EAST

- An enhanced, integrated network of well-connected, good quality open spaces and landscaping
- Underused land brought into a positive use
- Biodiversity, nature and landscaping

## IMPLEMENTATION

This Strategic Development Framework sets out the overarching vision and key outcomes for the next phase of transformational regeneration for the Inner East

The Council will continue to work with its partners to deliver this vision and outcomes, to address the complexity of issues and to take full advantage of emerging opportunities. This will require governance, co-ordination and a range of interventions, mechanisms and approaches.



# 4a

## A VIBRANT INNER EAST

© Crown Copyright and database right 2023. OS Licence No. 100023379



# A VIBRANT INNER EAST | SUPPORTING CENTRES

## CONTEXT

National Planning Framework 4 supports local living including, where relevant, 20-minute neighbourhoods where people can meet most of their daily needs within a reasonable distance of their home. The Inner East has a low level of car ownership and the importance of local living has been further highlighted by the Covid -19 pandemic.

The City Development Plan sets out policies to protect and revitalise Town Centres and supports the ‘Town Centres First’ principle by directing appropriate footfall generating uses to Town Centres. It further recognises the role that Town Centres play as integrated transport hubs and foregrounds the principles of placemaking to create attractive destinations.

### [Supplementary Guidance 4 ‘Network of Centres’](#)

identifies 6 Town Centres within the Inner East SDF area which contribute to the network of centres across the city. (see CDP SG4). There are 6 local Town Centres consisting of

- The Barras;
- Bridgeton;
- Duke Street;
- Alexandra Parade
- Shettleston and
- Tollcross.

**Parkhead Town Centre** is designated as a major Town Centre and will be covered separately within this section.

The Inner East SDF sets out an ambitious approach to help redefine Town Centres as liveable places and as a focus for local communities rather than solely as retail destinations. Town Centres will be integral to repopulated, sustainable 20-minute neighbourhoods where people can access work, shops, public services and leisure activities within easy walk or cycle from home.

It is important that business, communities and stakeholders take a leading role in reshaping Town Centres - the Calton Barras project is a great example of how this can be achieved.

## STRATEGIC APPROACH

A key part of achieving a vibrant Inner East will be delivering on the following Strategic Place Ambitions:

- To reinforce the Inner East’s network of Centres as a key part of the 20-minute neighbourhood model
- To repair, restore and enhance the urban fabric
- To redevelop vacant sites and improve liveability
- To reduce traffic dominance

The Strategic approach to creating a Vibrant Inner East seeks to:

- 1. Repopulate the Inner East’s network of Town Centres**
- 2. Improve the quality of the urban environment to improve attractiveness (to residents, businesses and visitors)**
- 3. Redevelop vacant sites within and adjacent to Town Centres**
- 4. Ensure a greater blend of development uses at neighbourhood level**
- 5. Protect and enhance local historic assets**

This approach reflects the City Development Plan’s strategic outcome of A Vibrant Place with a Growing Economy.

## OUTCOME | A VIBRANT INNER EAST

The Inner East will be a vibrant place and a key asset to the City’s economy

# A VIBRANT INNER EAST | CENTRES AS PART OF 20-MINUTE NEIGHBOURHOODS

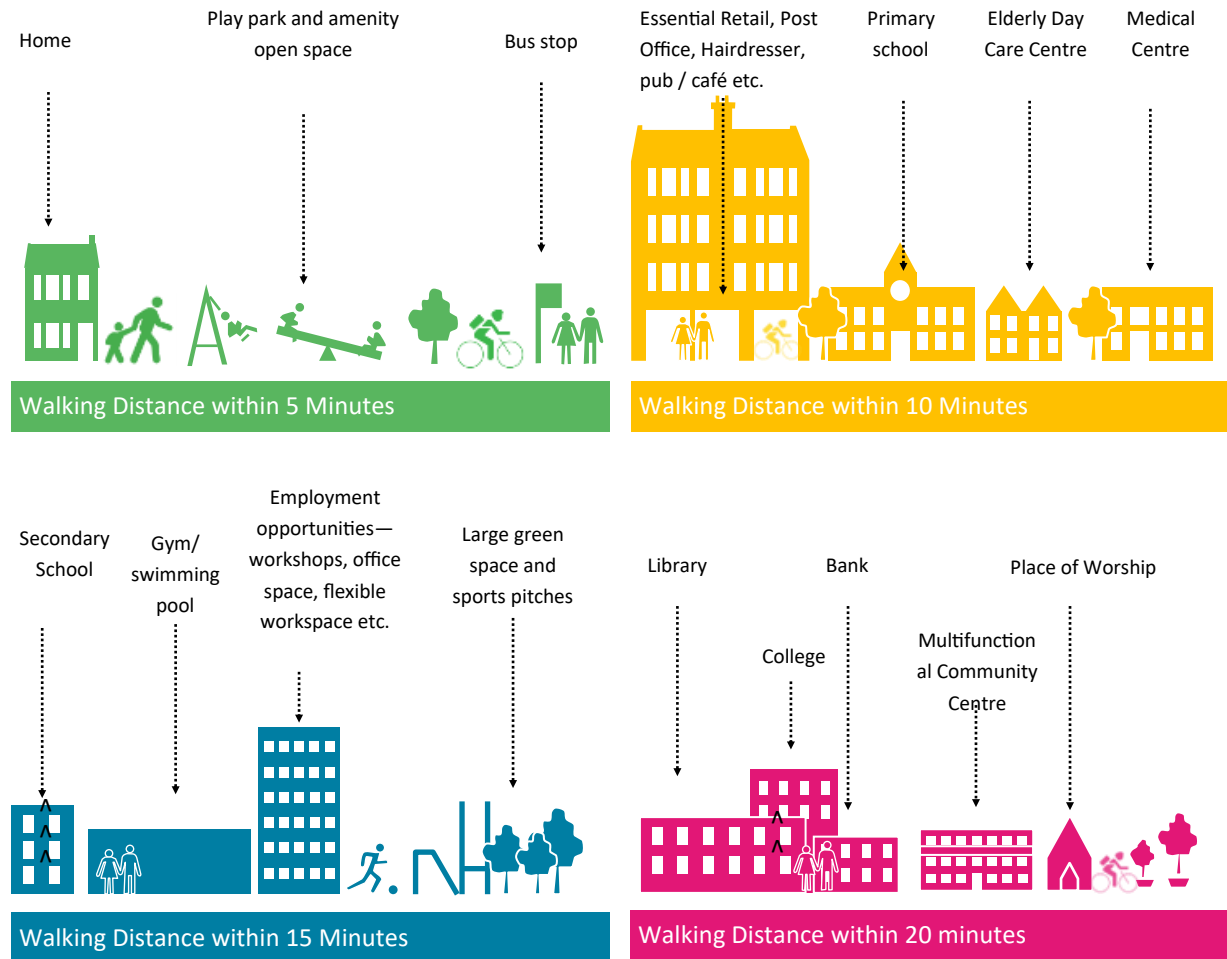
## WHAT WE WANT TO ACHIEVE

A key strategic place ambition for The SDF is to reinforce the Inner East’s network of Centres as a key part of the 20-minute neighbourhoods model. The model, sometimes otherwise referred to as a walkable neighbourhood or a liveable neighbourhood, is an established principle of urban design and planning, which aims to make sure that people’s everyday needs (schools, shops, parks and public transport etc.) are within easy, safe walking distance of their homes. It is a concept that’s become popular across the world from [Melbourne](#) to [Paris](#) and [Portland](#).

Parts of Glasgow’s East End originally functioned as a series of interconnected and densely populated 20-minute neighbourhoods which served their inhabitants essential retail leisure and social needs. Whilst some neighbourhoods, like Dennistoun, retain many of these characteristics, the place qualities of others have been eroded over time, through socio economic and cultural change (deindustrialisation), depopulation (slum clearances) and infrastructure interventions.

To deliver on this ambition the SDF seeks to ensure that Town Centres benefit from better active travel and pedestrian links, improved green and open spaces and offer a concentration and greater choice of employment opportunities and services to the surrounding communities. This will enable the Town Centres to develop distinct identities, diversify their offer and develop as attractive places that encourage social interaction.

**Fig. 4.a.1—Indicative 20-minute Neighbourhood Characteristics**



## A VIBRANT INNER EAST | CENTRES AS PART OF 20-MINUTE NEIGHBOURHOODS

This can be achieved through the creation of residential uses on upper floors and prioritising the development of vacant sites in/or adjacent to Town Centres. It will be important to develop a variety of housing types and tenures and, where appropriate, provision should also be made for accessible housing, retirement housing and assisted living opportunities.

### Liveable Neighbourhoods

The City Council's [Liveable Neighbourhoods Plan \(LNP\)](#) brings the 20-minute neighbourhood and the Place Principle together to create accessible and healthy places within the city, through the development of public space and active travel interventions. Through these improvements, people should be able to meet the majority of their daily needs within a reasonable walk, wheel or cycle of their home. The LNP's approach seeks to develop improved connections from the 'front door' to the Active Travel City Network routes. One of the four initial study areas chosen covers Dennistoun, Haghill, Riddrie, Carntyne and Cranhill. Informal stakeholder and public engagement as well as digital engagement through the Commonplace platform have taken place.

### Actions

Support the development and delivery of the Liveable Neighbourhoods Plan and other active travel projects.

An artist's concept drawing of the Liveable Neighbourhoods' Whitevale Street Bridge active travel proposal. *Copyright Arcadis/Collective Architecture*



# A VIBRANT INNER EAST | LOCAL TOWN CENTRES

## WHERE WE ARE NOW

The SDF supports the Town Centres first approach, where they are the preferred location for retail and other appropriate uses. Due largely to recent shifts in retail models, there is an increasing focus on the important placemaking functions of Town Centres and their multifunctional role as social gathering places, community hubs and employment locations.

Local Town Centres should support a range of community services, amenities, and retail for the local population. Particular focus is now placed on the public realm provision for people and active travel.

Temporary solutions have demonstrated a rebalancing of space in favour of people and active travel.

Recent investment in the Barras Local Town Centre has helped diversify the offer and increased vibrancy by encouraging creative industries to relocate or set up business in the area. The [Calton Barras Action Plan](#) (GCC, 2012) supported a number of projects including the refurbishment and reuse of vacant buildings, shopfront improvements and public realm enhancements. Whilst the investment to date has helped kick start regeneration, continued support is required.

The Inner East SDF contains six local Town Centres. While most contain a mix of retail and other uses, the **Barras** is distinct as it operates primarily as a weekend market.

The other local Town Centres are:

**Duke Street Town Centre** can be considered as relatively vibrant due to the mix of uses and strong links to the local community. There are a number of café and restaurant uses supporting the night time economy, although the environment is poor in places and the main street is dominated by vehicular traffic.

**Bridgeton Cross** received investment to create an attractive public space and this, together with the adjacent train station has helped to ensure continued activity and investment.

**Alexandra Parade** currently overly prioritises vehicular traffic and could be improved through a place making approach to address overall attractiveness and movement.

**Shettleston Town Centre** would benefit from better active travel links between the Town Centre and the railway station.

**Tollcross Town Centre** has a lower vacancy rate than the other areas in the Inner East however it currently suffers from vacant and derelict land to the north and south.

Across all Local Town Centres in the Inner East, there is the need to provide environmental improvements, and ongoing management/maintenance.

# A VIBRANT INNER EAST | LOCAL TOWN CENTRES

## HOW WE WILL GET THERE

In order to create vibrant, attractive Town Centres that can respond to changing needs, the SDF promotes a flexible, placemaking approach and encourages the adaptation and re-use of existing buildings to address vacancies and under occupancy. Key priorities for local Town Centres include:

- Work to embed the principles of repopulated sustainable 20-minute neighbourhoods within policies, plans and projects affecting the Inner East .
- Define an approach to place which provides more urban family homes, across tenures and in a variety of urban forms seen across the Inner East 's Town Centres. Support the activation of ground floors, and invite mixed-use development, new community facilities and infrastructure which supports the delivery of vibrant, activated liveable places.
- In line with Scotland's Towns Partnerships recent Town Centre action programme review, and the National Planning Framework (NPF4) the SDF promotes residential development in Town Centres. Adding diversity of uses, and housing in particular, to the mix within Town Centres can make a positive contribution to their vibrancy and vitality, and longevity of activity, especially in areas with a high incidence of vacancy, and should therefore be encouraged. Introducing affordable housing within centres also improves accessibility to services and promotes inclusive, climate conscious growth
- Support and preserve the agglomeration of services, facilities and employment opportunities within Town Centres
- Ensure that new development not within a 20-minute walk of existing Town Centres should make provision for local shopping facilities and community facilities.
- Promote neighbourhood focal points that provide good quality small scale shops, services, community facilities and active travel.
- With significant residential development in Dalmarnock the SDF supports the emergence of a neighbourhood centre in the area.
- The Calton Barras project should be considered best practice to drive forward similar projects.

## Actions

Produce a baseline report for local Town Centres in the area to develop a thorough understanding of key issues and assets and present an in-depth evidence base upon which to move forward.

Town Centre Action Plans to be prepared for each of the Town Centres in the Inner East setting out a five– 10 year programme of actions. Focusing on local strengths and assets, to improve the sustainability, attractiveness, suitability, and the economic vitality of these centres.

Introduce a programme to support improvement and activation of vacant spaces, gaps sites and empty shops in the Town Centres through community-led temporary uses or complementary long-term uses.

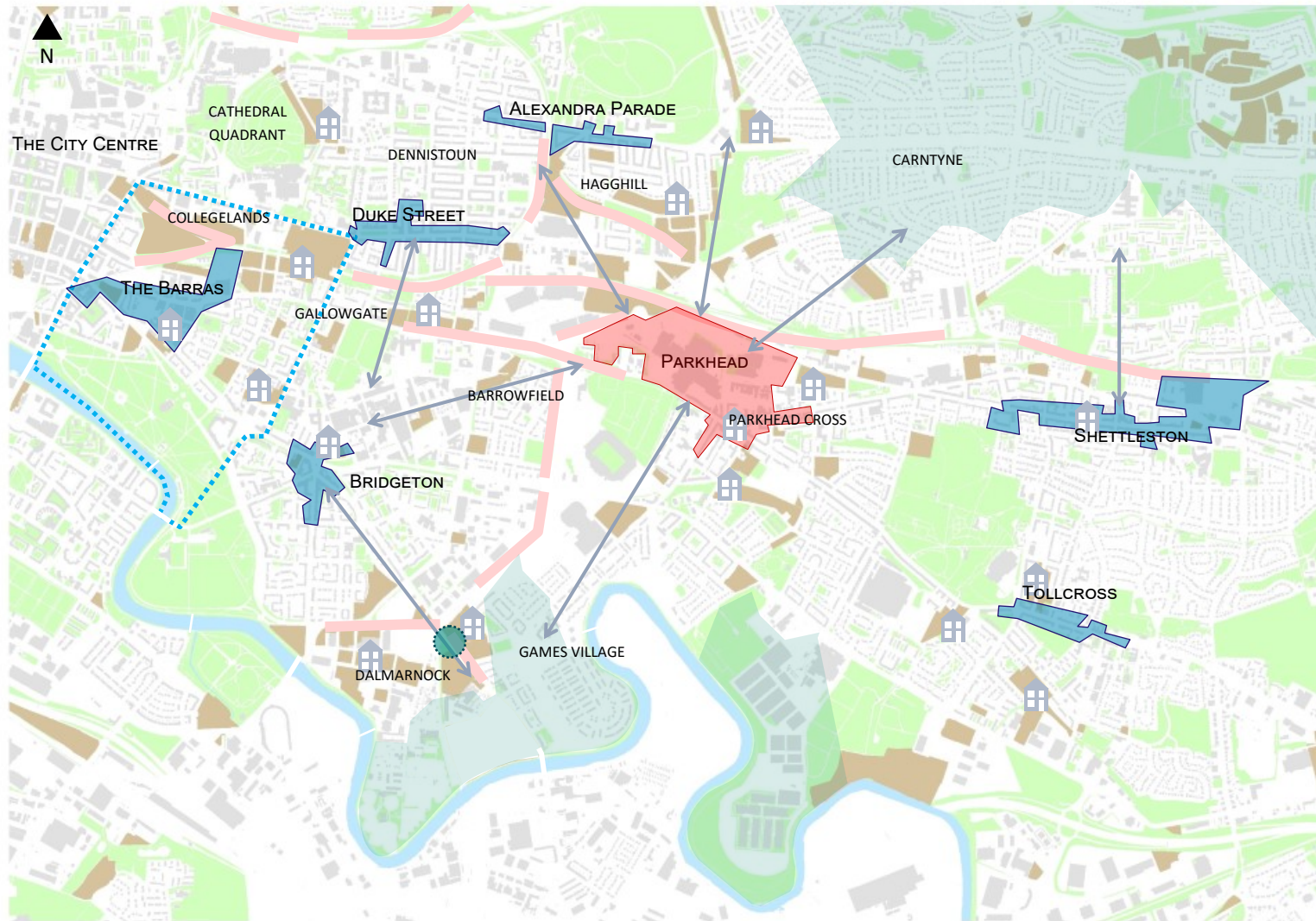
Encourage and support local businesses in the respective Town Centres to engage and organise for the collective improvement and prosperity of the area.

Continue to promote and diversify the offer of the Barras market and support proposals for 7 day a week uses.

Explore the potential of creating a new neighbourhood centre in Dalmarnock.

Support the development and delivery of the Liveable Neighbourhoods Plan in order to enhance the active travel network in the Inner East , particularly in and around local Town Centres.

# A VIBRANT INNER EAST | SUPPORTING TOWN CENTRES



**Fig 4.a.2 KEY**

- Major Town Centre
- Local Town Centre
- Area beyond indicative 20-minute walk of a Town Centre.
- Vacant and Derelict Land: Key opportunities to achieve;
  - a greater density of population, amenities & services; and/or
  - an improved quality of place and environment.
- Green / Open Space: improved accessibility and environmental quality
- Perceived Barriers between neighbourhoods and Town Centres.
- Strengthened Spatial and social links
- Calton Barras Action Plan
- Repopulated neighbourhoods
- Emerging Local Town Centre

© Crown Copyright and database right 2023. OS Licence No. 100023379

# A VIBRANT INNER EAST | PARKHEAD - MAJOR TOWN CENTRE



Parkhead Town Centre

# A VIBRANT INNER EAST | PARKHEAD - MAJOR TOWN CENTRE

## WHAT WE WANT TO ACHIEVE

The SDF supports Parkhead to continue to adapt and grow as a retail and leisure destination. Parkhead Town Centre and the adjacent Retail Park will be reimagined as an attractive and accessible destination serving the surrounding neighbourhoods and the wider east end. The centre will integrate fully with surrounding streets and encourage a mix of uses including temporary and pop up uses which increase activity.

The SDF promotes initiatives that build on recent investment and lead to improvements to the streetscape and environmental quality around the Cross. Accessibility will be enhanced through wider pavements, pedestrianised streets, and the dominance of surface parking and road infrastructure will be reduced.

The SDF sets out a long term vision to support the development of Parkhead Town Centre as a retail destination and a strategic shopping location. Whilst the retail focus will be protected, a diversity of uses will be considered to enhance vibrancy, to address issues of vacancy, to support the surrounding community and to create employment.

## WHERE WE ARE NOW

Parkhead is one of only 5 Major Town Centres within Glasgow. It serves as the principal shopping centre for the South-East of the city. The Town Centre consists of three main areas: the Forge Shopping Centre; the Forge Retail Park and Parkhead Cross. Although the Forge Shopping centre and Retail Park attract retail spend from a wider catchment area they also absorb the local retail spend to the detriment of the traditional shops located at Parkhead Cross. This has resulted in a situation where the traditional high-street delivers a poor retail offering.

The area benefits from the Stadium District, a cluster of major sporting and events venues including Celtic Park, the Emirates Arena and the Sir Chris Hoy Velodrome. Considered together, these venues create a distinct destination which acts as a centre of local, regional and national significance.

Despite the venues attracting a significant number of visitors, it is considered that the surrounding area needs to be supported to help unlock its full economic and social potential. There are opportunities for additional commercial and residential development in and around the Stadium District to increase the amount of time visitors spend in the area and create a vibrant destination.

Parkhead Cross has already received significant investment through the two phases of the [Parkhead Townscape Heritage Initiative](#) (THI) (2005-2011 £3.5m and 2013-2018 £4m), a heritage-led regeneration initiative which grant funded the reinstatement of historic shopfronts, repairs to landmark buildings and a package of public realm works. However, although Parkhead THI has had a positive impact, Parkhead Town Centre continues to suffer from shopfront vacancy rates.

Parkhead Health Centre is to be replaced by a new expanded Health and Care Centre Hub. The £45m project is scheduled to be completed by 2024. The Hub will offer a wide range of health and social care services for the East End and the wider North East.

The Parkhead Charrette 'Pick Parkhead' which took place in June 2017 explored the following themes; High Street, Green Space and Community. Following engagement with local groups, businesses and residents it set out a number of recommendations and a future strategy. It is considered that the findings of the Charrette Report will inform the production of a Town Centre Action Plan for Parkhead that focuses on links to the new Hub.



# A VIBRANT INNER EAST | PARKHEAD - MAJOR TOWN CENTRE

## HOW WE WILL GET THERE

The Parkhead - Major Town Centre section seeks to bring forward the [Glasgow City Development Plan Policies CDP 1 - The Placemaking Principle, CDP 4 - Network of Centres, CDP 5 - Resource management and CDP 9](#) - Historic Environment alongside the following;

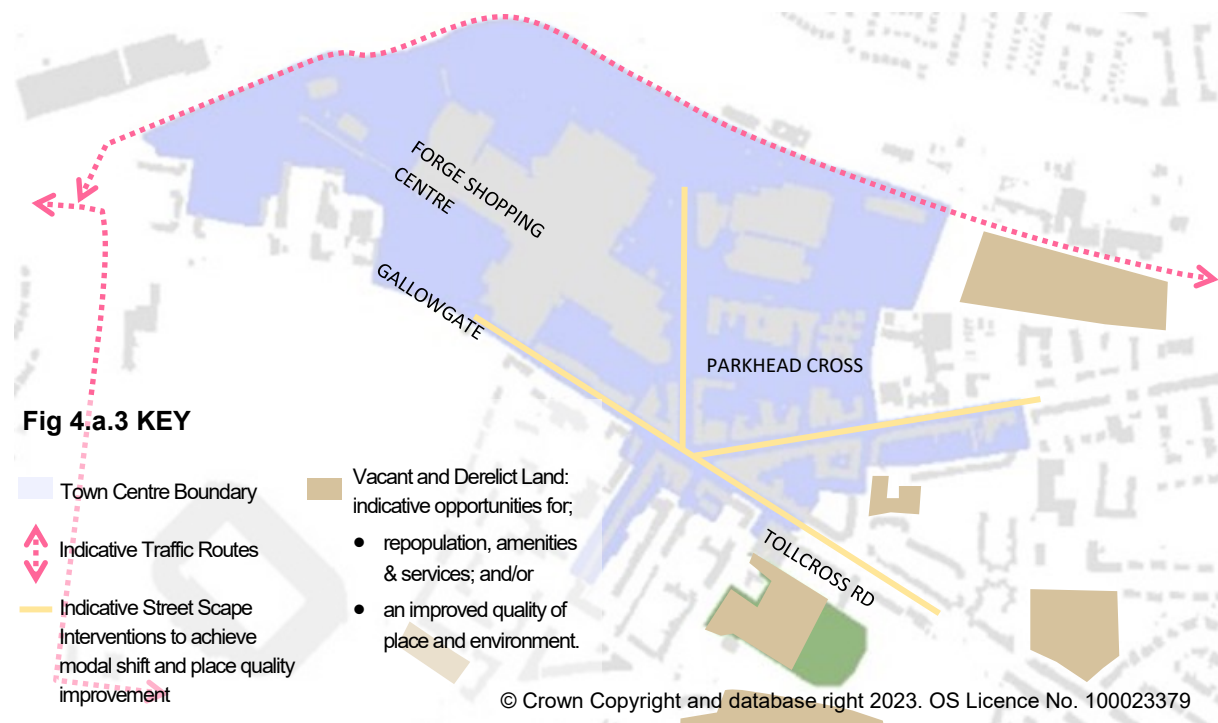
- Promote a mix of uses and diversity in the Town Centre with an emphasis on placemaking and activation.
- Celebrate local heritage to help Parkhead develop as a destination
- Explore a way of prioritising pedestrians and the diversion of cars away from the core of the historic Town Centre
- Promote the Stadium District as a centre of local, regional and national significance.
- Explore improved green infrastructure provision in the Town Centre, including the:
  - I. The management and improvement of current local green & play spaces
  - II. New green environments to help combat pollution, create more pleasant public realm and provide safe places for gathering
  - III. Meanwhile temporary use of stalled spaces in the area as sports grounds, play

areas and natural resources

- Continue to support the renovation and regeneration of Parkhead’s historic, empty and underused building stock.
- Support new enterprise that creates community benefits including:
  - Jobs at all skill levels
  - Community capacity building

## Action(s)

Create a long-term vision for Parkhead through the development of a Town Centre Action Plan



# A VIBRANT INNER EAST | HERITAGE ASSETS

## WHAT WE WANT TO ACHIEVE

The SDF seeks to maximise the cultural, social, environmental and economic value of the built heritage within the Inner East, ensuring it continues to make a major contribution to the area and its distinct identity.

## WHERE WE ARE NOW

The urban fabric of many places across the Inner East lacks structure and coherence, due in part to comprehensive redevelopment from 1945 onwards. This removed the legible framework of streets and much of the historic environment.

Glasgow's heritage is a critical element to the Council's vision of a Vibrant City – one of the key themes of the adopted City Development Plan 2017 - 22. The importance of heritage cannot be understated; it contributes substantially to prosperity, health, education and civic pride. It also sustains neighbourhoods as attractive places in which people wish to live, work and play.

Heritage assets, such as Listed Buildings, Conservation Areas, unlisted buildings of local importance, historic street signs, street furniture, objects and 'memories' valued by and identified by local people can play a role in enhancing the distinct character and identity of neighbourhoods in the Inner East.

The East end of Glasgow has been disproportionately affected by loss of its historic environment and, where heritage assets of value remain, they should be protected, enhanced and brought back into use for the benefit of local communities. The transformative effects of regenerating such buildings can have wide ranging social, cultural and environmental impacts.

In addition, sustainability and inclusive growth can be supported by retaining and repurposing historic buildings and re-using them for a variety of commercial, residential and community uses. Calton Gaelic Primary School (Bun-sgoil Ghàidhlig a' Challtainn), formally St James Primary School and Golfhill Primary School in Dennistoun are good examples of this. Following a public consultation the historic building of St James Primary School will be refurbished and returned to use as a new Gaelic Medium Education Centre.

Golfhill Primary School a B-listed building in Dennistoun will benefit from cross-subsidy funding from the new-build development on the adjoining site. This has enabled a strategy for a facade retention of the principal southern elevation and the key architectural features of the east and west flanks to the octagonal towers, the whole project will deliver 133 flats.



The former St Luke's and St Andrew's Church is now a successful music and arts venue.

# A VIBRANT INNER EAST | HERITAGE ASSETS

The Inner East contains three conservation areas; part of the Centre Conservation area, Bridgeton Conservation area and Dennistoun Conservation area. Heritage buildings, views and distinctive townscape qualities must be protected. The Bridgeton Cross public space improvements and refurbished buildings along Olympia Street should be considered as good practice.

## HOW WE WILL GET THERE

The SDFs Heritage Assets section reflects the [Glasgow City Development Plan Policy CDP 9 - Historic Environment](#) alongside the area specific approaches and recent investment as detailed below:

- New development in Conservation Areas should seek to protect and enhance the historic character. Local heritage should be used to foster place identity and quality, and should be promoted in design proposals.
- Developers will be expected to demonstrate that research has been undertaken in relation to their site's historic assets, both in terms of its tangible and intangible heritage.
- Developers will also be required to demonstrate that their proposals have acknowledged the value of a site's historic assets, and have

meaningfully contributed towards an enhanced understanding of these assets.

- Ensure consideration is given to wider setting of listed buildings including views etc.
- Through the Town Centre Capital Fund Parkhead Library has received funding of £450,000 and refurbishment work has been completed. Tollcross Winter Gardens received £1.3m with work scheduled to complete Autumn 2022.
- The People's Palace and Winter Gardens public engagement project took place between May and July 2022. Consultation feedback will form part of future funding bids to upgrade the building.
- £2.5m will be used from the Community Hub Fund for the relocation of Parkhead Library to the Care Centre Hub. This would leave three vacant and surplus Grade B listed buildings within a short distance. A master planning approach to the redevelopment and regeneration of Parkhead Cross would maximise the potential of this area.
- The required increased density within the Inner East should (especially within the Inner East's conservation areas) consider how modern developments interact with historic buildings and seek to repair existing, but fragmented, urban fabric.

- The SDF will Support local communities and organisation who express an interest in converting or altering buildings to achieve a sustainable re-use.

## Actions

Undertake a Pilot Study to investigate place-based solutions for Buildings at Risk and other historic buildings in the Inner East SDF area.

Support local communities and organisations who express an interest in converting or altering buildings to achieve a sustainable re-use. A coherent and considered process should be undertaken to identify where any external grant funding could be focused.

Engage positively with Historic Environment Scotland (HES) as the statutory national agency for the historic environment on this pilot project and to investigate funding options for relevant projects from the major historic environment funders; HES and Heritage Lottery Fund.

Support the development of a masterplan for the redevelopment and regeneration of Parkhead Cross.

# A VIBRANT INNER EAST | HERITAGE ASSETS



© Crown Copyright and database right 2023. OS Licence No. 100023379

## A VIBRANT INNER EAST | HERITAGE ASSETS



Following a £4.1m restoration funded by the Parkhead Cross THI, Glasgow City Council, the Scottish Government, the Heritage Lottery Fund, Historic Environment Scotland, William Grant Foundation, and The Hugh Fraser Foundation, Parkhead Public School is now an office for Parkhead Housing Association and a community enterprise centre.



# 4b

## A SUSTAINABLE INNER EAST

© Crown Copyright and database right 2023. OS Licence No. 100023379

# A SUSTAINABLE INNER EAST | SUSTAINABLE PLACES TO LIVE AND WORK

## CONTEXT

Deindustrialisation, together with wider societal changes during the latter half of the 20th Century, resulted in an exodus from the inner-city neighbourhoods across Glasgow's East End to the satellite estates and new towns. These changes have had a significant impact on the vitality and liveability of neighbourhoods across the Inner East .

### *Increasing the population*

In order to make the East End a sustainable, liveable and vibrant place, there needs to be an increase in residential density across the Inner East , particularly in and around the Town Centres.

Facilitating a mix of new dwellings and tenures (including family housing and first stepper homes), and by increasing residential densities will help support:

- Enhanced employment opportunities and economic activity
- Denser neighbourhoods will encourage more sustainable patterns of travel, lowering the Inner East 's carbon footprint.

## *Place Quality Improvements*

In conjunction with increased density, there is scope for environmental improvements to enhance place quality, not only in residential areas but also in Economic Development Areas across the Inner East . EDAs could be substantially improved to encourage active travel, to help effect a modal shift and to support economic output. A number of these EDAs have also been identified as areas where a managed approach to a diversification of compatible uses would be beneficial.

## STRATEGIC APPROACH

A key part of achieving a Sustainable Inner East will be delivering on the following Strategic Place Ambitions:

- To repair, restore and enhance the urban fabric
- To redevelop vacant sites and improve liveability
- To reinforce the Inner East 's network of Centres
- To reduce traffic dominance

Therefore the strategic approach to a Sustainable Inner East focuses on:

1. **Optimising residential density across the Inner East through a place making approach.**
2. **Increasing density around Town Centres.**
3. **Managed change and diversification of certain Economic Development Areas**
4. **Repurposing Vacant and Derelict land**
5. **Governance and Engagement.**

This approach reflects the City Development Plan's strategic outcome of A Thriving and Sustainable Place to Live and Work.

## **OUTCOME | A SUSTAINABLE INNER EAST**

The Inner East will be a repopulated and engaged urban area able to support a diversity of facilities and services in attractive, safe and resilient places.

# A SUSTAINABLE INNER EAST | INCREASING RESIDENTIAL DENSITY

## WHAT WE WANT TO ACHIEVE

This SDF aims to optimise residential density across the Inner East through a placemaking approach that supports well designed, high quality housing and a mix of uses and tenures. This will include flatted developments with access to quality open space for families, together with townhouses and the reuse of vacant properties in Town Centres for residential. Increasing density around existing Town Centres will help minimise journeys by car, enhance access to employment opportunities and improve access to active travel options.

An increased residential density has to be supported by an associated increase in provision of multifunctional and flexible open space which offers a mix of private, semi-private and public spaces to support higher density development.

This SDF recognises the impacts and issues surrounding the extensive vacant and derelict land (V&DL) and buildings in the Inner East and the need to bring derelict land and buildings into positive use. However, the SDF also recognises a need to safeguard or strengthen the resilience of, where possible, any positive social or environmental contributions the vacant land already makes and to try to move the vacant sites forward (including the long-term sites).

The SDF sets out an ambitious programme to bring about change to the Inner East. It is recognised that the outcomes identified can only be delivered in partnership with local communities and other stakeholders and that increasing engagement and further building relationships is essential in creating a sustainable Inner East.

The low level of car ownership in the area and the Covid-19 pandemic highlight the importance of local living.



A view of the Meat Market redevelopment. *Copyright Home Group*



# A SUSTAINABLE INNER EAST | INCREASING RESIDENTIAL DENSITY

## WHERE WE ARE NOW

A number of areas in the Inner East have been developed at a relatively low density for an urban district. These areas are characterised by low rise flats and single dwelling houses, often with front and back gardens. Whilst this is an attractive option for many people, the amount of land required for such developments mean it is often further to walk to everyday facilities and there can be a lack of activity on streets. In addition there are a number of vacant sites and large areas which have limited housing such as around Parkhead Forge and industrial and business sites. As a result, low density and sparsely populated areas are often car dependent and there is not the thresholds required to support public transport, local shopping and community services and facilities.

Within the Inner East, Dennistoun can be considered as a vibrant mixed use area which supports community facilities such as schools and a diverse Town Centre with local retail and entertainment uses—all within a walkable distance of housing. Dennistoun has a density of dwellings above 80 dph and offers a range of tenure options and dwelling types, and much of the traditional tenemental form has been retained. Areas that have a lower density such as Calton, often struggle to attract new uses and to retain existing facilities and services.

Recent developments such as the Commonwealth Games Village highlight how residential development could assist with the physical regeneration of the area. The housing is mixed and although the density is relatively low, it has incorporated family accommodation in flats and terraced houses. There is further programmed housing development in the area, including further phases at the Village, and development of adjacent sites including Dalmarnock Riverside, Gallowgate TRA, Collegelands Calton Barras and The Meat Market site which has lain vacant since 2007.

The Meat Markets' contamination and geotechnical issues have discouraged investment and the site has blighted the area and acted as a barrier to movement to the City Centre. City Deal developed a Masterplan for the site including new road infrastructure, public park and development plots to address these issues. The site remediation is now completed and the first phase of residential development is currently underway .



A view of the Meat Market redevelopment.  
*Copyright Home Group*

# A SUSTAINABLE INNER EAST | INCREASING RESIDENTIAL DENSITY

## HOW WE WILL GET THERE

The SDF seeks to support the delivery of the City Development Plan's strategic outcomes across Inner East's neighbourhoods. The East End's neighbourhoods will become thriving and sustainable places, providing a choice of good quality housing. These goals will be achieved by the further phases at the Village, and development of adjacent sites including Dalmarnock Riverside, Gallowgate TRA, Collegelands, Calton Barras and The Meat Market site.

The wider Meat Market site including proposals for the B-listed sheds aims to provide a new, flexible community space that can accommodate a variety of uses including office and enterprise start-up spaces and local pop-up markets

The SDF promotes the [City Development Plans CDP 1 - The Placemaking Principle](#) and encourages developers to ensure that, each delivery stage of a major housing scheme provides a balance of new dwellings, open space and active travel links. In housing developments of all scales, it should be an essential target that new and existing residents can benefit from good access to outdoor spaces and active travel links.

This section also supports [SG10 Meeting Housing](#)

[Needs](#) which seeks to ensure the provision of high quality student accommodation in appropriate locations whilst also protecting the character and amenity of existing areas.

The SDF promotes the following;

- The development of student accommodation particularly in areas which link the Inner East with the Glasgow Innovation District. Student development should take account of what is detailed within the [City Development Plan Student Accommodation Supplementary Guidance](#).
- New development should aim to rebalance density across the Inner East and seek to mitigate against any negative impacts of higher densities e.g. larger room sizes, access to a mix of private and shared outdoor space (such as balconies, roof terraces and play streets) direct safe and attractive links to Town Centres, the green network and public transport.
- New development should aim to mitigate its impact on air quality during the construction process and beyond.
- Where appropriate, new development should be considered against the principles of the [Tidal Clyde Flood Management Framework](#).
- New development should be design-led and

promote creative and innovative approaches to urban living.

- Priority should be given to sites within walking distance of Town Centres and/ or transport hubs. Where appropriate, densities of greater than 80 dph should be achieved.
- Developments should promote active travel, include
- good internal walking/wheeling/cycling links and be well-connected to the city's wider active travel network.
- Consideration should be given to integrating commercial uses and workspaces.

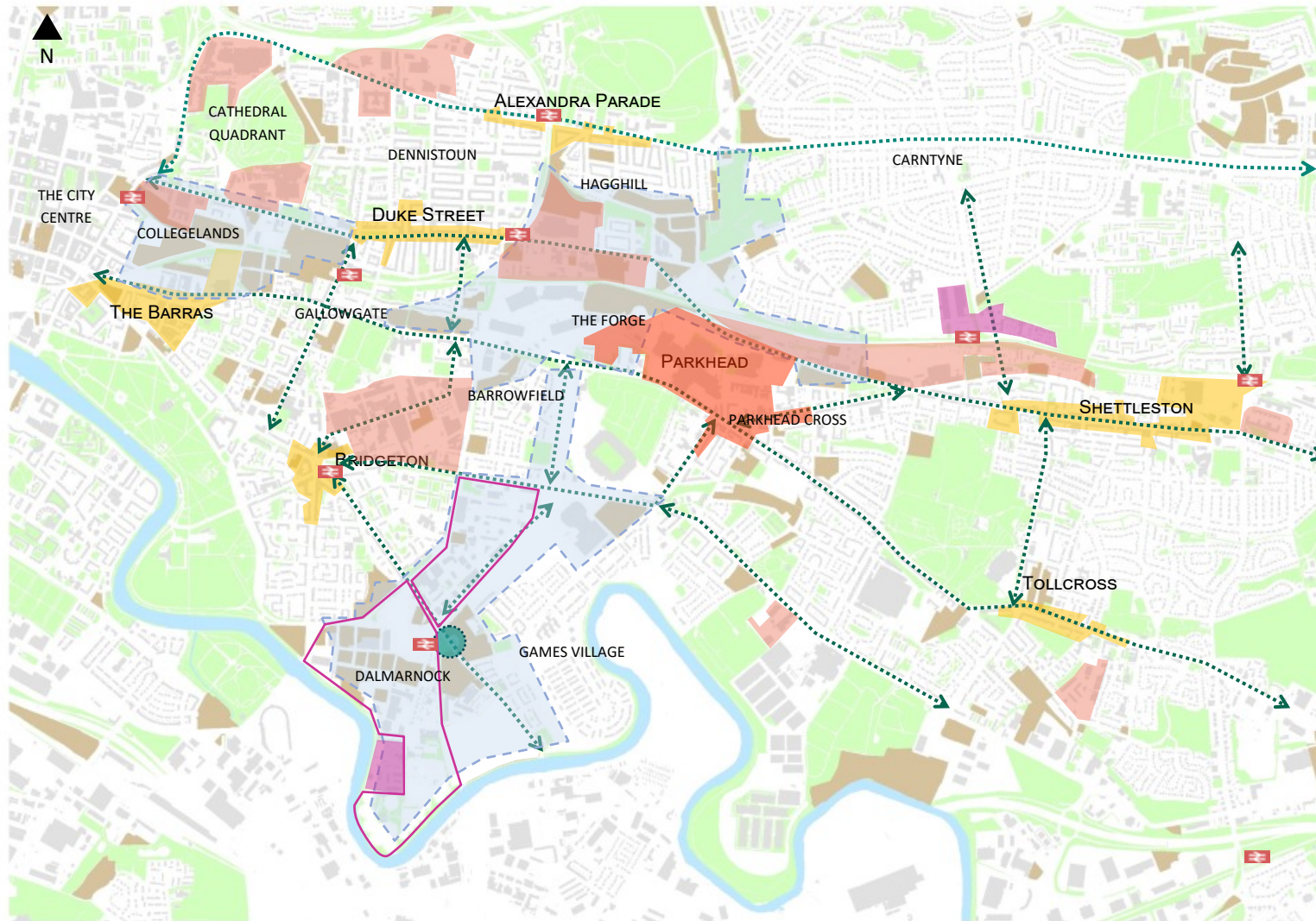
Larger sites should be delivered via a master planning approach with a clear focus on place and sustainability.

## Actions

Capacity-building through a communications strategy to effect the paradigmatic shift required to achieve higher density and to address concerns about potential adverse effects such as traffic; lack of private gardens and front door access etc.

Support development at the Meat Market site.

# A SUSTAINABLE INNER EAST | SUSTAINABLE PLACES TO LIVE AND WORK



**Fig 4.b.1 KEY**

- Major Town Centre
- Local Town Centre
- Vacant sites - optimise potential for new homes within mix of uses
- Green / Open Space
- Indicative strengthened social links. This could include enhanced pedestrian and active travel connectivity—including potential avenue extensions.
- Significant Placemaking / Urban Restructuring Opportunities—Indicative repopulation through increased density in tandem with environmental enhancement.
- Economic Development Area
- Economic Development Area with potential for managed change.
- Strategic Economic Investment Location
- Emerging Local Town Centre

© Crown Copyright and database right 2023. OS Licence No. 100023379

# A SUSTAINABLE INNER EAST | ECONOMIC DEVELOPMENT AREAS

## WHAT WE WANT TO ACHIEVE

Economic Development Areas (EDAs) will offer a greater mix of uses and physical improvements will help create more attractive environments. New routes for pedestrians and for active travel will support better integration with surrounding areas and help make sites more permeable.

## WHERE WE ARE NOW

There are a number of EDAs in the Inner East, which support the city's economy and provide employment and investment opportunities.

There are a number of large EDAs around Town Centres within the Inner East which impact on movement between neighbourhoods, and fragment the urban form. These areas often have a lack of night-time activity. As well as impacting the flow of movement in and around the Inner East they can have a negative impact on the perception of the area and its perceived level of safety.

Better linkages are supported which improve the amenity and wider integration of EDAs as well as improved landscaping. Where appropriate, additional supporting uses will be supported. This could include work/live units to increase footfall at different times of the day and night.

EDAs give preference to proposals in Use Classes 4 Business', 5 General Industrial or 6 Storage or

Distribution. There are circumstances where proposals for uses out with these use classes will be acceptable, these will be accessed against CDP Supplementary Guidance [IPG3: Economic Development](#). Carntyne Industrial Estate has been identified as an EDA with the possibility for accommodating ancillary and complementary uses due to vacancy and overall accessibility.

## HOW WE WILL GET THERE

This section supports the Glasgow City Development Plan and its policies [CDP 3 - Economic Development](#) and [CDP 4 - Network of Centres](#) focus on employment, sustainable business locations, protection of key locations and the requirement that through inclusive growth, local communities are rejuvenated.

The SDF supports environmental enhancements within EDAs to create attractive & sustainable environments.

The preparation stage of the next City Development Plan cycle offers an opportunity to make changes to existing EDAs. A managed change could be introduced which increases accessibility and a mix of use.

EDA's should support 20-minute neighbourhoods by enabling people to work close to where they live with increased local employment opportunities, and improved accessibility via active travel and public transport, aiding both economic inclusion and climate change mitigation goals.

## Actions

Encourage the preparation of EDA improvement plans driven by local demand and led by local stakeholders.

Produce a baseline report for the designated Economic Development Areas in the district to develop a thorough understanding of key issues, assets, and development opportunities, and present an in-depth evidence base upon which to move forward.

# A SUSTAINABLE INNER EAST | VACANT AND DERELICT LAND

## WHAT WE WANT TO ACHIEVE

Vacant and Derelict Land (V&DL) will be developed to an appropriate urban scale. The SDF also seeks to encourage, in the short to medium term, environmental improvements and meanwhile uses.

## WHERE WE ARE NOW

Due in part to deindustrialisation and periods of economic decline, and despite large scale improvement projects, such as the Glasgow Eastern Area Renewal Project (GEAR) there is a lot of V&DL in the Inner East SDF area (82 sites and approximately 63 ha (including buildings) in 2018). Some of these haven't been brought forward perhaps due to difficult post-industrial ground conditions or complex ownership as well as economic conditions.

The enduring, extensive, and often highly visible V&DL sites in the Inner East impact heavily on the social, economic and environmental prosperity of the area. There are a number of vacant buildings too, several of which are former schools. The V&DL also impacts on the perceptions of the area and its attractiveness as somewhere to invest in, live or work. It is often blamed for attracting other issues like anti-social behaviour. The mosaic of sites creates physical barriers to movement, fragments and degrades the quality of the landscape.

## HOW WE WILL GET THERE

The SDFs Vacant and Derelict Land section supports the Glasgow City Development Plans (CDP) policies; [CDP 6 Green Belt and green Network](#), [CDP 7 Natural Environment](#), [CDP 8 Water Environment](#). The CDP identifies open space provision, biodiversity, climate change resilience and vacant land redevelopment as priorities to improve environmental quality.

In addition:

- The SDF promotes a placemaking approach and encourages developers to ensure that, each delivery stage of a major housing scheme provides a balance of new dwellings, open space and active travel links. In housing developments of all scales, it should be an essential target that new and existing residents can benefit from good access to outdoor spaces and active travel links.
- The SDF supports joint-working initiatives to introduce temporary uses of vacant sites. This can enhance local identity, wellbeing, development potential and community participation levels. Support will be given to innovative approaches which promote green solutions such as urban greening or urban farming.

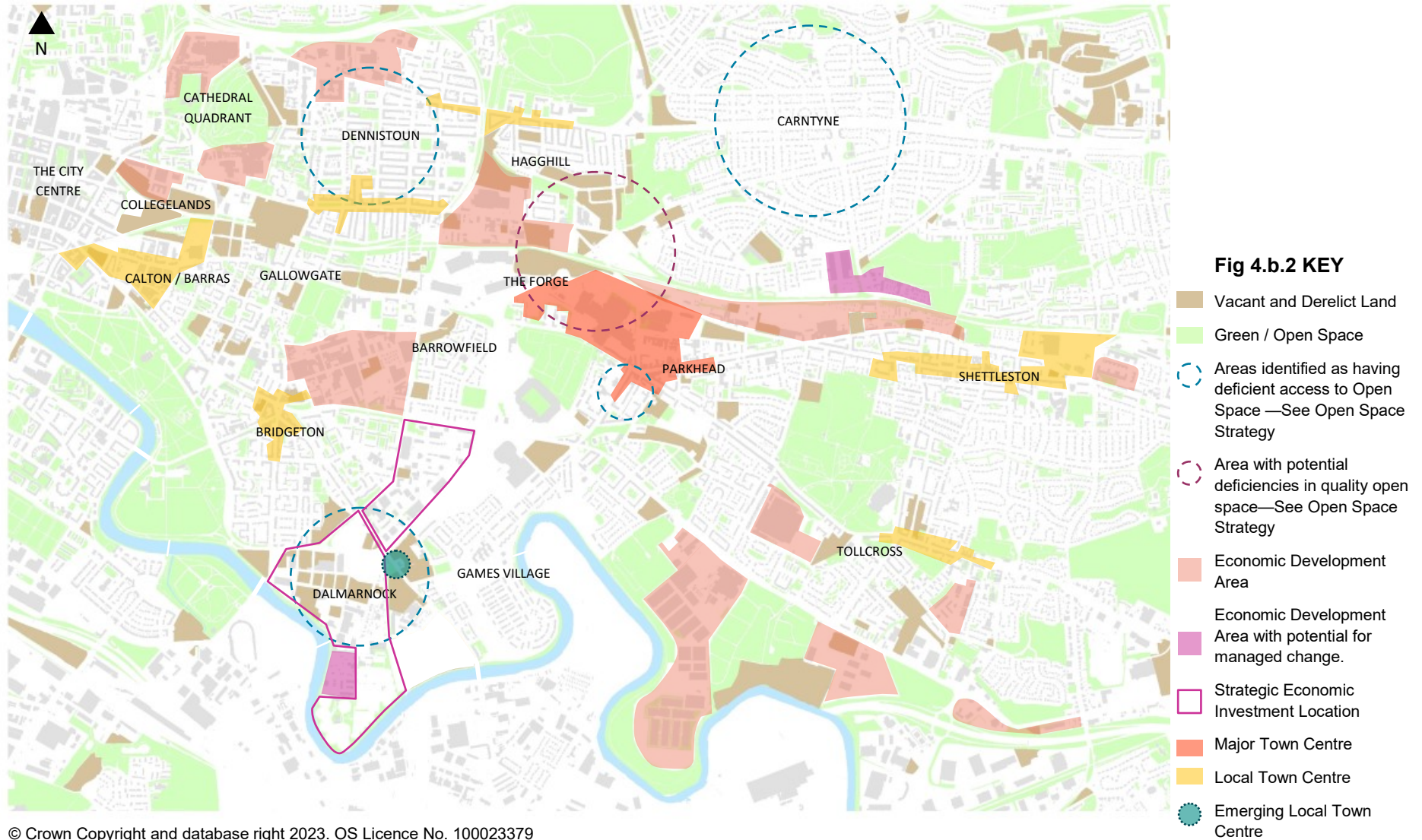
The SDF supports new development being energy efficient and incorporating integrated green infrastructure, and the retrofitting of these aspects into the existing built environment. These elements will contribute to both climate change mitigation and adaptation.

- In line with the [Open Space Strategy](#), open space quality and access improvements should be implemented and potential new spaces identified. The open space and biodiversity potential of vacant and derelict sites should be taken into account when planning new open space provision and development.

### Action

Bring together a working group across Council Services to create a more holistic approach to tackling Vacant and Derelict Land in the Inner East .

# A SUSTAINABLE INNER EAST | VACANT AND DERELICT LAND



# A SUSTAINABLE INNER EAST | GOVERNANCE AND ENGAGEMENT

## WHAT WE WANT TO ACHIEVE

Communities will be fully engaged throughout the life of this plan and beyond. Local communities will have joint ownership and a strong voice in developing their area.

## WHERE WE ARE NOW

There is a lot of activity across the Inner East undertaken by stakeholders such as the [Parkhead/Dalmarnock/Camlachie Thriving Place](#), the [Gallowgate TRA](#) and key partners such as Clyde Gateway and Local Housing Associations.

The Pick Parkhead Charrette, engaged with a number of local groups during summer 2017. This highlighted the need for further, long term and more deeply embedded engagement in order to grow community capacity and trust levels to enable the delivery of any future community level outcomes.

A recent exercise in the Parkhead, Dalmarnock, Camlachie Thriving Place area used the Scottish Governments Place Standard to engage with local residents. Over 400 local residents were consulted via online, door to door and focus group consultations. Feedback from the event revealed that although there

is a willingness within the community to become involved in many cases they do not feel they have the opportunity to do so.

## HOW WE WILL GET THERE

The SDFs Governance and Engagement section seeks to drive forward the principles within the [Community Empowerment Act \(2015\)](#) and the [Planning Act \(2019\)](#) which encourage community led regeneration.

This section also promotes the following;

- The assembly of a multi-agency group to oversee delivery of the projects and to collaborate on the production of reports and studies. (e.g. transport studies/ modelling/ data sharing etc.) This group could support the progress of the Inner East SDF and set out how the different partners can work together and pursue investment and physical improvements as well as promoting further community engagement.
- It is widely acknowledged that good Placemaking needs the expert knowledge of people who live and work there. The SDF will support actions which help create resilient neighbourhoods and engaged communities

across the Inner East .

- Gender Mainstreaming, engaging proactively with women when designing, considering the built/natural environment and production of strategies.
- The use of the Place Standard Tool as a means of collaborative, transparent process that empowers local communities and stakeholders.
- In response to the Covid-19 crisis the SDF fully recognises the importance of creating a well engaged, informed and resilient neighbourhood.

## Actions

Promote collaborative working, and support the work of local organisations/groups in improvement efforts and delivery of Local Place Plans which align with the overall objectives of the SDF.

Set out a communication strategy for SDF projects and undertake capacity building to strengthen engagement processes, with a focus on Gender Mainstreaming.

Develop a Monitoring and Evaluation Framework for the Action Plan.

The background of the page is an aerial photograph of a city area, likely the Inner East of London, overlaid with a semi-transparent red filter. A white '4c' logo is positioned in the upper right quadrant. The '4' is large and has a horizontal bar underneath it, and the 'c' is smaller and positioned to the right of the '4'.

# 4c

## A CONNECTED INNER EAST

© Crown Copyright and database right 2023. OS Licence No. 100023379



# A CONNECTED INNER EAST | IMPROVING ACCESS

## CONTEXT

Across the East End there are currently significant barriers to active movement in the area, caused by road and rail infrastructure, the dominance of vehicular traffic and vacant land. This has created severance and a sense of fragmentation which limits the attractiveness of the Inner East as a city district.

It is an established principle in urban design that good access, well designed public realm and the rebalancing streets in favour of people can encourage active travel, improve walkability and in turn bring about social, health and environmental benefits.

The SDF supports the progression of the recommendations from the independent [Glasgow Connectivity Commission \(2018\)](#) which explored opportunities to improve connectivity across the City. Subsequently, the Inner East SDF will feed into and support the preparation of the emerging [Liveable Neighbourhoods Plan](#) in turn helping to create more accessible, attractive, vibrant and inclusive neighbourhoods.

The City Council's [Active Travel Strategy \(ATS\)](#) promotes the delivery of a new city-wide network of high quality active travel routes, based on the main arterial and orbital streets. The SDF supports the planning and delivery of the Active Travel City Network within the east of the city.

The Council's [Glasgow Transport Strategy \(2021-2030\)](#) (GTS), will set out policy and delivery frameworks to achieve a city-wide sustainable transport system: a system for people and goods, which is affordable and inclusive, accessible and easy to use, clean and safe, integrated and reliable. The SDF supports the delivery of the GTS's objectives in the east of the City, by supporting proposals that improve the east's public transport connectivity and enhance Town Centres' role as public transport hubs.

The SDF promotes active travel, integrated public transport and streets as spaces effecting a shift away from vehicular traffic and promoting walking/wheeling/cycling space, whilst ensuring space is also available for public transport, car and lorry use. The SDF also recognises that some disabled people depend on private car use. Where appropriate, measures should be taken to enhance disabled persons car parking amenities within Town Centres and other major traffic generating locations.

## STRATEGIC APPROACH

A key part of achieving a Connected Inner East will be delivering on the following Strategic Place Ambitions:

- To reconnect the Inner East with surrounding communities
- To reinforce the Inner East's network of Centres
- To reduce traffic dominance

The SDF takes a strategic approach to creating a Connected Inner East which seeks to:

1. **Enhance existing connectivity between Parkhead Forge, Parkhead Cross, the Retail Park and adjacent neighbourhoods.**
2. **Promote streets as spaces, effecting a shift away from private vehicular traffic and promoting active travel and public transport.**
3. **Address the challenges relating to the provision of integrated infrastructure, by ensuring the appropriate frameworks are in place to support smart connections across the area, the city and wider region.**

This approach reflects the City Development Plan's strategic outcome of A Connected Place to Move Around and do Business in.

## OUTCOME | A CONNECTED INNER EAST

The Inner East area will be better connected with a focus on active travel and public transport.

# A CONNECTED INNER EAST | IMPROVING ACCESS (PARKHEAD)

## WHAT WE WANT TO ACHIEVE

Connectivity between Parkhead Forge, Parkhead Cross, the Retail Park and adjacent neighbourhoods will be improved. The three distinct areas of the Town Centre will be reconfigured to help Parkhead to become an integrated shopping and leisure destination rather than a series of isolated retail functions.

There will be improved access and enhanced connectivity to and around Parkhead by reducing the impact of vehicular traffic and surface level car-parking. The SDF also recognises that public transport is vital in achieving better connection to and around Parkhead.

Greater coherence will be brought to the surrounding street pattern assisting permeability and navigation between Parkhead and surrounding attractors, such as the Stadium District to the south.

The pedestrian experience at Parkhead Cross will be improved by placing people ahead of vehicular traffic.

## WHERE WE ARE NOW

Parkhead Town Centre contains three related retail areas with the Parkhead Forge and the Parkhead Retail Park both located on former steelworks sites and the more traditional high street located around Parkhead Cross to the south. Currently the Town Centre does not function as effectively as it should which impacts on the quality of place. There is a general sense of dislocation and fragmentation caused by significant road/rail infrastructure, vacant land and large areas of car parking.

Phases 1 and 2 of the EERR are complete, this is considered to have enhanced vehicular connectivity, particularly between the north and south of the city. The possibility of a active travel green route from Alexandra Park to Parkhead Railway Station through Hogarth Park should be investigated as a possible alternative to the East End Regeneration Route Phase 3

Although the area is served by a number of core bus routes, there is limited access to rail. Public transport is particularly stretched during events and on match days within the Stadium District. Parkhead does not have a train station and this was identified as a significant concern during the 'Pick Parkhead' Charrette.

The area around Parkhead Cross, one of Glasgow's traditional crosses, is designated as a Conservation Area to protect and enhance its special character. The Parkhead THI investment to date has resulted in improvements to the public realm however the quality of the pedestrian environment remains poor due to the dominance of vehicular traffic.

# A CONNECTED INNER EAST | IMPROVING ACCESS (PARKHEAD)

## HOW WE WILL GET THERE

The SDFs Improving Access section seeks to bring forward the [Glasgow City Development Plans policy CDP 11 - Sustainable Transport](#) and its priorities relating to connectivity which include public transport provision and wider infrastructure, sustainability, friendly streets and repaired active travel links.

This section also promotes the following;

- Proposals should seek to enhance connectivity between Parkhead Forge, Parkhead Cross, the Retail Park and adjacent neighbourhoods.
- Consider a range of measures to improve the pedestrian experience at Parkhead Cross such as: redesigning the crossing, widening footways, recalibration of traffic light sequences and public realm enhancements.
- The SDF supports active travel and integrated public transport; in particular the ambitions for a train station which serves Parkhead and The Forge and the ongoing exploration of the proposed Clyde Metro. Improving the public transport and pedestrian access to the Stadium district and lessening the impact of parking areas is essential to maximise footfall and visitor spend across the wider area.
- The [Clyde Metro](#) initiative aims to better connect over 1.5 million people to employment, education, and health services in and around the Glasgow City Region. As it is progressed, the project will establish a new transport network that may combine bus rapid transit, light rail and heavy metro rail linkages. In Glasgow, the Metro will sit alongside existing public transport and active travel infrastructure, to provide the city with a sustainable, healthy and eco-friendly travel network. The SDF will support the delivery of Metro projects that improve connectivity in the east.
- New road schemes where appropriate, should seek to deliver direct benefits for pedestrians and cyclists through the inclusion of traffic calming measures, crossings that reflect desire lines and segregated cycling infrastructure that links with the existing network.
- New development in Parkhead Town Centre should seek to reflect a fine urban grain to increase permeability, integrate with the existing streetscape and provide direct pedestrian and cycle routes to link with existing active travel infrastructure.
- New development and/or reconfiguration of the retail/leisure within Parkhead Town Centre should be brought forward as part of a masterplanning approach to enhance connectivity and reduce the impact of car-parking.
- Explore solutions to connectivity around junction of Duke Street, Todd Street and the railway bridge.

### Actions

Prepare a Town Centre Action Plan for Parkhead which focuses on links and identifies the hierarchy of routes and spaces.

Support further investigation of a new rail station at Parkhead.

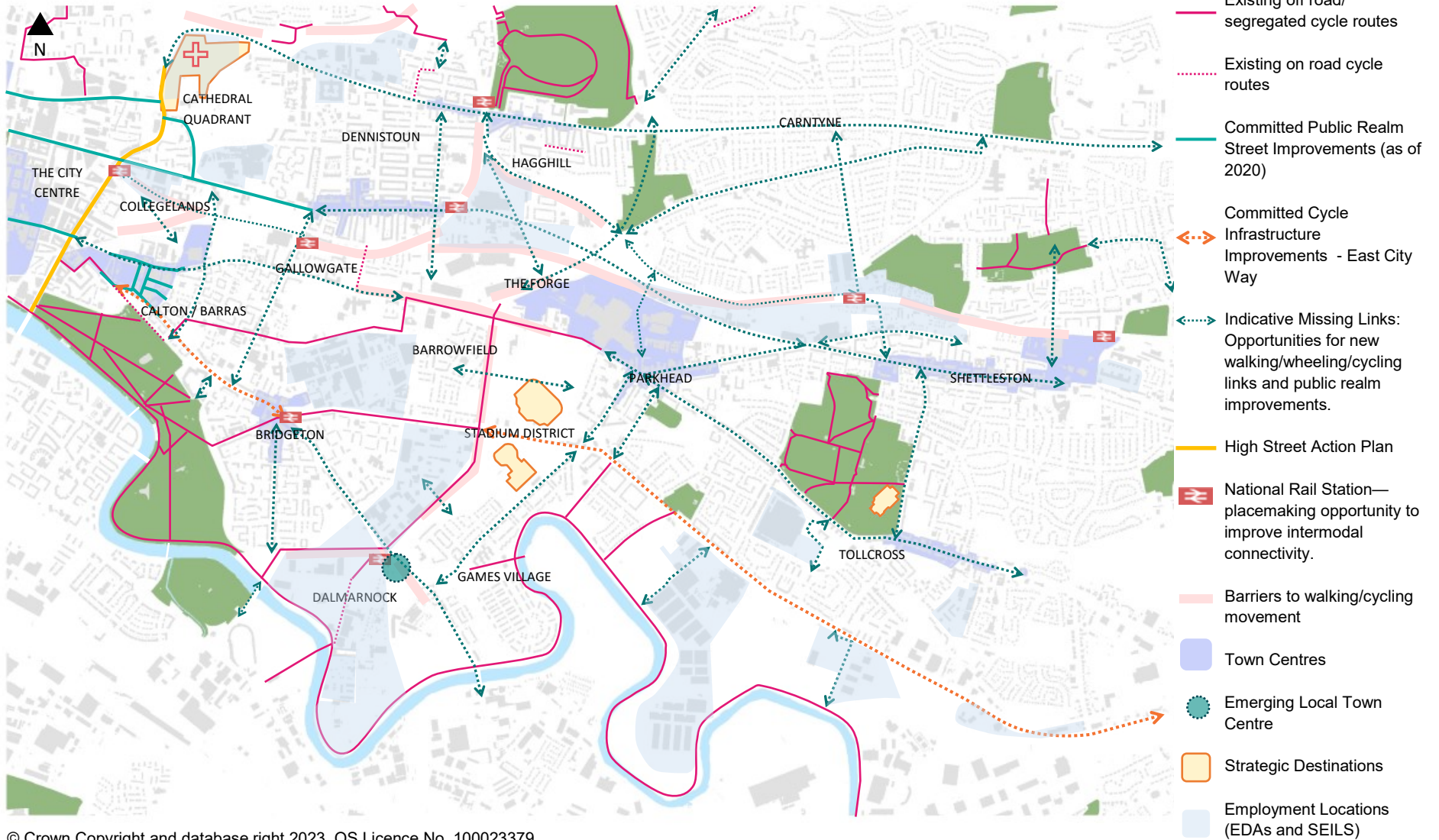
Prepare a Movement Strategy for events and consider options for additional public transport provision.

Improve routes to and from existing transport hubs for pedestrians, through for example, better signage.

Explore the viability of the Clyde Metro to improve connectivity in the Inner East for transformational change to occur in tandem with Placemaking objectives.

# A CONNECTED INNER EAST | SEAMLESS ACTIVE TRAVEL ROUTES

**Fig. 4.c.1 Key**



© Crown Copyright and database right 2023. OS Licence No. 100023379

# A CONNECTED INNER EAST | STREETS AS SPACES

## WHAT WE WANT TO ACHIEVE

Streets will function better for people creating liveable, connected, attractive places. There will be a shift away from vehicular traffic to a more balanced placemaking approach that promotes healthy, vibrant, safe and attractive streets that encourage active travel. Streets will be designed to be inclusive and consider the needs of people with disabilities or those with mobility or sensory challenges.

## WHERE WE ARE NOW

There are many different types of streets across the Inner East, from pedestrianised streets (the Barras), main roads such as London Road and the Gallowgate, to traffic calmed residential streets in new developments.

However many streets, particularly the main shopping streets in Town Centres are dominated by vehicular traffic which impacts on the experience of people using them. Noise, pollution and safety are key issues and limit the attractiveness of these streets as places to spend time.

Recent investment in the Barras market has upgraded the public realm to improve the pedestrian experience and minimise the impact of vehicular traffic. The works to date have included lower traffic speeds (20mph), high quality resurfacing, wider pavements and improved lighting.

The 'Pick Parkhead' Charrette identified a number of opportunities to enhance the streets around the Parkhead Town Centre, through for example pedestrianisation, better crossings, planting, play spaces and traffic calming measures.



Bain Square—New public realm outside St Luke's music and arts venue.

# A CONNECTED INNER EAST | STREETS AS SPACES

## HOW WE WILL GET THERE

The Streets as Spaces section seeks to bring forward the [Glasgow City Development Plans policy CDP 11 - Sustainable Transport](#) and its priorities relating to connectivity which include public transport provision and wider infrastructure, sustainability, friendly streets and repaired active travel links.

A key focus of the Inner East SDF is the streets that form part of Town Centres – London Road, Gallowgate, Duke Street, Shettleston Road, Tollcross Road and Alexandra Parade. The SDF supports interventions that rebalance these streets in favour of people to create attractive and welcoming places where people want to spend time and to enhance the overall vibrancy of the Town Centres.

Streets have the potential to contribute to the public space in urban neighbourhoods across the Inner East. They can influence the health and wellbeing of the people that live there, are considered central to addressing loneliness and isolation and can accommodate a wide range of activities such as walking, social interaction, cycling, play and community events.

Enhancing the environmental quality of streets is considered particularly important to support the development of higher density living across the Inner East, where streets will help form part of the outdoor space for housing.

For residential streets in neighbourhoods, community involvement will be encouraged to foster a sense of ownership. Interventions in these streets will be shaped through engagement with the people that live and work there.

There are opportunities to reconnect Dennistoun with the city centre along an enlivened route (Duke Street Corridor) and to enhance links to the Necropolis.

New residential development across the Inner East should take into consideration walking distance and attractiveness of walking/cycling routes that link to existing Town Centres, to open space and to public transport infrastructure as a means of achieving a 20-minute neighbourhood.

Public realm improvements should aim to create streets for people through analysis and interventions based on the 10 Healthy Streets Indicators (TFL, 2017):

- People choose to walk, cycle and use public transport
- Everyone feels welcome
- Easy to cross
- People feel safe
- Things to see and do
- Places to stop and rest
- People feel relaxed

- Not too noisy
- Clean air
- Shade and shelter

Duke Street and John Knox Street through the [Avenues programme](#) will see a transformation of the streetscape and public realm - making it more "people-friendly", more attractive, greener, more sustainable and more economically competitive.

### Actions

Following on from the City Centre SDF - undertake a comprehensive reassessment of the Inner East street network with a view to ensure future and planned interventions respect the place function of streets.

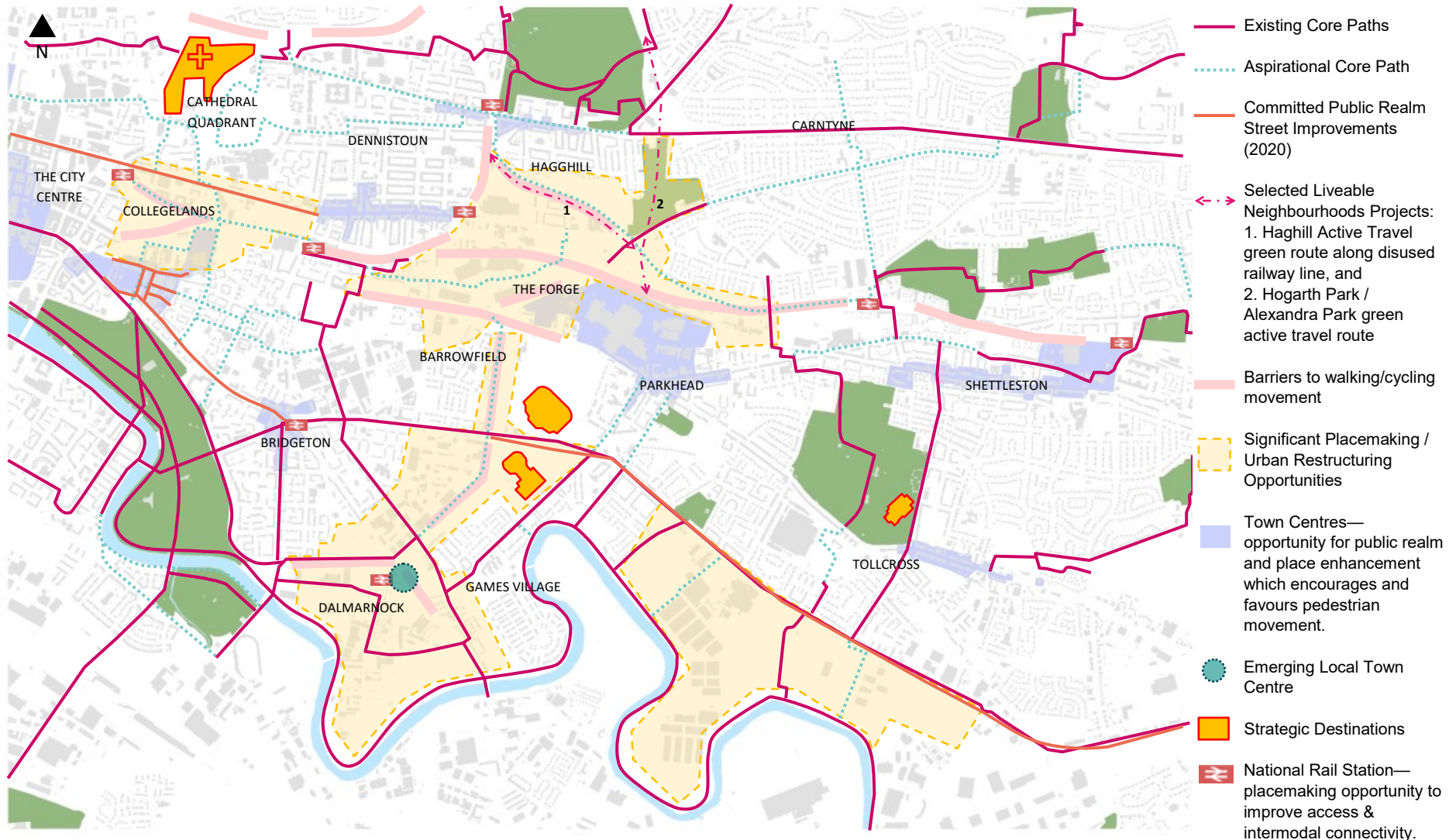
Public realm improvements should be brought forward as part of Town Centre Action Plans.

Consideration should be given to a Public Art/ Street Activation Strategy to enhance the distinctiveness of streets.

Support the production of a masterplan for The Duke Street Corridor

# A CONNECTED INNER EAST | WALKABLE AND LIVEABLE NEIGHBOURHOODS

**Fig. 4.c.2 Key**



© Crown Copyright and database right 2023. OS Licence No. 100023379

# A CONNECTED INNER EAST | INTEGRATED INFRASTRUCTURE

## WHAT WE WANT TO ACHIEVE

A creative, intelligent approach to infrastructure will be adopted, an approach that uses the information available to better respond to opportunities, anticipate challenges and improve decision making.

Alongside this, improvements to the digital infrastructure as part of a 'smart city' approach across the Inner East will attract investment to the area and enhance connectivity for people and businesses.

## WHERE WE ARE NOW

Although there are relatively good vehicular transport links across the Inner East, there are opportunities for enhancement and for reducing severance. The first phases of the EERR have improved vehicular access to/from the south of the city. However this four lane route has resulted in roads that are difficult to cross, impacting on pedestrian connectivity.

Areas of the Inner East provide limited public transport provision, with no train stations directly at major attractors, such as the Stadium District, Parkhead Forge and Glasgow Green. In addition, where stations do exist, there are issues with accessibility (including DDA compliance) and limited provision for cyclists. This impacts on active travel opportunities across the Inner East and to the wider city.

As part of City Deal funding, options to develop High Street Station to a fully accessible station including improved presence at High Street are being explored. The project also aims to address the poor pedestrian access to the station across High Street where possible and enhancing wayfinding and the user experience. It will also assist in the aim of expanding the city centre core towards the Inner East.

Following on from the work of the Connectivity Commission the Council has produced a new Glasgow Transport Strategy. This new local transport strategy is city-wide, and provides a framework for investment and decision-making on transport issues up to 2030. Part 1 of the [Glasgow Transport Strategy](#), a Policy Framework, has been produced and approved by the Council. Part 2, a Spatial Delivery Framework, is under development.

The SDF also recognises the increased risk of flooding as a result of climate change and the impact on the existing drainage and sewerage infrastructure. [The Metropolitan Glasgow Strategic Drainage Partnership](#) has been established to improve the management of water catchment and enhance water quality across the city. As part of a wider programme of investment, the Camlachie Burn improvement works to the north of

Parkhead will help reduce flood risk in the Inner East and facilitate development.

In terms of energy, areas of the Inner East have been identified as having the potential for district heating, using heat from existing energy generation processes in the area. Subject to demand, this could be integrated in new development on vacant sites.

## HOW WE WILL GET THERE

The Integrated Infrastructure section seeks to bring forward the Glasgow City Development Plans policies; [CDP 8 - Water Environment](#), [CDP 11 - Sustainable Transport](#), and its priorities relating to connectivity which include public transport provision and wider infrastructure, climate change, sustainability, friendly streets and repaired active travel links.

A joined-up approach to physical infrastructure across the Inner East will help create a liveable city district, encourage more sustainable methods of transport and support investment. Infrastructure enhancements will support active travel by promoting better integration between different modes. This can be achieved by, for



# A CONNECTED INNER EAST | INTEGRATED INFRASTRUCTURE

example, ensuring bus stops and train stations are positioned at the right place, with good pedestrian access and provision for cycle storage. Parkhead, Carntyne and the Stadium District are particular areas of focus, due to the location of train stations and the current access arrangements.

Physical infrastructure also includes paths, green and blue infrastructure e.g. street trees or green/open spaces, waterways and other wetlands, drainage including SuDS, energy and urban lighting. A joined-up approach utilising nature based solutions can bring about a number of benefits such as helping to release vacant land for development by frontloading infrastructure investment to increase viability; mitigating against climate change and helping to signpost the Inner East as a ‘smart’ city region.

This section also promotes the following;

- The emerging [Liveable Neighbourhood Plan](#) for Glasgow seeks to reduce the city’s dependency on cars and facilitate walking, cycling and public transport through physical interventions and behavioural change measures. The SDF advocates that all such interventions are multifunctional where possible.
- New development should seek to reduce flood

risk through innovative surface water catchment solutions

- The innovative use of data and analytics to improve the management of existing infrastructure and to help identify gaps in provision across the Inner East.
- Support the Glasgow’s emerging Local Heat and Energy Efficiency Strategy. This will provide a long term plan for how the City can improve the energy efficiency of buildings and how it can decarbonise heating to reduce the environmental impact of domestic and non-domestic buildings.
- Support the redevelopment of High Street Station as part of the Glasgow City Region City Deal.
- The exploration of the potential for expansion of fixed public transport infrastructure, as part of the preparation of the new Connectivity Plan. The Connectivity Plan for Glasgow will set out a strategic approach and actions to assist the movement of people and goods into and around the City.
- Support opportunities for additional heavy rail stations in line with wider transport strategies, the exploration of a Clyde Metro and the progression of the Glasgow Connectivity

Commission recommendations.

- The Liveable Neighbourhoods pilot project— Dennistoun to Carntyne, which aims to bring the 20-minute neighbourhood and the Place Principle together to create accessible and healthy places within the city, through the development of public space and active travel interventions.
- The possibility of a active travel green route from Alexandra Park to Parkhead Railway Station through Hogarth Park should be investigated as a possible alternative to the East End Regeneration Route Phase 3.

## Actions

Explore opportunities to improve existing public transport infrastructure and the interface with other active travel modes and identify the scope for future interventions.

Support the innovative use of data and analytics to improve the management of existing infrastructure and to help identify gaps in provision across the Inner East .

Support a pilot framework looking at intelligent solutions across the Inner East (district heating, digital infrastructure, urban lighting and drainage)

Support the redevelopment of High Street Station as part of the Glasgow City Region City Deal.

Support opportunities as part of the development of Clyde Metro for new or the reopening of former rail stations on converted or former rail corridors and in line with wider transport strategies.

# A CONNECTED INNER EAST | LINKING TOWN CENTRES AND COMMUNITIES



© Crown Copyright and database right 2023. OS Licence No. 100023379

# 4d

## A GREEN AND RESILIENT INNER EAST

© Crown Copyright and database right 2023. OS Licence No. 100023379

# SPATIAL DESIGN STRATEGY | A GREEN AND RESILIENT INNER EAST

## Context

The City Development Plan recognises the range of benefits that a high quality and well connected natural and built environment can bring, from creating high quality places that are accessible to all who live and work there, increasing resilience to climate change and reducing energy use.

If managed well, the inter-relationship between new development and the natural environment can deliver an enhanced quality of life for people living and working in the Inner East and help make places more attractive and sustainable. Measures to enhance, restore or reconnect the natural environment can be incorporated in the design of proposals and early discussions with the Planning Service are encouraged.

Nature Based Solutions can help deliver multiple benefits and mitigate potential conflicts between new development and the natural environment. As well as creating a more resilient and sustainable environment, positive interventions, such as Nature Based Solutions, can assist in making the area more attractive to future development.

## Strategic Approach

A key part of achieving a Connected Inner East will be delivering on the following Strategic Place Ambitions:

- To Green the East End and make it climate resilient
- To reconnect the Inner East with surrounding communities
- To redevelop vacant sites and improve liveability

The strategic approach to enhancing, repairing and reconnecting the green network and urban fabric of the Inner East will focus on:

1. An enhanced, integrated network of well-connected, good quality open spaces and landscaping.
2. Bringing underused land back into a positive use.
3. Supporting biodiversity, nature and ecosystem services.

This approach reflects the City Development Plan's strategic outcome of Creating a Green Place which is Resilient, Accessible and Attractive.

## OUTCOME | A GREEN AND RESILIENT INNER EAST

The Inner East will have an accessible and multifunctional green network.

# A GREEN & RESILIENT INNER EAST | A NETWORK OF OPEN SPACES

## WHAT WE WANT TO ACHIEVE

The Inner East will benefit from a well-planned network of open spaces and green infrastructure. These will include:

- Supporting biodiversity and facilitating the movement of species between habitats
- Climate change mitigation and adaption
- Promoting active travel, social interaction and play.
- Helping to create a sense of place and enhancing liveability
- Impacting positively on health and wellbeing.

## WHERE WE ARE NOW

Green infrastructure can include formal parks, other open or green spaces civic spaces, paths, sports pitches and play spaces, private gardens, allotments, green roofs, rivers and waterways and even planters on streets or on balconies.

It is considered that to create a well planned network of green infrastructure across the Inner East a strategic approach is required. This will allow consideration of wider links across the area and opportunities to strengthen the existing network. Ensuring green infrastructure is an integral part of any new development and is part of the early design process, will help to achieve this.

There are also opportunities to introduce new open spaces on underused land particularly in and around Town Centres to address gaps in the network.

Alongside green space, civic urban space such as public squares can contribute to the green network and provide places for people to gather. This is particularly important in Town Centres where the provision of a mix of hard surfaces and green infrastructure can support events and markets etc. and can contribute to vibrancy.

There are a number of green/blue assets in the Inner East SDF area including Glasgow Green, the River Clyde, Tollcross Park and the Necropolis, together with local parks, play areas and sports pitches.

To conform with Scottish Government planning guidance, the Council has created an [Open Space Strategy](#) (OSS) for the City. The OSS coordinates the policies and actions of different Council services with responsibility for open space, and provides multiple benefits for the City's people and its environment. The OSS supports greater community involvement in the management of green space.

However, there are a number of gaps in provision, areas with limited access to green space and an incomplete network of core paths. Existing routes are often compromised by poor quality, lack of overlooking and safety concerns.

# A GREEN & RESILIENT INNER EAST | A NETWORK OF OPEN SPACES

## HOW WE WILL GET THERE

The SDFs Network of Open Spaces section supports the Glasgow City Development Plans (CDP) policies; [CDP 6 Green Belt and green Network](#), [CPD 7 Natural Environment](#), [CDP 8 Water Environment](#). The CDP identifies open space provision, biodiversity, climate change resilience and vacant land redevelopment as priorities to improve environmental quality.

This section also supports the Council's [Open Space Strategy](#) which sets out an approach to ensure well-managed, well-located and well-connected open spaces that form part of a wider network and provides guidance on priorities for investment.

The underpinning principle for [Green Infrastructure Strategy](#) is to identify enhancements and address gaps in the existing network of open spaces, paths and routes to facilitate movement across the Inner East . Development proposals and masterplans in the Inner East SDF area should seek to integrate green infrastructure from the outset and consider opportunities to enhance links across the wider network.

There should be meaningful public engagement when considering any new public space to foster a sense of ownership.

## Actions

Identify underperforming open space that has the potential of being enhanced to meet the needs of local communities in the Inner East .

Promote models of management and maintenance to local organisations and community groups. Identify opportunities to link and enhance core paths by introducing new infrastructure, promoting the network and providing signage/maps (Inner East Green Route).

Improve access to existing open space and promote new open spaces and green infrastructure in new development.



# A GREEN & RESILIENT INNER EAST | UNDERUSED LAND

## WHAT WE WANT TO ACHIEVE

The SDF seeks to minimise the impact of underused land and improve the environmental quality of the Inner East

Underused land will become part of a healthy, well-functioning environmental network delivering ecosystem services for people as well as biodiversity. These improvements will make the Inner East more attractive to investors while delivering benefits and services throughout the Inner East and the wider area.

## WHERE ARE WE NOW

The Inner East is impacted by many small areas of underused land. This may include neglected, poorly designed/managed or forgotten residual spaces left over from development or demolitions. It also includes poorer quality amenity areas e.g. grass that is not reaching its full potential or weakly designed landscaping that is perhaps not responsive to today's needs. It is often too small to be given attention in bigger projects, to be picked up in surveys or to include on the [Scottish Vacant and Derelict Land \(V&DL\) Register site](#) list. There might be access or other site condition issues. Sometimes, it may even sit within existing developments, all making it harder to detect for long periods of time.

Cumulatively, these small areas of underused land can have a wider impact, affecting the appearance of the area and attracting anti-social behaviour. The SDF presents an opportunity to look at these areas of underused land in a more holistic way to support biodiversity, to enhance perceptions of an area and to support meanwhile uses.

## HOW WE WILL GET THERE

The SDF promotes moving forward to a time where this underused land is a bigger part of the conversation about improving quality and making a positive contribution to the future for the area. The issues regarding individual sites require attention but the greatest strength may come from spatially regarding the sites as a network and combining their enhancement. Investment will be needed but simple less expensive measures, the wise use of resources and a holistic ecosystem approach e.g. planting or community involvement may maximise the returns from any investment.

### Actions

Support the formation of a Vacant and Derelict Land working group across Council Services to create a more holistic approach to biodiversity in the Inner East .

# A GREEN & RESILIENT INNER EAST | BIODIVERSITY, NATURE AND LANDSCAPE

## WHAT WE WANT TO ACHIEVE

The Inner East will have a healthy, high quality and well-functioning natural environment which functions as part of the wider green network.

## WHERE ARE WE NOW

Within the Inner East, the natural environment is under pressure - particularly in areas of change, such as new development sites or long term vacant and derelict land.

Within this landscape, there are elements of green infrastructure that provide good ecological stepping-stones. However, these are not always connected to the wider network of open spaces. This fragmentation can impact on biodiversity and on the healthy function of ecosystems.

## HOW WE WILL GET THERE

In May 2019 Glasgow declared a climate and ecological emergency. The refreshed [Glasgow Economic Strategy 2016- 2023](#) now includes an action (26) to identify vacant and derelict land suitable for greening and rewilding and to substantially increase the number of trees and greening in Glasgow and to encourage ethical food growth. The Glasgow [Local Biodiversity Action Plan](#) aims at conserving the fauna, flora and habitats of Glasgow.

Legally protected fossorial water voles are known to be present in parts of the area covered by the Inner East SDF. [The Grassland Water Vole Trigger Map](#) shows the existing and potential geographic distribution of water voles in the north-east of Glasgow.

Other relevant policies and guidance are set out in the Glasgow Open Space Strategy and the Glasgow Local Biodiversity Action Plan.

The SDF supports a safeguarding approach that will protect and enhance the natural environment across the Inner East .

Part of this will involve identifying where there are existing environmental assets and where there are

opportunities to enhance, reconnect and restore biodiversity, through for example, tree planting and high-quality landscape design.

A holistic, ecosystem approach is advocated, through Nature Based Solutions that support future development together with environmental and social benefits.

## Action

Support the formation of a Vacant and Derelict Land working group across Council Services to create a more holistic approach to biodiversity in The Inner East .



# A GREEN & RESILIENT INNER EAST | NETWORK OF OPEN SPACES



© Crown Copyright and database right 2023. OS Licence No. 100023379



# 5

MOVING FORWARD

© Crown Copyright and database right 2023. OS Licence No. 100023379

## IMPLEMENTATION, COLLABORATION AND ALIGNMENT

This Strategic Development Framework sets out the overarching vision and key outcomes for the next 10 year period of the Inner East’s continued regeneration and transformation.

The successful delivery of this vision will depend upon strong multi-sectoral collaboration; between Government, the City Council, key agencies, investors, developers, business, institutions, and local residents . Partnership working will seek to address the issues in the Inner East , take full advantage of emerging opportunities and unlock creative approaches to development delivery.

This SDF seeks to articulate the long-term place ambitions for the Inner East and to ensure alignment of Council-wide policies, plans, projects and budgets.

A range of delivery mechanisms are proposed to help realise the Vision for the Inner East . These include:

- Influencing the design and delivery of strategic and multi-functional infrastructure through, for example, the City Deal Programme, Liveable Neighbourhoods, the Avenues programme,

public realm interventions and the Open Space Strategy.

- The Development Management process. Development will be assessed against the policies and guidance contained in the CDP, associated Supplementary Guidance and the area-specific guidance for the Inner East set out in this SDF
- Promoting a collaborative, placemaking approach

Supporting further studies and plans to inform the design and delivery of physical interventions, new development and infrastructure.

This SDF also seeks to provide the common ambition and high aspiration to empower local people. Local residents, workers and visitors will influence and shape the development of the East End and so improve the everyday experience of their neighbourhoods.

## ACTION PROGRAMME

The Action Programme (Appendix A) sets out the **key actions, lead partners and timeframe** required to progress towards the vision and deliver the outcomes. It is an iterative document and will be updated as new actions and partners are identified.

The Action Programme will be aligned with the City Development Plan Delivery Programme and with NPF4. The Action Programme will be reviewed regularly, to respond to emerging opportunities and to support the delivery of short-, medium- and long-term actions.



# A

## APPENDIX A | ACTION PROGRAMME

© Crown Copyright and database right 2023. OS Licence No. 100023379

# APPENDIX A | ACTION PROGRAMME

| Action   | TIMESCALE |         |         | Lead/Partners  | Outcome   |
|--|-----------|---------|---------|--|---|
|  | To 2025   | To 2030 | Ongoing |  |   |
| <b>A VIBRANT INNER EAST</b>  |           |         |         |  |   |
| Produce a baseline report for local Town Centres in the area to develop a thorough understanding of key issues and assets and present an in-depth evidence base upon which to move forward.        |           |         |         | GCC and partners – community groups, local businesses    | Established priorities for Town Centre Action Plans and setting of benchmarks to measure project impacts against.   |
| Town Centre Action Plans to be produced for each of the Town Centres in the Inner East setting out a five–10 year programme of actions.  |           |         |         | GCC, Community Groups, Glasgow Life and Local businesses | Each Action Plan will address the specific characteristics of the Town Centre including identifying the hierarchy of routes and spaces to complement the offer and promote Town Centre living and the use of vacant upper floors. |
| Introduce a programme to support improvement and activation of vacant spaces, gaps sites and empty shops in the Town Centres through community-led temporary uses or complementary long-term uses. |           |         |         | GCC and partners – community groups, local businesses    | Improvement of the built environment, community engagement, better utilisation of spaces, support for testing business ideas, vibrancy.   |
| Encourage and support local businesses in the respective Town Centres to engage and organise for the collective improvement and prosperity of the area.  |           |         |         | GCC and partners – community groups, local businesses    | Coordinated action towards enhancement of the Town Centre including applying for funding, delivery of events, public realm improvements – to build more vibrant and prosperous centres.   |
| Continue to promote and diversify the Barras market and support proposals for 7 day a week uses  |           |         |         | GCC, Community Groups and Local businesses               | The Barras is quiet Monday to Friday as most trading occurs only at the weekend. The shut market sheds add to the poor perceptions of the area despite having a unique quality.   |
| Explore the potential of creating a new neighbourhood centre in Dalarnock .  |           |         |         | GCC, Community Groups and Local businesses               | Creation of a new neighbourhood centre in Dalarnock which supports the new residential developments with community and shopping facilities.   |

# APPENDIX A | ACTION PROGRAMME

| Action  | TIMESCALE |         |         | Lead/Partners  | Outcome  |
|---|-----------|---------|---------|--|--|
|   | To 2025   | To 2030 | Ongoing |  |  |
| <b>A VIBRANT INNER EAST</b>   |           |         |         |  |  |
| Engage Historic Environment Scotland as the statutory national agency for the historic environment  |           |         |         | GCC, HES   | Investigate funding options for relevant projects from the major historic environment funders; HES and Heritage Lottery Fund.  |
| Support the development and delivery of the Liveable Neighbourhoods Plan in order to enhance the active travel network in the Inner East , particularly in and around local Town Centres. |           |         |         | GCC, Sustrans, and other partners                          | Improvement of key problem areas, as identified through community consultation, for promoting active travel in the district.   |
| Create a long-term vision for Parkhead through the development of a Town Centre Action Plan   |           |         |         | GCC, Community Groups and Local businesses (Clyde Gateway) | Address the specific characteristics of the Town Centre to complement the offer, promote Town Centre living, and 20-minute neighbourhoods and the use of vacant upper floors                 |
| Undertake a Pilot Study to investigate place-based solutions for Buildings at Risk and other historic buildings in the Inner East SDF area.   |           |         |         | GCC  | This is intended to bring these building back into use as it is unlikely that conventional development models by commercial operators would allow many of these properties to be repurposed. |
| Support local communities and organisation who express an interest in converting or altering buildings to achieve a sustainable re-use  |           |         |         | GCC, Community Groups and Local businesses                 | This would encourage a more sustainable future for these buildings.  |
| A coherent and considered process should be undertaken to identify where any external grant funding could be focused.   |           |         |         | GCC  | Investing in clusters of Heritage at Risk assets could serve to maximise the range of benefits available across social, economic and environmental objectives.                               |

# APPENDIX A | ACTION PROGRAMME

| Action  | TIMESCALE |         |         | Lead/Partners  | Outcome  |
|---|-----------|---------|---------|--|--|
|   | To 2025   | To 2030 | Ongoing |  |  |
| <b>A SUSTAINABLE INNER EAST</b>   |           |         |         |  |  |
| Capacity-building through a communications strategy   |           |         |         | GCC  | Effect the paradigmatic shift required to achieve higher density and to address concerns about potential adverse effects such as traffic; lack of private gardens and front door access etc.   |
| Support Development at the Meat Market site.  |           |         |         | GCC  | This is an important site within the Inner East and has the potential to repair connectivity and urban fabric issues, stimulating economic and social benefits.  |
| Encourage the preparation of EDA improvement plans driven by local demand and led by local stakeholders   |           |         |         | GCC, Community Groups, Local businesses and Landowners                 | Industry and business growth in a series of interconnected EDAs which proved more pleasant environments for workers and local residents.   |
| Produce a baseline report for the designated Economic Development Areas in the district to develop a thorough understanding of key issues, assets, and development opportunities, and present an in-depth evidence base upon which to move forward. |           |         |         | GCC and partners – community groups, local businesses                  | Established priorities for EDAs and setting of benchmarks to measure improvements against.   |
| Support the formation of a Vacant and Derelict Land working group across Council Services to create a more holistic approach to biodiversity in the Inner East .  |           |         |         | GCC, Housing Associations, Clyde Gateway, Community Groups, Landowners | Priority sites will be identified and outcomes sought for vacant and derelict land, to help inform development and project outcomes, access relevant and emerging funding streams and to ensure delivery of high-quality placemaking outcomes. |

# APPENDIX A | ACTION PROGRAMME

| Action   | TIMESCALE |         |         | Lead/Partners   | Outcome   |
|--|-----------|---------|---------|---|---|
|  | To 2025   | To 2030 | Ongoing |   |   |
| <b>A SUSTAINABLE INNER EAST</b>  |           |         |         |   |   |
| Promote collaborative working, and support the work of local organisations/groups in improvement efforts and the delivery of Local Place Plans which align with the overall objectives of the SDF. |           |         |         | GCC, Community Groups, Clyde Gateway, Local businesses and Landowners | Improved community engagement, capacity, governance, and resource utilisation.  |
| Set out a communication strategy for SDF projects and undertake capacity building to strengthen engagement processes, with a focus on Gender Mainstreaming.  |           |         |         | GCC   | Foster meaningful engagement to grow community capacity and trust in order to deliver any future community level outcomes as part of SDF. Create a built environment that is safe and welcoming to everyone, including women, disabled people, children and |
| Develop a Monitoring and Evaluation Framework for the Action Plan.   |           |         |         | GCC   | Enable the coordinated delivery of the placemaking ambitions of The Inner East SDF that ensures joint working with key stakeholders   |



# APPENDIX A | ACTION PROGRAMME

| Action  | TIMESCALE |         |         | Lead/Partners   | Outcome  |
|---|-----------|---------|---------|---|--|
|   | To 2025   | To 2030 | Ongoing |   |  |
| <b>A CONNECTED INNER EAST</b>   |           |         |         |   |  |
| Prepare a Town Centre Action Plan for Parkhead  |           |         |         | GCC, Community Groups, Local businesses and Landowners  | Set out detailed policies and guidance. This should identify the hierarchy of routes and spaces.<br><br>Support further investigation of a new rail station at Parkhead. |
| Encourage the preparation of a Movement Strategy for events and consider options for additional public transport provision.   |           |         |         | GCC, Community Groups, Local businesses, Land-owners, sustrans, SPT, network rail and bus companies | Improve routes to and from existing transport hubs for pedestrians, through for example, better signage.   |
| Explore the viability of the Clyde Metro  |           |         |         | GCC   | improve connectivity in the Inner East for transformational change to occur in tandem with Placemaking objectives.   |
| Undertake a comprehensive reassessment of the Inner East's street network<br><br>Public realm improvements should be brought forward as part of Town Centre Action Plans. |           |         |         | GCC   | Ensure future and planned interventions respect the place function of streets.   |
| Consideration should be given to a Public Art/Street Activation Strategy  |           |         |         | GCC   | Enhance the distinctiveness of streets.  |
| Support the production of a masterplan for The Duke Street Corridor   |           |         |         | GCC   | Reduce traffic dominance, making it more attractive for walking and cycling  |

# APPENDIX A | ACTION PROGRAMME

| Action  | TIMESCALE |         |         | Lead/Partners   | Outcome   |
|---|-----------|---------|---------|---|---|
|   | To 2025   | To 2030 | Ongoing |   |   |
| <b>A CONNECTED INNER EAST</b>   |           |         |         |   |   |
| Explore opportunities to improve existing public transport infrastructure and the interface with other active travel modes and identify the scope for future interventions.                                 |           |         |         | GCC, Community Groups, Local businesses, Land-owners, sustrans, SPT, network rail and bus companies | Establish a unified, strategic and integrated approach to enhancing connectivity in, and around the Inner East    |
| Support the innovative use of data and analytics to improve the management of existing infrastructure and to help identify gaps in provision across the Inner East .  |           |         |         | GCC   | A more detailed understanding of the functioning travel network resulting in more efficient connected Inner East  |
| Support a pilot framework looking at intelligent solutions across the Inner East (district heating, digital infrastructure, urban lighting and drainage)  |           |         |         | GCC   | Establish a proactive approach to utility planning to support development opportunities                           |
| Support the redevelopment of High Street Station as part of the Glasgow City Region City Deal.  |           |         |         | GCC, Community Groups, Sustrans, SPT,   | Improved public realm and accessibility   |
| Promote opportunities, where appropriate as part of Clyde Metro, for new or the reopening of former rail stations where existing sections of the rail network are converted from heavy rail to heavy metro. |           |         |         | GCC, Community Groups, Local businesses, Land-owners, sustrans, SPT, network rail and bus companies | Improved public transport accessibility for communities both into Central Glasgow and across the City/ Inner East |

# APPENDIX A | ACTION PROGRAMME

| Action  | TIMESCALE |         |         | Lead/Partners   | Outcome   |
|---|-----------|---------|---------|---|---|
|   | To 2025   | To 2030 | Ongoing |   |   |
| <b>A GREEN AND RESILIENT INNER EAST</b>   |           |         |         |   |   |
| Identify underperforming open space that has the potential of being enhanced to meet the needs of local communities in the Inner East .                             |           |         |         | GCC, Community Groups, Local businesses, Clyde Gateway, Land-owners | Animation of prominent unused areas, boosted community identity and wellbeing, and enhanced marketing/development potential for large vacant sites  |
| Promote models of management and maintenance to local organisations and community groups.   |           |         |         | GCC, Community Groups, Local businesses, Land-owners                | Improved value for people and nature  |
| Identify opportunities to link and enhance core paths by introducing new infrastructure, promoting the network and providing signage/maps (Inner East Green Route). |           |         |         | GCC, Community Groups, Local businesses, Land-owners, Sustrans,     | Enhance active travel opportunities   |
| Improve access to existing open space and promote new open spaces and green infrastructure in new development.  |           |         |         | GCC   | Improve wellbeing, enhance nature   |
| Support the formation of a Vacant and Derelict Land working group across Council Services to create a more holistic approach to biodiversity in the Inner East .    |           |         |         | GCC, Community Groups, Local businesses, Clyde Gateway, Land-owners | A holistic approach will be created to tackle underused land. Review current planning policies and direction to identify useful mechanisms to deal with issues and promote opportunities and to align this land with Council strategies and programmes. |



# B

---

## APPENDIX B

### | NEIGHBOURHOOD PLACEMAKING GUIDANCE

© Crown Copyright and database right 2023. OS Licence No. 100023379

## APPENDIX B | NEIGHBOURHOOD PLACEMAKING GUIDANCE

The general ambition for the evolution of each of the neighbourhoods across the Inner East, is outlined in this section. The Inner East Neighbourhood Placemaking Guidance is underpinned by a design led approach that focuses on opportunities to:

### **RECONNECT**

A number of areas within the Inner East exhibit streets that are designed to cater to the primacy of vehicle movement, and are lacking active travel infrastructure and form fragmented communities which are car dependant. While there is green network in the neighbourhoods it is disconnected and in places lacking. The SDF supports strengthening the green network and the ecosystem services it provides.

### **REINVENT**

Many areas within the Inner East have low density housing. Consideration should be given, in the appropriate areas, to higher density housing which in turn will support struggling highstreets and Town Centres within the Inner East.

There are also a number of Economic Development Areas within the Inner East exhibiting poor-quality urban environments often surrounded by areas of vacant derelict land which impede connectivity which can have a negative impact on the perception of the wider area. This SDF supports the preparation of EDA improvement plans which create more pleasant environments. Where there is underused land, vacant and/or derelict land or buildings, the SDF encourages, a greater mix of complementary uses which would deliver environmental or social benefits.

### **REFINE AND ENHANCE**

There are many neighbourhoods with strong attributes, including historic buildings, public transport hubs, employment locations, vibrant neighbourhoods and natural

habitats. The aim is to build on these core strengths and increase resilience by supporting an appropriate diversity of use, by elevating environmental quality, climate change mitigation, and by reinforcing distinct identity through a placemaking approach

### **REPAIR AND DENSIFY**

Many areas have had a lack of investment, resulting in observable physical decline. Subsequent demolitions and piecemeal developments have eroded the built form, the natural environment and the quality of place. In such areas, consideration should be given to how best to repopulate and repair the urban and landscape fabric, to maximise the benefits/ services they can deliver as well as capture their potential, and to increase both vibrancy as well as liveability.

### **REACTIVATE**

A number of local Town Centres/high streets within the Inner East suffer from inactive or vacant street fronts and underlying local economic challenges. The aim is to reanimate these areas by introducing a mix of uses, at different scales and over different time frames, these will be outlined in more detail through the Town Centre Action Plans.

### **RECONFIGURE**

Much of the Inner East's built environment has been retrofitted from previous street grids for the ease of vehicular movement. The Inner East's overall quality of place and permeability will be improved through a placemaking approach. Opportunities for the reconfiguration of sites, buildings and the urban form should be explored to create an enhanced/ extended green network, active street frontages and perimeter block structures.

# APPENDIX B | COLLEGELANDS, BELLGROVE & MEATMARKET

Recent development along The Duke Street Corridor has kick-started the regeneration of the area. Further redevelopment includes the Meat Market site, which has lain vacant for some time, consisting of new mixed tenure housing, commercial units, flexible space for community uses and public realm. A key aspect of this masterplan is improving connections to and from the site and integrating it with the surrounding neighbourhoods. As part of City Deal funding, options to develop High Street station as a fully accessible station are being explored..

The emerging Glasgow City Innovation District offers a significant opportunity for the area, with major investment being made by the University of Strathclyde .

Future Interventions should seek to ensure the success of the Merchant City spills out eastwards and reinvigorates High Street and Duke Street as a civic spine and focus for amenities to serve an increasing surrounding population. Whilst redevelopment of the Meat Market should look to enhance and safeguard the historic structure and capitalise on the popularity and vibrancy of nearby Dennistoun. This expanded mixed use neighbourhood will be a focus for the expansion of creative industries and business innovation. Connections to Calton, Barras and Dennistoun should be strengthened.

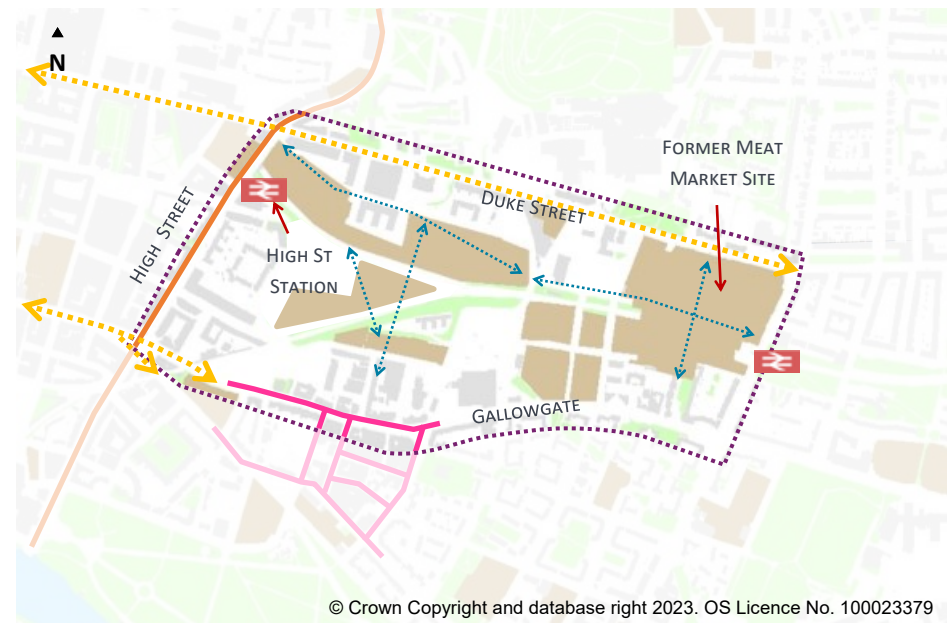
Design Approach: **RECONNECT, RECONFIGURE , REPAIR AND DENSIFY**

Priorities:

- Realise the redevelopment of vacant land
- Reduce traffic dominance along The Duke Street and Gallowgate Street corridor.
- Improve the fabric and setting of High Street station, linking to a restored High Street Cross

- Deliver new housing, business and creative work space and support community amenities, leisure uses
- Address the need for new public spaces and greenspace in the area.
- Secure a sustainable future of historic Meat Market.

**Fig AB.1 | Key**



## APPENDIX B | CALTON AND THE BARRAS

Calton lies to the East of Merchant City, it was once an area of a dense grouping of housing, heavy and light industry and civic buildings. Calton’s urban form is now defined largely by its low-density housing which is striking given its close proximity to the City Centre. Industry has all but disappeared and the remaining civic buildings, in many cases, lie vacant and in disrepair. There are a number of buildings at risk in Calton and the area contains a significant amount of vacant and derelict land. As outlined in the Heritage Assets section of this document a pilot study to investigate place-based solutions for Buildings at Risk and other Historic buildings will be undertaken.

There has been a successful effort to regenerate the area pursued by Glasgow City Council and community partners. The area itself has a unique identity and there is a concerted effort to revitalise the area.

Promoting and diversifying the Barras market and support proposals for 7 day a week uses will go a long way to rejuvenating the area. This approach would build on the efforts made by places such as BAAD (Barras Art and Design), Many Studios and the Pipe Factory to help to realise the potential of the area for new uses and bring much needed footfall to the area during the week.

Interventions should seek to: Repair, re-densify, and create a coherent liveable district that respects its historical and blossoming cultural assets and connects to the City Centre.

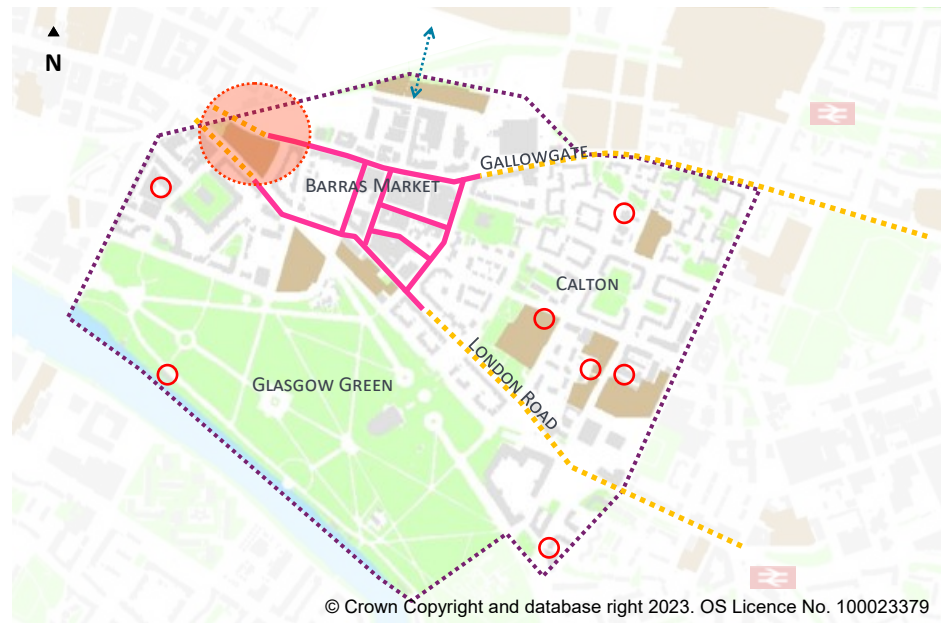
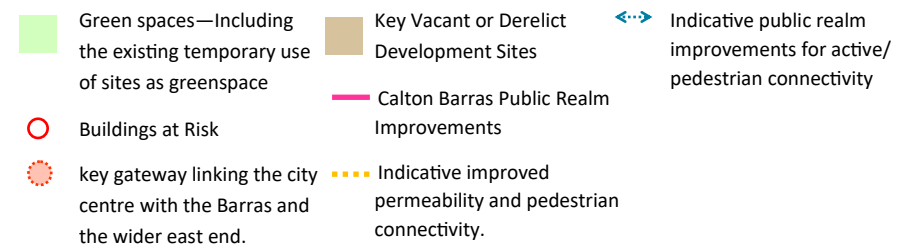
Design Approach: **REPAIR AND DENSIFY, REINVENT, REACTIVATE**

Priorities:

- Repair the urban and historical fabric.

- The temporary Barrowlands Park has helped create a positive gateway at this location and a sense of place. However this site has the potential to bring forward the Inner East SDF priority to increase residential density. As well as this new development could through a sensitive, innovative approach retain permeability and create a point of arrival.

**Fig AB.2 | Key**



## APPENDIX B | CALTON AND THE BARRAS

- Repurpose and re-inhabit vacant and underused buildings.
- Introduce development uses that complement but do not compete with the retail, commercial, residential, creative industries, visitor attractions and leisure uses seen in the area.
- Ensure residential development is supported by community infrastructure.
- Reduce traffic dominance along key routes
- Provide a positive approach to incorporating a series of open spaces, including civic squares. Further analysis of how people move through the area may be required to identify the most appropriate locations for these spaces.
- Protect and enhance views, landscape features and historic assets.



A large mural overlooking Barras Art and Design in the Barras Market



# APPENDIX B | BRIDGETON

Bridgeton has a mixture of residential and commercial land uses and is observed to have multiple sub character areas.

The historic core of Bridgeton possesses a strong urban quality as a result of the concentration of buildings, their height, their scale and above all their continuity with one another. In the majority of buildings the ground floor is in commercial use and the upper three storeys are residential. Outside the Bridgeton Cross (Town Centre and Conservation Area) much of the neighbourhood, barring Mile End and the Economic development Areas, is comprised of housing.

Several public bodies are located within the area including the urban regeneration company Clyde Gateway. In addition NHS services and Sport Scotland are located within the Templeton Business Centre at Glasgow Green. There are however many vacant shop premises in the area which are damaging to the vitality and character of the area.

Future development should be brought forward as part of a placemaking approach that seeks to integrate and reconnect. The Council encourages proposals that protect, refine and enhance the urban environment, while supporting new and innovative interventions which add to the character of the area and help repair its fragmented edges.

Design Approach: **RECONNECT, REFINE AND ENHANCE**

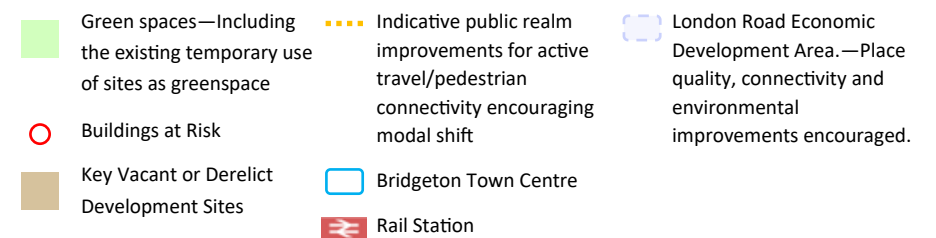
Priorities:

- Continue to support the re-generational activity through Clyde Gateway.
- Support modal shift and connectivity through the completion of the East City

Way and other public realm improvements

- Place quality, connectivity and environmental improvements to London Road EDA.
- Improved access to and through Glasgow Green and to NCR75 key to active travel and modal shift.

**Fig AB.3 | Key**



## APPENDIX B | DALMARNOCK

Dalmarnock has seen unprecedented public and private sector investment through the Clyde Gateway Regeneration Programme, Commonwealth Games Legacy projects and more recently the approval of a supermarket. The area offers a good example of what can be achieved, however still contains a significant number of vacant sites.

Much of the area is classified as a Strategic Economic Investment Location (SEIL). The value of these areas to the city, its economy and long term sustainability is recognised, and the City Development Plan seeks to ensure that preference is given to proposals which promote economic development, predominantly business and financial services which support the long term vision of a rebalanced low carbon economy, while at the same time boosting competitiveness and tackling inequality. The Council will continue to review the level of protection applied, and will identify areas with the potential to accommodate different uses through a managed process.

Future development should be brought forward as part of a placemaking approach that seeks to integrate and reconnect. For example, opportunities for continuous walking and cycling routes between the Inner East, Glasgow City Centre and South Lanarkshire should be maximised to facilitate access to employment, Town Centres and public transport hubs.

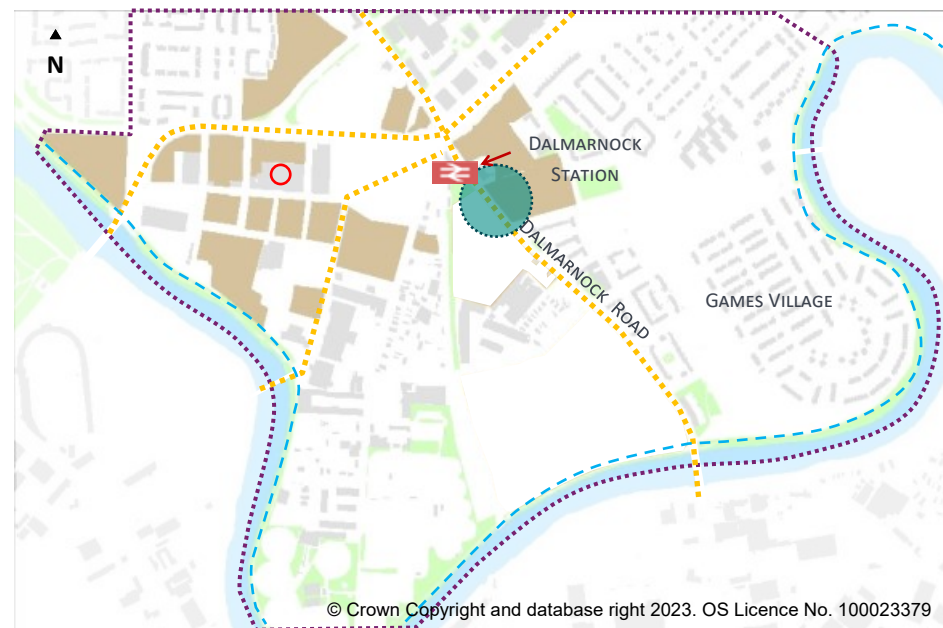
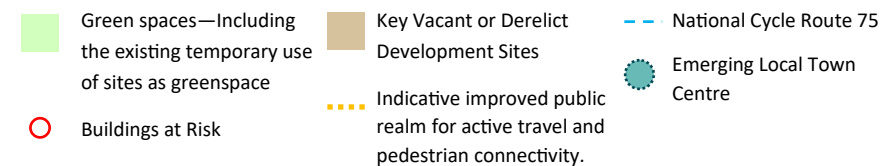
It is expected that development in these areas will be brought forward as part of a wider placemaking approach promoting connectivity, supporting the creation of high quality green infrastructure, and protecting habitats. Proposals will be expected to promote opportunities for integrating efficient energy and waste innovations, and the treatment of the edges and interfaces should seek to enhance the relationship between residential areas, main routes and the river.

Design Approach: **RECONNECT, RECONFIGURE, REINVENT**

Priorities:

- Continue to support the re-generational activity through Clyde Gateway. - Including the delivery of the South Dalmarnock Integrated Urban Infrastructure masterplan.
- Support modal shift and improved pedestrian/active travel connectivity.
- National Cycle Route 75 should be safeguarded and improved at this location, with enhanced access and signposting.

Fig AB.4 | Key



## APPENDIX B | DENNISTOUN

Much of Dennistoun is made up of Victorian and Edwardian tenemental housing stock and has a strong place quality and a legible grid layout as a result. Duke Street is a busy thoroughfare and vibrant Town Centre host to a range of retail, service and food and drink uses. However it is also a heavily trafficked artery in and out of the City Centre and it is prone to congestion. The neighbourhood functions successfully as a 20-minute neighbourhood already, and is regularly voted one of the UKs most popular places to live. However efforts should be made to prevent an erosion of what makes Dennistoun successful.

The redevelopment of the Meat Market site to the East of the neighbourhood presents the opportunity to reconnect the City Centre with Dennistoun along an enlivened Duke Street repairing this fragmented edge of the neighbourhood with the City Centre.

Interventions should seek to reinforce and complement the area’s current identity and diversity; proposals which grow the resident family-focused population will also be supported.

Design Approach: **REFINE AND ENHANCE, REPAIR**

Priorities:

- Provide a range of housing and community amenities to support family-focused neighbourhoods
- New funding opportunities should be explored in order to extend the City Centre Avenues to further green the streetscape and improve pedestrian friendliness eastwards along Duke Street and Alexandra Parade.
- Support The Duke Street Corridor Masterplan. The masterplan should seek to repopulate the area and provide a mix of uses with active ground floors

along key streets. A repaired street pattern north to south and east to west should provide a fine grain movement framework that favours walking and cycling and restores the historic links between north Calton and Dennistoun. The masterplan should create civic focal points and seek to restore heritage buildings and historic crosses to reinforce the identity and character of the area. A network of open green spaces should be provided that exploits the potential of the railway corridor as a green corridor that extends to the east end.

**Fig AB.5 | Key**



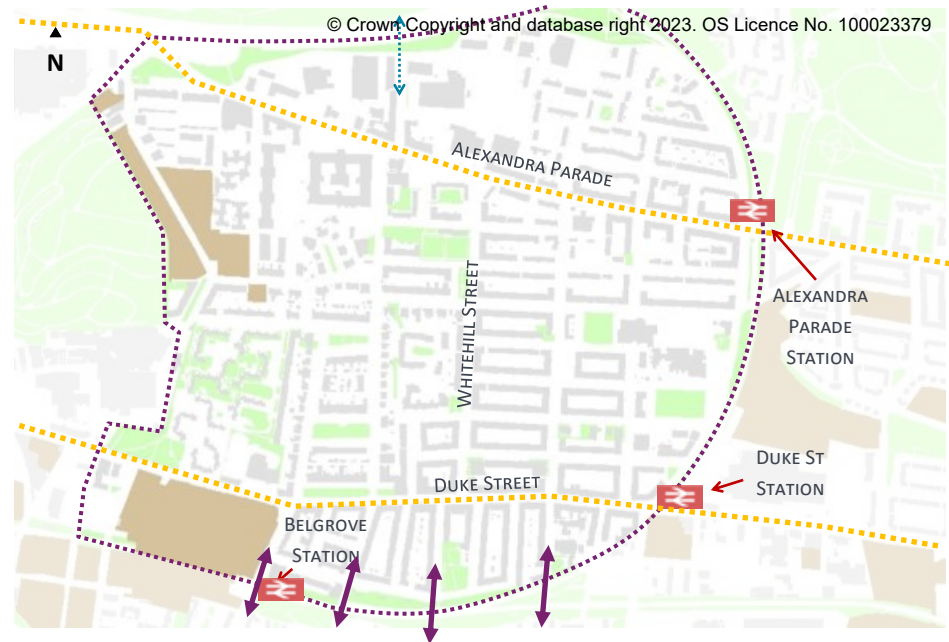
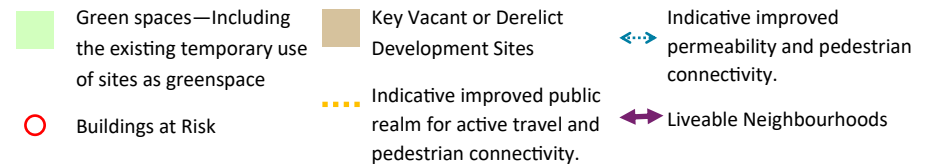
# APPENDIX B | DENNISTOUN

- Improve connections across the M8, and address poor environmental quality
- Improve environmental quality of connections and routes to Gallowgate and Parkhead.
- Support accessibility improvements to rail stations.

## Liveable Neighbourhoods—Railway Bridges Project

Various railway bridges across the Edinburgh/Aidrie /Springburn Railway are underused and offer major opportunities to link Dennistoun/Reidvale with Bellgrove, thus enabling active travel. Bridges include: Whitevale Street Bridge, Bluevale Street Bridge, Bellfield pedestrian bridge which offers a potential route to St Mungo’s Secondary School, and Sword Street.

**Fig AB.6 | Key**



## APPENDIX B | HAGHILL

The area encompasses the Town Centre at Alexandra Parade, this has a strong tenemental urban form, however, elsewhere interwar tenements and low density modern semi-detached dwellings can be seen. The three periods have markedly different characters.

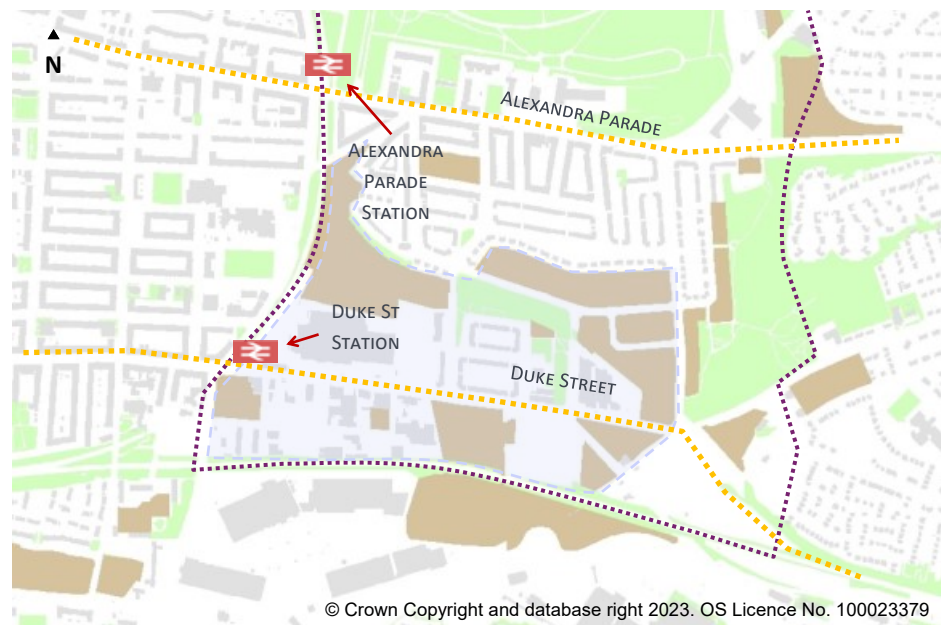
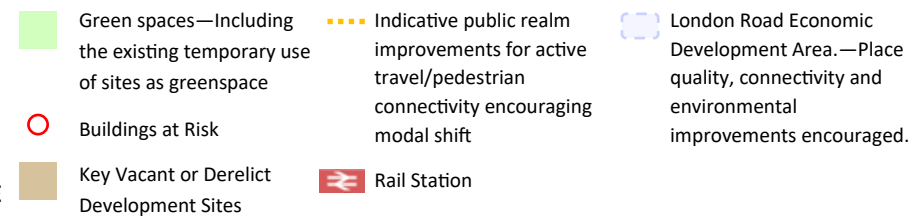
In the south of Haghill there are large tracts of vacant land that was once interwar housing or previous industrial sites. This poor quality environment continues into the Economic Development area on Duke Street which is blighted by large areas of vacant and derelict land, restricting movement between the surrounding residential areas.

Design Approach: **REFINE AND ENHANCE, REPAIR, RECONNECT AND RECONFIGURE**

Priorities:

- Reinforce community with new housing, business and creative work space and supporting community amenities, leisure uses
- Realise the redevelopment of vacant land
- The possibility of an active travel green route from Alexandra Park to Parkhead Railway Station through Hogarth Park should be investigated as a possible alternative to the East End Regeneration Route Phase 3.
- Look to reconnect and enhance links with Parkhead Town Centre to the South.
  - Reopening Parkhead train station would support this priority
  - There is also an opportunity to improve the on road pedestrian connection under The Duke Street rail bridge
  - Adjacent vacant sites with improvements to existing path would improve connections to Parkhead

**Fig AB.7 | Key**



# APPENDIX B | GALLOWGATE

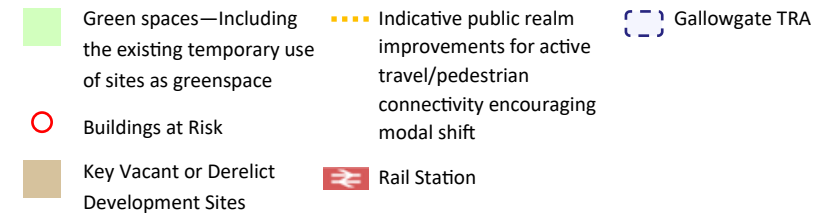
Gallowgate is characterised by wide, open tracts of vacant land. The Gallowgate Transformational Regeneration Area (TRA) attempts to reinstate some of the historic fine grain of the area with proposed blocks of tenemental-style flats. The Inner East SDF’s Increasing Residential Density section reinforces the objectives of the TRA . What remains of the Whitevale baths will be retained and incorporated into the site. Access to Bellgrove Station will be key and there appears to be an opportunity for upgrading the connections between the new and existing housing stock to the rail station.

Design Approach: **REPAIR, REINVENT**

Priorities:

- Support the delivery of the Gallowgate TRA
- Realise the redevelopment of vacant and derelict land
- Increase the residential population and provide community infrastructure.
- Look to reconnect and enhance links with nearby Town Centres and neighbourhoods; Parkhead, Dennistoun and Bridgeton.
- The creation and enhancement of active travel routes.

**Fig AB.8 | Key**



# APPENDIX B | PARKHEAD

Parkhead is a Major Town Centre and is addressed in the main body of the SDF. See Vibrant Inner East Chapter 4a.

The Forge Shopping Centre attracts visitors from across the wider region. However, the high street suffers from a high vacancy rate and poor connections.

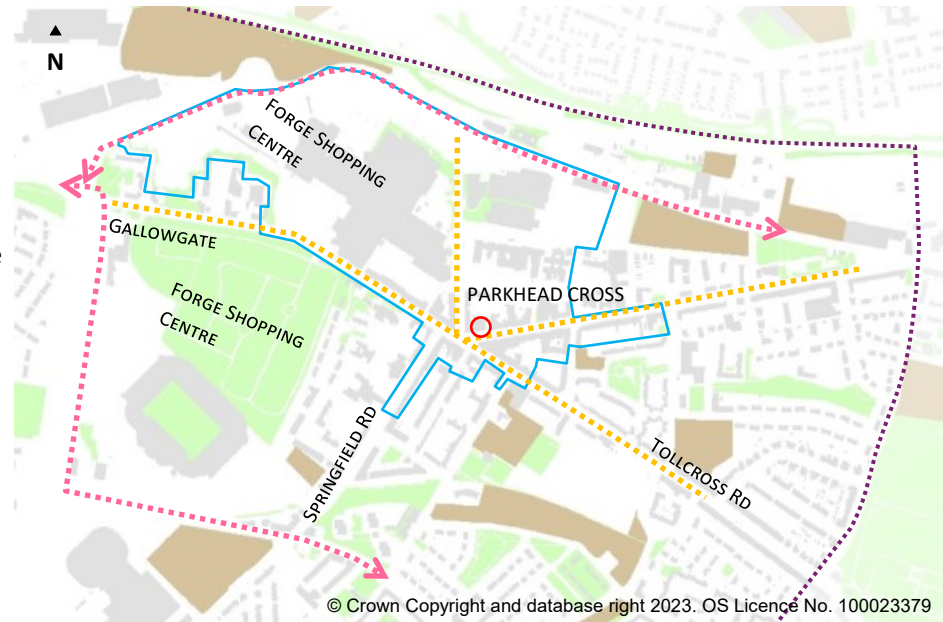
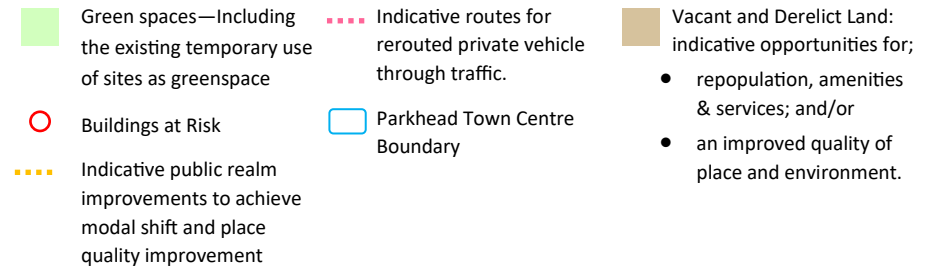
A long term vision for Parkhead will be created through the development of a Town Centre Action Plan.

Design Approach: **RECONNECT, REFINE AND ENHANCE**

Priorities:

- Develop a Town Centre Action Plan.
- Promote a mix of uses and diversity in the Town Centre with an emphasis on placemaking and activation.
- Create more sustainable High Street which is a destination itself. Linking to, and celebrating, local heritage to capture people’s imaginations and provide a typology for new High Street uses.
- Explore ways of prioritising pedestrians and the diversion cars away from the core of the historic Town Centre
- Promote the Stadium District as a centre of local, regional and national significance.
- Explore improved green infrastructure provision in the Town Centre
- Continue to support the renovation and regeneration of Parkhead’s historic, empty and underused building stock.
- Support new enterprise that creates community benefits including:
  - Jobs at all skill levels
  - Community capacity building

**Fig AB.9 | Key**



# APPENDIX B | SHETTLESTON

Much of the Edwardian and Victorian tenemental stock has been retained and the neighbourhood has a distinctive character. The high street would benefit from the creation of a Town Centre Action Plan which addresses the specific characteristics of the area, supports public realm improvements and promotes Town Centre living through the use of vacant upper floors.

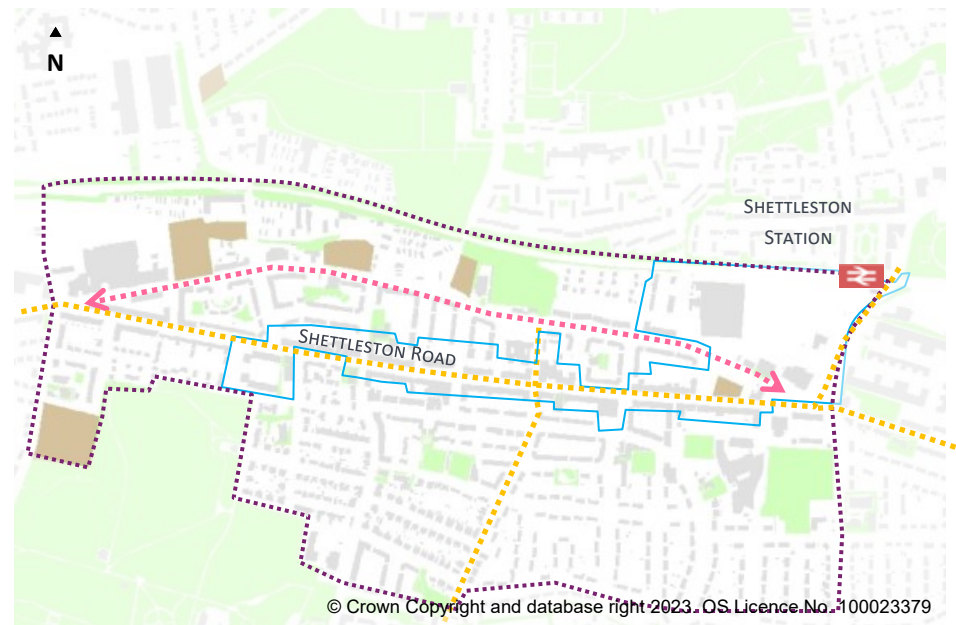
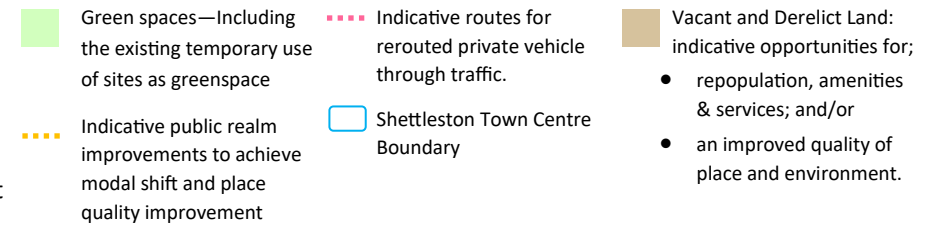
Pedestrian/active travel connectivity between the Town Centre and the railway station would benefit from place-based improvements which encourage modal shift and improve perceived safety.

## Design Approach: RECONNECT, REFINE AND ENHANCE

### Priorities:

- Prepare a Town Centre Action Plan which embeds the principles of sustainable 20-minute neighbourhoods.
- Provide more urban family homes, across tenures
- Invite mixed-use development and create new community facilities to help deliver a vibrant, activated, liveable place.
- Promote neighbourhood focal points that provide good quality shops, services and active travel.
- Look to create new and strengthen existing links with neighbouring districts.
- Encourage modal shift and place re-balancing in terms people over vehicular needs

Fig AB.10 | Key





# APPENDIX B | TOLLCROSS

As with the other areas in The Inner East, Tollcross was disproportionately impacted by the loss of industry in Glasgow. The area is largely residential in nature and is well connected to Tollcross Park to the west. Vacancies along the high street are lower than other areas in The Inner East.

To the south of Tollcross Road lies an unattractive light industrial Economic Development Area on Causewayside Street. This will be included within the review of existing industrial locations in terms of occupancy, access, quality and relation to context.

The area benefits from its proximity to Tollcross Park, the soon to be restored Tollcross Winter Garden, and the Tollcross International Swim Centre. Together these create a distinct destination of local, regional and national significance. It is considered that support is needed to help unlock the areas full economic and social potential.

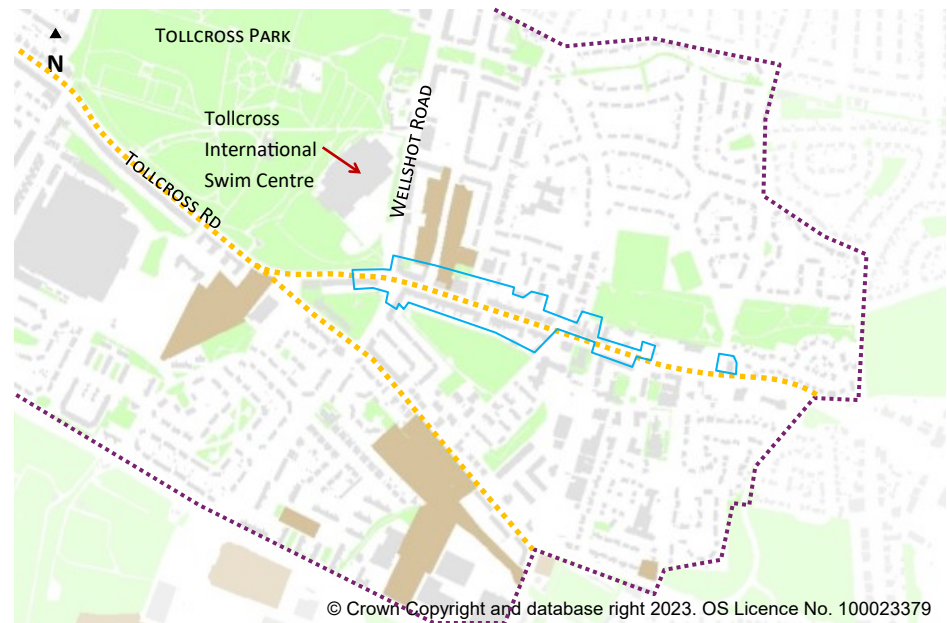
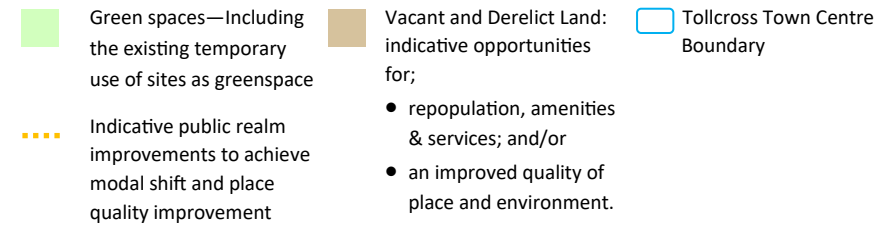
There are opportunities for additional commercial and residential development to increase the amount of time visitors spend in the area and create a vibrant destination.

Design Approach: **RECONNECT, REFINE AND ENHANCE**

Priorities:

- Look to reconnect and enhance social and active travel links with Parkhead and Shettleston
- Look to realise the development of vacant and derelict land to the north and south of the Town Centre.
- Repair and enhance under-used historic assets
- Improved access to and through Tollcross Park key to active travel

**Fig AB.11 | Key**



# APPENDIX B | CARNTYNE

In Carntyne there are very few local shopping facilities and public transport infrastructure is limited to the train station to the south and requires walking through an industrial estate.

This area would benefit from active travel links and the reassessment of the Inner East’s street network. There are also several light industrial estates that surround Carntyne which people must move through to reach housing to the north and south of the site. The SDF sets out an action to undertake a review of existing industrial locations in terms of occupancy, access, quality and relation to context.

## Design Approach: Refine and Enhance, Reconnect

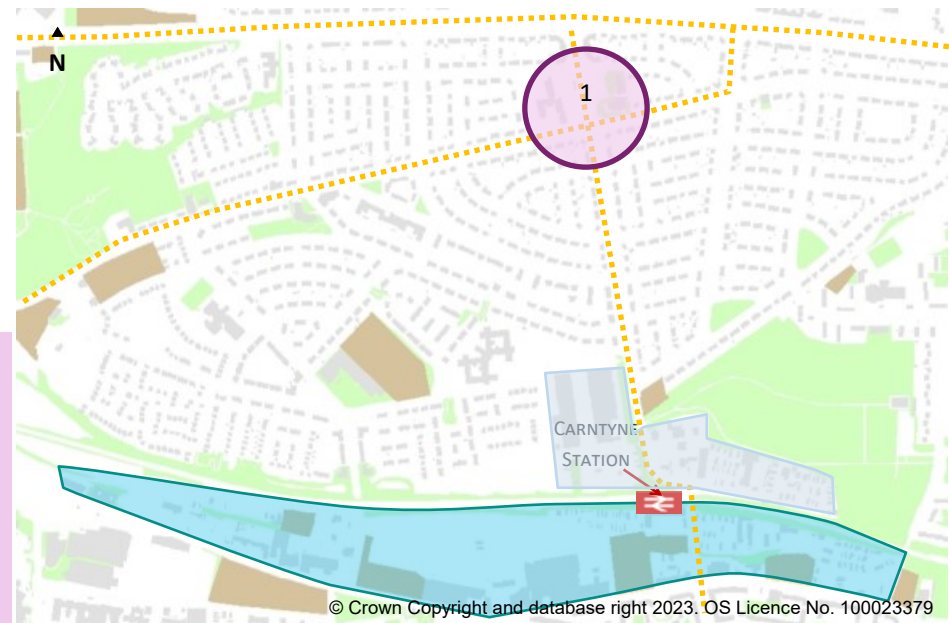
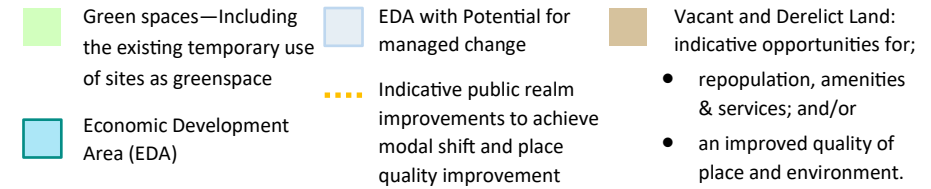
### Priorities:

- Look to reconnect and enhance social and active travel links with Parkhead and Shettleston Town Centres
- Look to realise the development of vacant and derelict land.
- Place quality improvements in Economic Development Areas
- Environmental and accessibility improvements to the railway station

### 1. Liveable Neighbourhoods—Carntyne Square Project

Formation of new external landscaping and realignment carriageway in front of Carntyne Parish Church Hall by removing the two roundabouts to form one road and creation of a new multi-use space that could potentially be used as a market place.

Fig AB.12 | Key





# **INNER EAST STRATEGIC DEVELOPMENT FRAMEWORK**

**MARCH 2023**

© Crown Copyright and database right 2023. OS Licence No. 100023379