

RIVER CLYDE DEVELOPMENT CORRIDOR
STRATEGIC DEVELOPMENT FRAMEWORK

FEBRUARY 2020

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FOREWORD

A MULTIFUNCTIONAL, CONNECTED WATERFRONT FOR A VIBRANT, LIVEABLE CITY

Waterfront regeneration is different from other types of major urban renewal. The relationship between water and land, the linear form, rich heritage and distinct townscape provide a strong framework for successful placemaking.

Over the last few decades, cities across the world have successfully transformed disused wharves and declining industrial districts, creating connected networks of vibrant space and place, often through highly creative, entrepreneurial endeavour. With increasing global pressures including climate change, urbanisation and globalisation, the stakes are higher than ever for urban waterways and their role in contributing to the liveability, resilience and prosperity of cities and their regions.

This Strategic Development Framework (SDF) sets out a vision for the River Clyde Development Corridor for the next 30 years. It shows how the successful regeneration of the River Corridor will support a critical mass of people and activity, and create a well-connected, vibrant place. It supports a variety of economic, environmental and social outcomes along the River Corridor, recognising the Clyde as the City's largest area of continuous open space, and the most significant element of the urban green and blue network in the City Region.

STRUCTURE

VISION

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

PRIORITIES

Recognising the River Corridor as a major regeneration project of regional and national significance.

Unlocking sustainable development along the River Corridor by addressing immediate challenges, and developing a long-term, responsive approach to manage the predicted increase in flooding in future years.

Promoting a design-led, placemaking approach to enhance and protect the townscape, heritage and environment of the River Corridor while delivering a well-connected and liveable city.

OUTCOMES

A VIBRANT RIVER
The River Corridor will be a **vibrant, attractive destination** which supports **inclusive economic growth**.

A SUSTAINABLE RIVER
The River Corridor will **balance environmental, social and economic pressures** to create **liveable, inclusive and distinctive places**.

A CONNECTED RIVER
The River Corridor will be **well-connected and link people, places and natural habitats**.

A GREEN & RESILIENT RIVER
The River Corridor will provide integrated, high quality **green, blue and grey infrastructure** that helps deliver climate change adaptation and **promotes health and wellbeing**.

APPROACH

- Realise potential and unlock development
- Promote a new approach to growing the place
- Activate the water

- Support a higher density and a mix of uses
- Promote climate-responsive design
- Create a distinctive townscape, and protect and enhance historic character

- Create seamless walking and cycling routes
- Cluster activities and link people to jobs, town centres, services and public transport
- Bring people to the river

- Advocate climate readiness
- Create a network of open spaces
- Promote nature-based solutions

DELIVERY

RIVER ROOM PLACEMAKING STRATEGIES

ACTION PROGRAMME





1

INTRODUCTION

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INTRODUCTION | GLASGOW CITY DEVELOPMENT PLAN

GLASGOW CITY DEVELOPMENT PLAN

The **Glasgow City Development Plan** (CDP) identifies six key areas where a strategic approach is needed to co-ordinate development activity, direct investment and address emerging opportunities. These areas present unique spatial opportunities and challenges but share a number of common issues, such as poor connectivity and significant 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 the 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 commitment to these areas beyond the term of the current City Development Plan. The River Corridor has a direct relationship with the adjacent City Centre, Govan Partick and Inner East 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 Glasgow City Development Plan (CDP) is underpinned by two overarching policies:

CDP1, The Placemaking Principle

This seeks to create and maintain a high quality, healthy place, and to develop a compact city form that supports sustainable development.

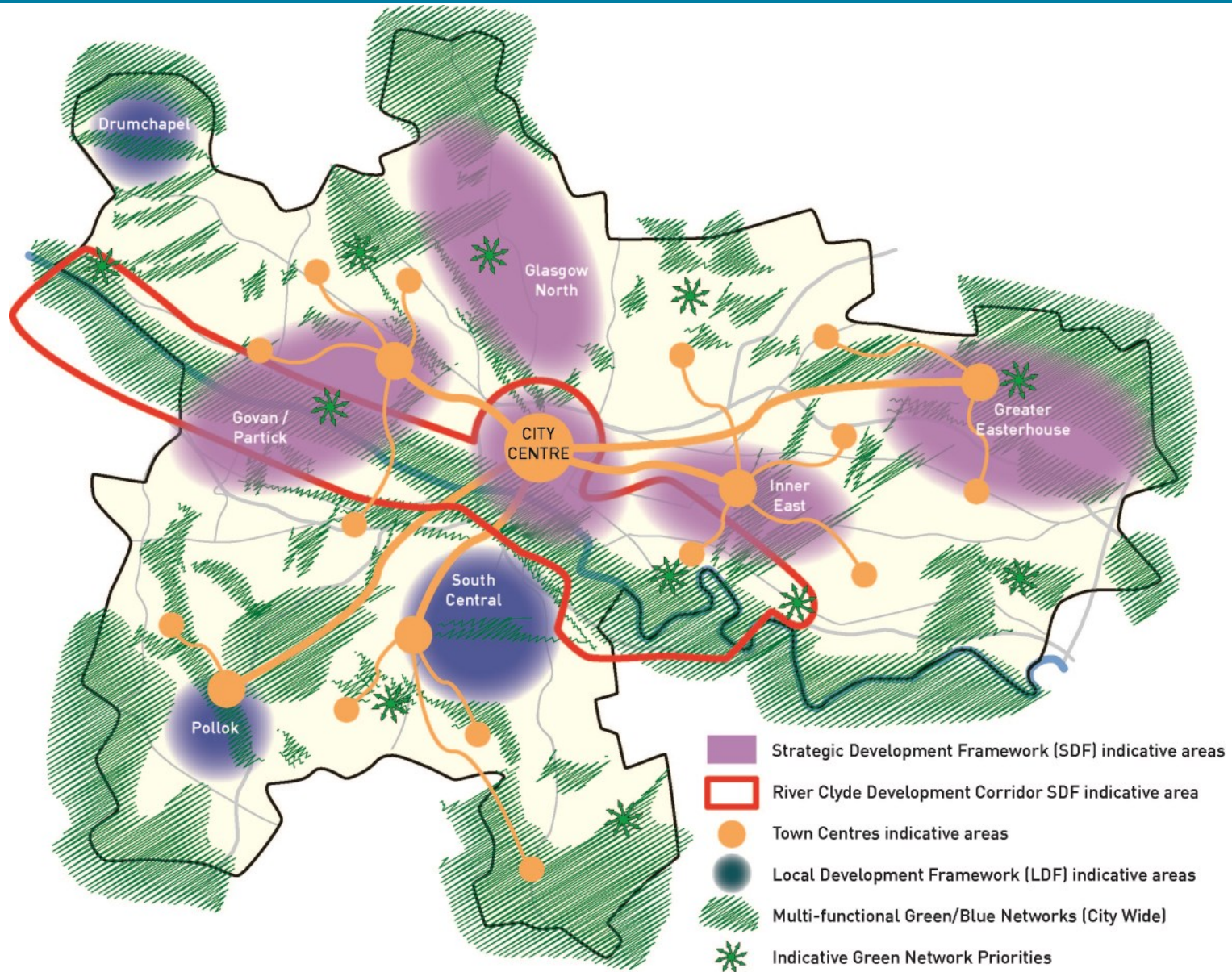
CDP2, The Sustainable Spatial Strategy

Strategic Development Frameworks will be prepared to support the delivery of spatial outcomes for Glasgow, and to address strategic matters such as:

- **new and changing housing areas**
- **evolving business areas**
- **green network opportunities**
- **infrastructure improvement**
- **major master-planning areas**
- **demographic change.**

INTRODUCTION | GLASGOW CITY DEVELOPMENT PLAN

Fig 1.



INTRODUCTION | STRATEGIC DEVELOPMENT FRAMEWORKS

WHAT IS A STRATEGIC DEVELOPMENT FRAMEWORK

In broad terms, a Strategic Development Framework (SDF) provides a 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. It can support more detailed planning work on specific sites and projects within the overall 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.

ENGAGEMENT

In preparation for the development of the River Corridor SDF, engagement activities were undertaken, including the Govan Partick Charrette, together with background research.

Further information on this background work is contained in the Strategic Approach Document to the River and the River Area Character Appraisal.

CONSULTATION

The draft Strategic Development Framework set out a high level vision for the River Corridor, together with emerging priorities and themes. External consultation took place between December 2018 and February 2019. Over 200 individual comments were received from a range of stakeholders, including local residents, organisations, elected members and other interested groups. The contributions were generally supportive of the strategic direction of the SDF, and the comments and recommendations helped shape this iteration of the document.

Key themes emerging from the comments included:

- heritage
- connectivity
- the creation of continuous walking and cycling routes
- public transport
- green infrastructure
- water activation
- ongoing engagement
- repairs to urban fabric
- extending the boundary west to Yoker.

Following the consultation, three overarching priorities were identified: recognising the River Corridor as a major regeneration project; unlocking sustainable through a long-term, responsive approach to manage flood risk, and; promoting a design-led, placemaking approach to create a liveable city. A number of outcomes have also been identified, and these reflect the themes and outcomes in the City Development Plan.

INTRODUCTION | LOCATION AND AREA OF FOCUS

LOCATION

The River Clyde extends from South Lanarkshire to the Firth of Clyde, and Glasgow is the largest conurbation within the river catchment area. Whilst the entirety of the river and its tributaries need to be considered in relation to wider issues such as flooding, water catchment, biodiversity and water quality, the primary focus of this document is the upper harbour area of metropolitan Glasgow, from the tidal weir to the city boundary at Yoker.

This area is considered to form a 'River Corridor' in recognition of the relationship between the river and the adjacent land, and the continuing role of the river in shaping the identity of the city. The river at this location is particularly urban in character, and has a long history of being actively managed for industry. It is now facing significant change due to recent and proposed development, including investment through the City Deal Waterfront and West End programme. This mixture of current conditions and opportunities creates the basis for promoting clusters of related activity extending to both banks of the river, and a shift towards a knowledge-based economy.

The future evolution and development of the River Corridor is inseparable from the impacts of climate change on the river and the city, particularly the risk of increased flooding. The river within Glasgow is largely tidal, and although there have been no recorded coastal flooding events within the River Corridor, existing data shows that a 1:200 year flood event would result in the river over-topping quay walls at a number of locations.

While the current risk of flooding is relatively limited, longer-term climate change projections indicate a significant increase in the area of vulnerable land, and an increase in the severity of flood events. A continued understanding of flood level-predictions is needed, alongside a long-term strategic approach at a city and regional level to safeguard and adapt the River Corridor, ensuring long-term urban resilience and liveability.

Fig 2.



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INTRODUCTION | KEY DRIVERS, POLICIES AND STRATEGIES

Glasgow City
Development Plan

ClydePlan

Glasgow City
Region City Deal

Glasgow City
Council Strategic
Plan 2017-22

Supplementary
Guidance

Glasgow and
Clyde Valley
Green Network

Clyde Regional
Marine Plan

Place Standard

Open Space
Strategy

Climate Ready
Clyde

Metropolitan
Glasgow Strategic
Drainage
Partnership

Sustrans

Glasgow Urban
Design Panel

Connecting Nature

LUCI Association

Heads of Planning
Scotland

INTRODUCTION





2

CONTEXT AND AREA PROFILE

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URBAN PAST

While each Strategic Development Framework area presents unique spatial opportunities and challenges which must be addressed in a manner appropriate to the specific local context, there are common issues across all SDF areas, especially those 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 trends impacting the city since the 1940s.

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

IMPACT ON THE RIVER CORRIDOR

This impact is particularly marked in the River Corridor SDF area. Over the last two centuries, the river has undergone a dramatic transformation in its design, form and function. During the 19th and 20th Centuries the river acted as the face of the City, firstly for trade and then as a major industrial centre and key location for shipbuilding, which in turn enabled the rapid

growth of the wider region. As a result, the river is largely canalised between the tidal weir and the city boundary to the west.

However, by the late 20th Century, the industry collapsed even more rapidly than it had grown. The social, economic and environmental impacts of de-industrialisation have had a lasting effect on the River Corridor, and on the inner urban core of the city.

TRANSITION

Glasgow's post-industrial transition is evidenced by significant investment over the last 20 years. Between 2003 and 2014 Clyde Waterfront, a strategic partnership comprising the Scottish Government, Scottish Enterprise, Glasgow City Council, Renfrewshire and West Dunbartonshire Councils, promoted the regeneration of 13 miles of the River Clyde, from Glasgow city centre to Dumbarton.

Much of this activity has been focused on key areas of the River Corridor, resulting in the creation of a series of world-class destinations for culture, leisure and education. These include the SSE Hydro, Glasgow Science Centre and the Riverside Museum, which together bring millions of visitors to the River Corridor each year. Meanwhile, housing developments at

Laurieston, Govan and Glasgow Harbour are creating new residential locations.

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 proximity of the University of Glasgow is a key factor in defining the social and economic potential of the waterfront as a location for investment in innovation, research and knowledge-based industries.

The River Corridor has a clear role in linking these opportunities, and requires an urban density that will support and grow the emerging clusters of activity. Quality of place is considered critical to this, together with good connectivity, strong urban form and integrated green infrastructure.

CONTEXT AND AREA PROFILE | RIVER CORRIDOR TODAY



CONTEXT AND AREA PROFILE | SPATIAL OPPORTUNITIES

OPPORTUNITIES

The level of ambition and the extent of coordination required positions the regeneration of the River Corridor at the scale of other comparable urban renewal programmes.

There are significant opportunities to direct future investment and to guide the strategic direction of the River Corridor as a **major regeneration project of regional and national significance**. In particular:

- The banks and communities along the River Corridor, particularly those historically associated with heavy engineering activity, have the potential to support **inclusive economic growth** benefitting those currently marginalised spatially and economically.
- There are a number of major Masterplanning areas along the River Corridor, including Glasgow Harbour, Buchanan Wharf, the Scottish Events Campus (SEC) and Pacific Quay. A strategic overview is required to co-ordinate and guide development, and to ensure appropriate flood risk adaptation and surface water management.

- Pacific Quay, one of four sites within the 'Creative Clyde Enterprise Area' designated by the Scottish Government, continues to provide opportunities for investment in media related businesses and other creative industries.
- There is scope for increased cultural and leisure activity, which could increase vibrancy and encourage a greater number of visitors to the river. The **quality of the environment** and of walking, cycling and public transport infrastructure is critical to this.
- The securing of inward investment for major infrastructure improvements through the City Deal programme will support many of the outcomes identified in the SDF. This investment programme seeks to address the structural integrity of quay walls, enhance pedestrian and cycle connectivity along the banks of the river, **unlock the development potential** of vacant and derelict land, and improve place quality. Custom House Quay and Govan-Partick Bridge are key projects.
- The adopted City Development Plan seeks to create and maintain high quality, healthy places,

and to develop a compact city form that supports sustainable development. The redevelopment of brownfield land within the River Corridor is critical to the delivery of this vision.

- The River Corridor forms part of a **wider network of urban waterways** which includes the River Kelvin, the Forth and Clyde Canal and the White Cart River. This presents a unique opportunity to consider a city-scale, high quality, green, blue and grey movement network through the inner urban area, enhancing connectivity between open spaces, town centres, employment and education hubs and attractions. Delivering this network through the creation of new environmental assets will help to unlock the potential of vacant and derelict land surrounding much of the urban core.
- The SDF establishes the framework for a collaborative approach and encourages the creation of a multi-agency group to drive, deliver and support the long term vision for the River Corridor.

CONTEXT AND AREA PROFILE | SPATIAL OPPORTUNITIES

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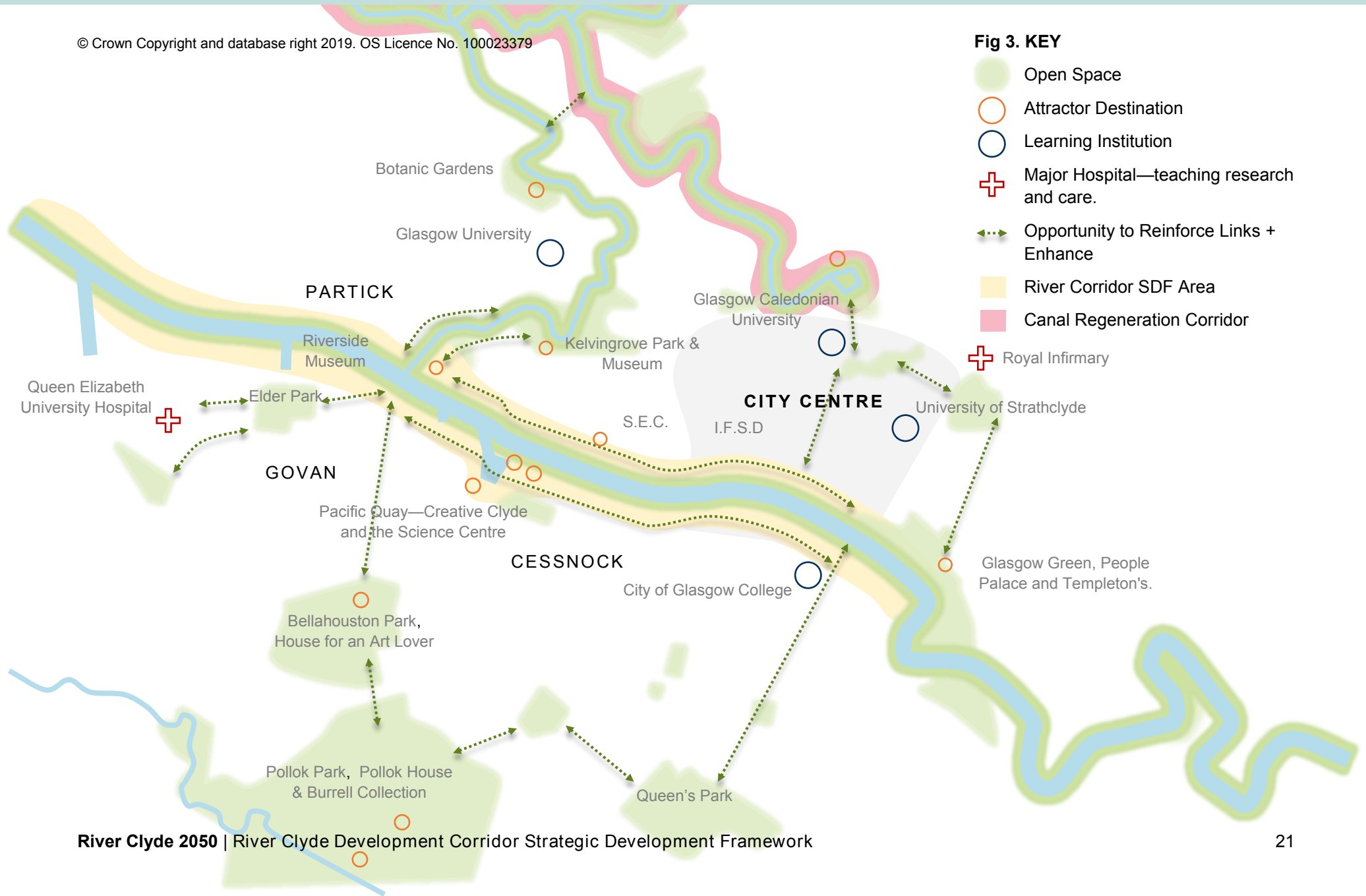


Fig 3. KEY

- Open Space
- Attractor Destination
- Learning Institution
- Major Hospital—teaching research and care.
- Opportunity to Reinforce Links + Enhance
- River Corridor SDF Area
- Canal Regeneration Corridor
- Royal Infirmary

CROSS-CUTTING ISSUES

Despite recent investment, a number of complex issues continue to affect the River Corridor, limiting its ability to deliver inclusive economic growth and generate the added value associated with a central urban area.

These issues highlight the requirement for a long term strategic approach which will enable the transition of the River Corridor into a world-class destination, with a liveable and vibrant waterfront fully integrated into the fabric and functionality of the city. Cross-cutting issues include:

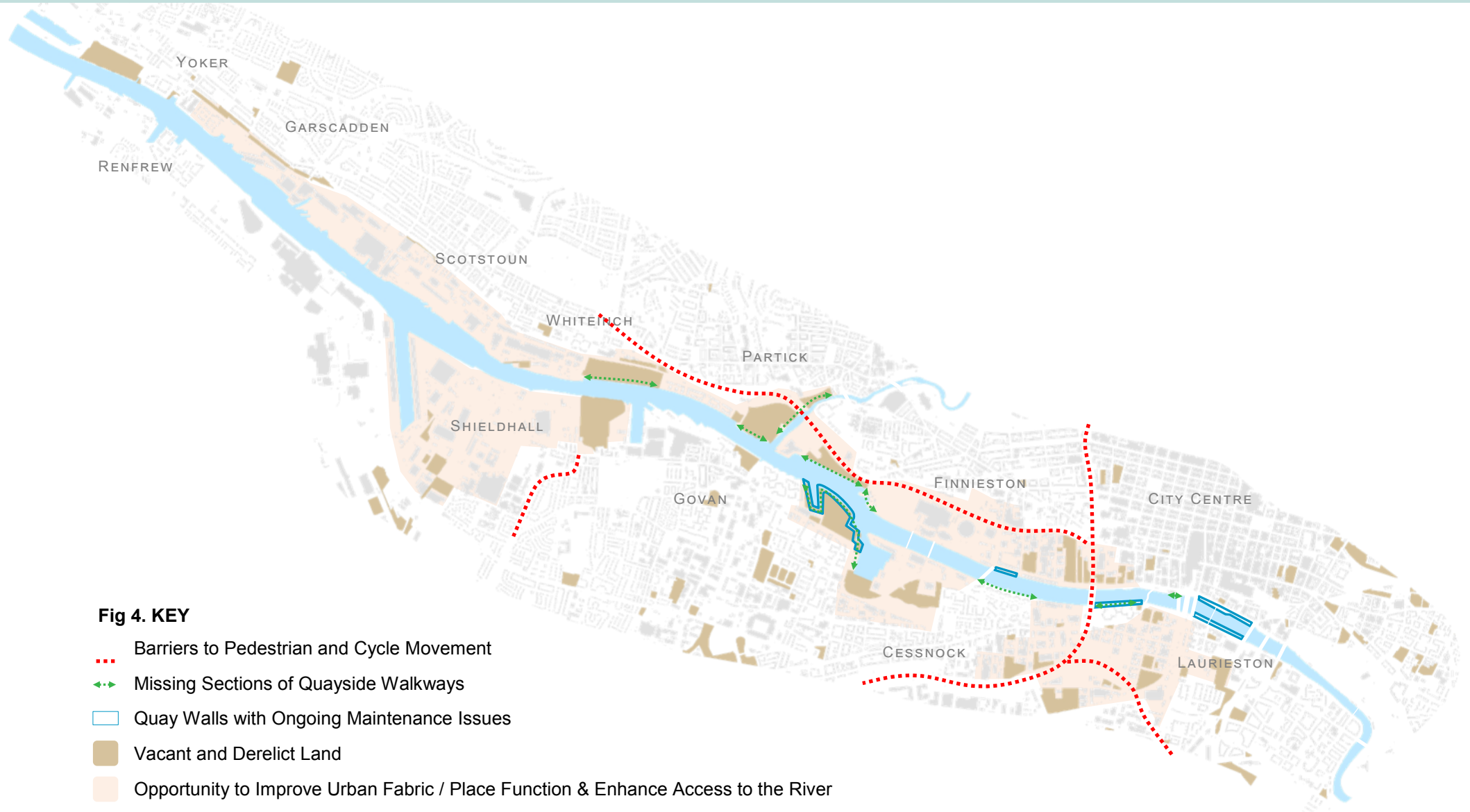
- The impact of climate change, in particular increased flood risk and surface water management balanced against the need to facilitate appropriate development.
- The functional flood plain, which extends along much of the River Corridor, acts as a challenge for the redevelopment of vacant brownfield sites.
- The River Corridor supports industry, business and finance, as well as cultural, leisure and residential use. However, some sites are highly specialised and fail to provide the mix of uses

required to sustain vibrancy and maximise potential.

- Deindustrialisation has resulted in high levels of large and prominent vacant and derelict sites along the River Corridor. Some of these sites - for example around the mouth of the River Kelvin - are close to established communities and to areas of recent investment. In addition, the cluster of vacant sites within the International Financial Services District boundary are visible from key gateways in to the city and impact on quality of place.
- As the industrial function of the River Corridor has declined, so too has the investment in the repair and maintenance of the associated infrastructure. The deterioration of quay walls has led to recent failures, undermining future investment opportunities and disconnecting the river from adjacent neighbourhoods, particularly on the south bank.
- Failure to realise the potential of previously developed sites and deliver sustainable growth along the River Corridor could increase pressure on less suitable locations at the edge of the city, including greenfield sites.

- The loss and decline in environmental quality along the River Corridor impacts on biodiversity and resilience to climate change.
- There are different character areas along the River Corridor, including historic townscapes. However, many of these suffer from poor maintenance, under-investment and limited access to the waterfront.
- Physical barriers, lack of continuous pedestrian and cycle routes and a perceived lack of safety contribute to the fragmentation of the urban form, and prevent movement along, to and across the river. Whilst the transport infrastructure within the River Corridor offers good road connectivity, it also causes severance and impacts on walking and cycling. This is particularly pronounced at the Clydeside Expressway on the north side of the river.
- The fragmented pattern of land ownership complicates the delivery of urban regeneration. A collaborative, multi-agency governance structure would allow a coordinated, strategic approach to guide the regeneration process.

CONTEXT AND AREA PROFILE | CROSS-CUTTING ISSUES



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CONTEXT AND AREA PROFILE | PRIORITIES

PRIORITIES

The River Corridor SDF should be understood as part of an overarching approach aiming to address post-industrial issues, unlock sustainable development and optimise potential.

It recognises that significant and bold interventions, alongside appropriate adaptation and mitigation measures, are required to position the River Corridor as a liveable, diverse and connected destination within the city.

The following overarching priorities have been identified through the consultation process, and will guide the next phase of transformational regeneration.

Priority 1:

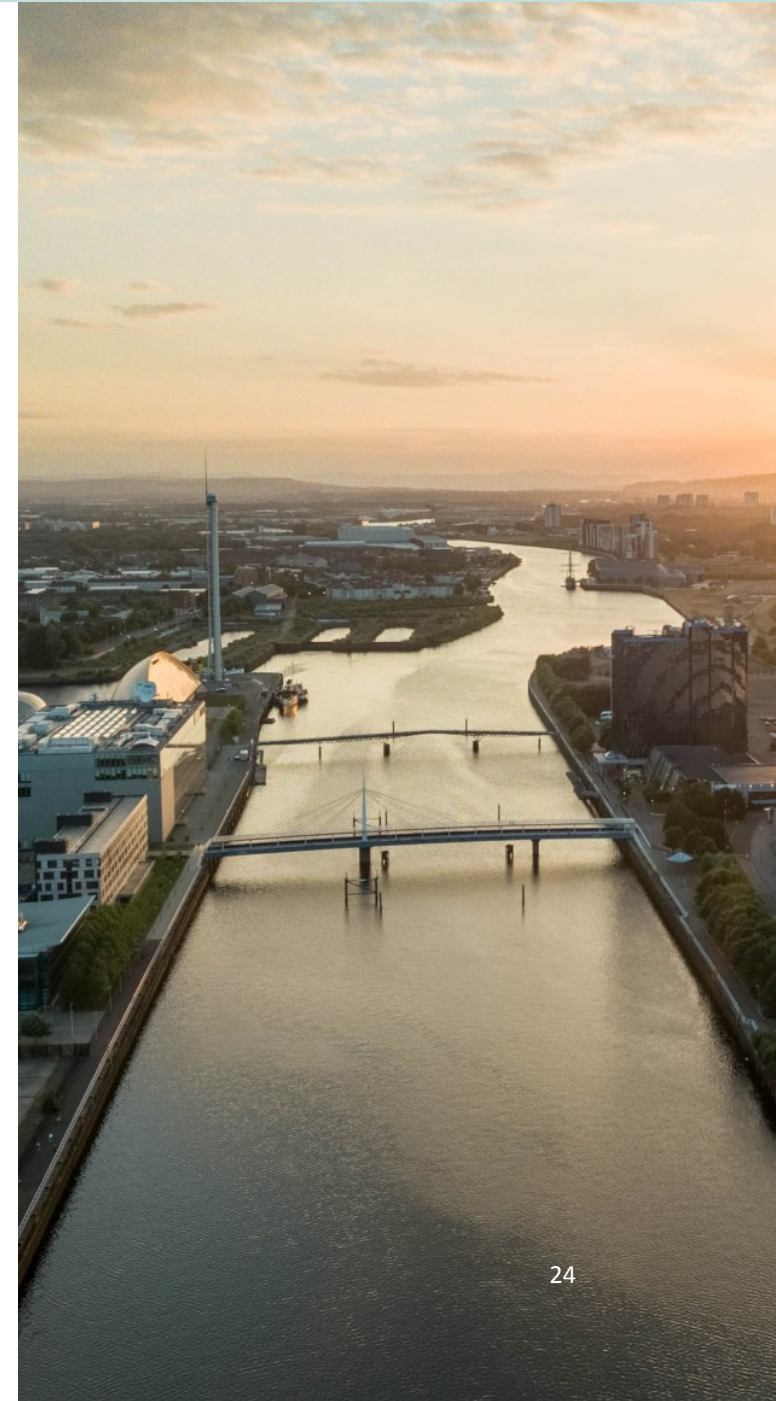
Recognising the River Corridor as a **major regeneration project** of regional and national significance.

Priority 2:

Unlocking sustainable development along the River Corridor by addressing immediate challenges, and developing a **long-term, responsive approach** to manage the predicted increase in flooding in future years.

Priority 3:

Promoting a **design-led, placemaking approach** to enhance and protect the townscape, heritage and environment of the River Corridor while delivering a **well-connected and liveable city**.





3

VISION AND OUTCOMES

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

A VIBRANT RIVER

The River Corridor will be a **vibrant, attractive destination** which supports **inclusive economic growth**.

A SUSTAINABLE RIVER

The River Corridor will **balance environmental, social and economic pressures** to create **liveable, inclusive and distinctive places**.

A CONNECTED RIVER

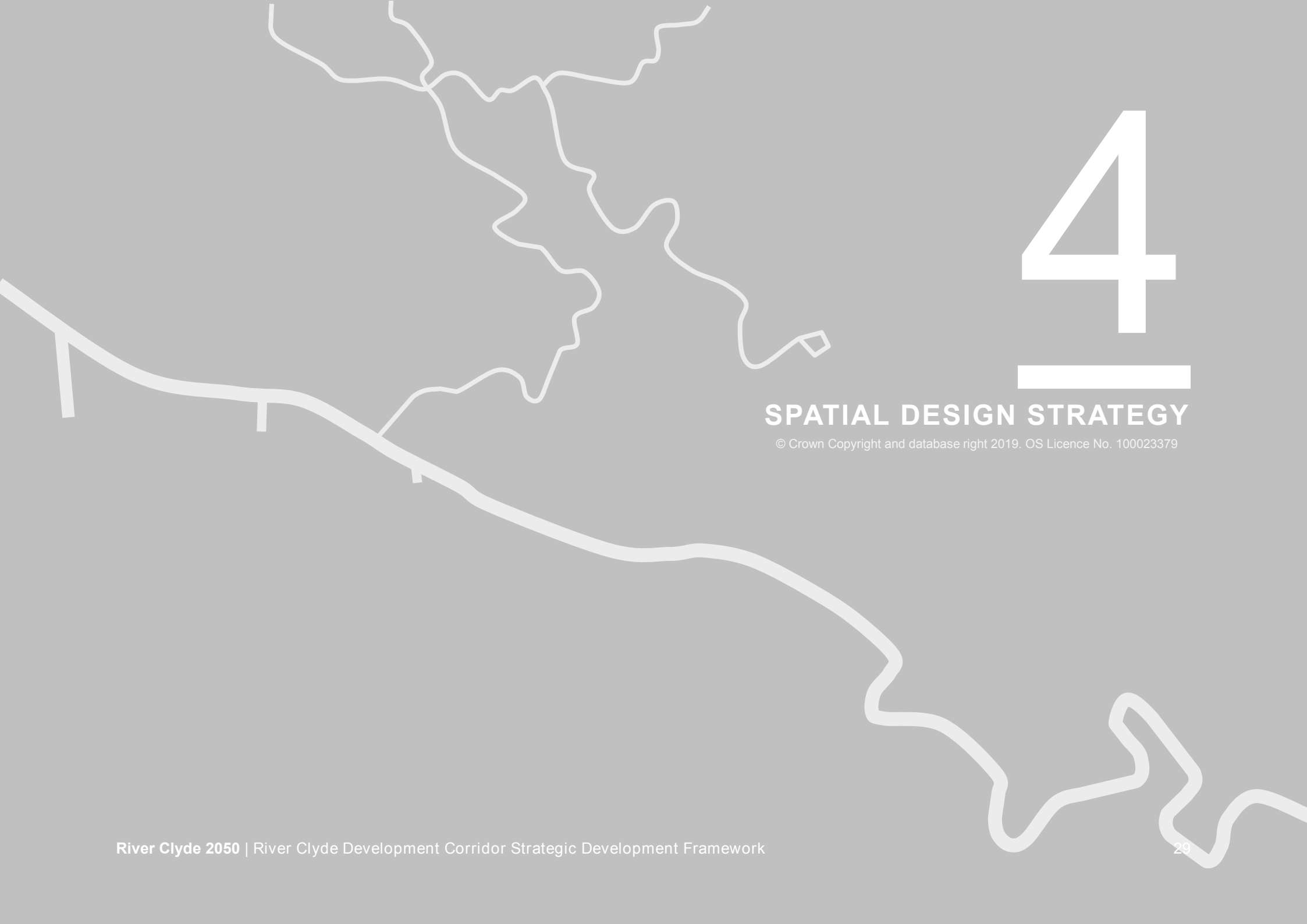
The River Corridor will be **well-connected and link people, places and natural habitats**.

A GREEN AND RESILIENT RIVER

The River Corridor will provide **integrated, high quality green, blue and grey infrastructure** that helps deliver climate change adaptation and **promotes health and wellbeing**.

VISION AND OUTCOMES | KEY OUTCOMES





4

SPATIAL DESIGN STRATEGY

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SPATIAL DESIGN STRATEGY | OUR APPROACH

The SDF approach focuses on four key outcomes to address the priorities and emerging issues facing the River Corridor.

A VIBRANT RIVER

The River Corridor will be a vibrant, attractive destination which supports inclusive economic growth. The strategic approach seeks to:

- Realise potential and unlock development
- Promote a new approach to growing the place
- Activate the water

A SUSTAINABLE RIVER

The River Corridor will balance environmental, social and economic pressures to create liveable, inclusive and distinctive places. The strategic approach seeks to:

- Support a higher density and a mix of uses
- Promote climate responsive design
- Create a distinctive townscape, and protect and enhance historic character

A CONNECTED RIVER

The River Corridor will be well-connected and link people, places and natural habitats. The strategic approach seeks to:

- Create seamless walking and cycling routes
- Cluster activities and link people to jobs, town centres, services and public transport
- Bring people to the river

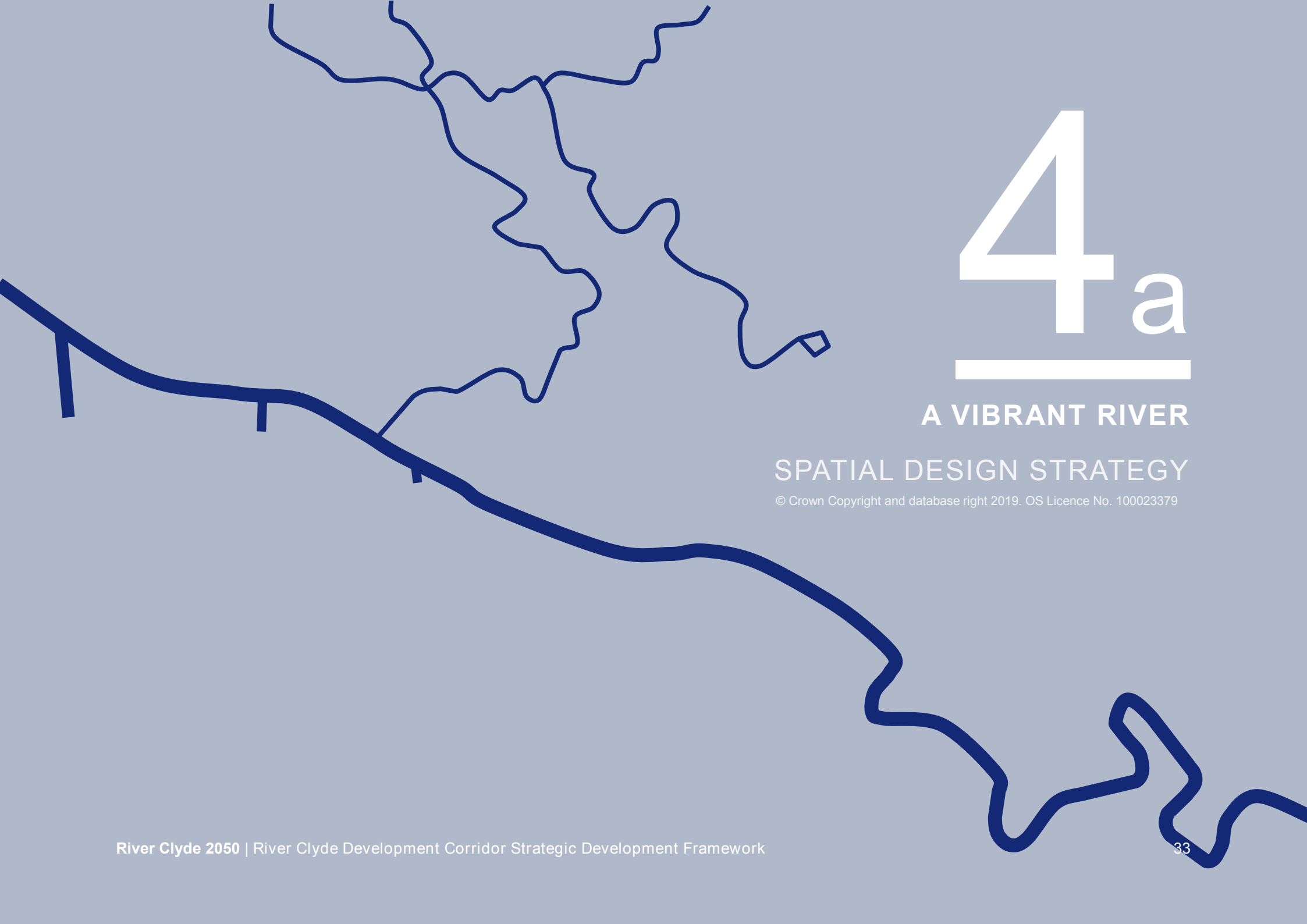
A GREEN AND RESILIENT RIVER

The River Corridor will provide integrated, high quality, green, blue and grey infrastructure that helps deliver climate change adaptation and promotes health and wellbeing. The strategic approach seeks to:

- Advocate climate readiness
- Create a network of open spaces
- Promote nature-based solutions

RIVER ROOM PLACEMAKING GUIDANCE

The River Corridor presents a number of areas of differing character which we have identified as '**River Rooms**'. These contain clusters of skilled employment locations, leisure and cultural attractions, commercial centres and residential areas. The guidance for each of the River Rooms aligns with the key principles outlined in SG1 Placemaking of the City Development Plan. They encompass a number of approaches that focus on placemaking, the relationship between urban form, landscape and open space, connectivity, diversification of uses, and activation.



4a

A VIBRANT RIVER

SPATIAL DESIGN STRATEGY

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A VIBRANT RIVER | SPATIAL DESIGN STRATEGY

CONTEXT

The River Corridor presents a unique challenge. It combines the scale and character of a major urban regeneration project with the risk and complexity of water management, including river, tidal and surface water flooding.

To date, the River Corridor has played a key role in growing the city's economy and currently encompasses a number of nationally significant employment hubs, such as:

- The International Financial Services District
- Pacific Quay
- The Scottish Events Campus(SEC)
- The Queen Elizabeth University Hospital
- The West End Innovation Quarter
- Finnieston Economic Development Area.

In recent years, there has been a renewed focus on the holistic regeneration of the River Corridor. This has been stimulated by securing City Deal investment for major infrastructure improvements and development, such as the proposed Govan-Partick Bridge, Customhouse Quay, and enhancements to the quay walls, and by private development, such as Buchanan Wharf at Tradeston.

However, a series of complex issues related to the next phase of regeneration are emerging. These include planning for the impact of climate change - in particular increased flood risk, balancing development potential on the functional flood plain with wider social, environmental and economic benefits, and repurposing vacant and derelict land.

Taking full advantage of the current set of drivers and considerations, the next phase of waterfront regeneration will play a key role in the trajectory towards a compact, vibrant and liveable city. The levels of ambition and opportunity, together with the requirement for coordination, positions the River Corridor at the scale of **a major regeneration project of regional and national significance.**

STRATEGIC APPROACH

The strategic approach to creating **A VIBRANT RIVER** is set out over the following sections and seeks to:

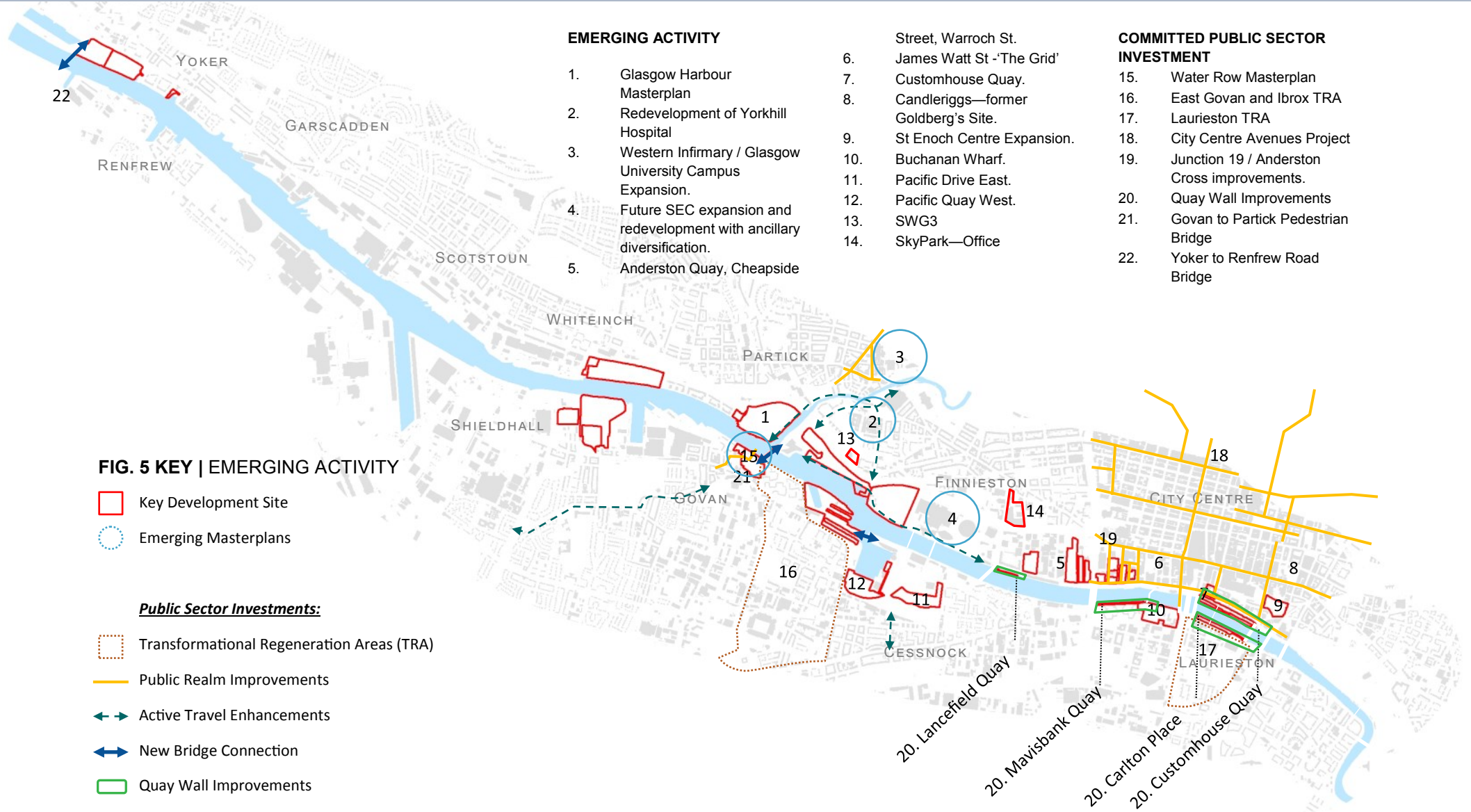
- **realise potential and unlock development**
- **promote a new approach to growing the place**
- **activate the water.**

This approach reflects the **City Development Plan's** strategic outcome of **A Vibrant Place With A Growing Economy.**

OUTCOME | A VIBRANT RIVER

The River Corridor will be a vibrant, attractive destination which supports inclusive economic growth.

A VIBRANT RIVER | REALISING POTENTIAL AND UNLOCKING DEVELOPMENT



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A VIBRANT RIVER | REALISING POTENTIAL AND UNLOCKING DEVELOPMENT

WHAT WE WANT TO ACHIEVE

The River Corridor will be recognised as a **major regeneration project** where the sustainable redevelopment of vacant and derelict land supports a vibrant mix of uses, attracts people and jobs to the river, and contributes to Glasgow's continued success as one of the fastest-growing cities in the UK.

WHERE WE ARE NOW

In 2005, the Council adopted the River Clyde Flood Management Strategy, which promoted the creation of flood protection measures to facilitate the redevelopment of sites along the river. This strategy unlocked significant land, and resulted in a series of cultural, leisure and education destinations, together with housing and employment hubs.

However, there are sections of the River Corridor which have not yet been redeveloped. A number of emerging proposals, many of them supported through the City Deal programme, would contribute to regeneration and result in a significant economic uplift for the city. Development of these sites could also bring wider social and environmental benefits by contributing to the creation of a compact urban form, repopulating existing neighbourhoods, supporting local facilities and reducing the need to travel by car.

The risk of flooding remains a key challenge, and recent development proposals in the functional flood plain

have not been realised due to concerns about their impact on wider flood management.

THE WAY FORWARD

The City Development Plan sets out policy and provides guidance on development within the functional flood plain (see CDP 8: Water Environment). It states that development should only take place in a functional flood plain where it can be designed to be commensurate with potential flood risk. SG8 provides more detail and sets out the exceptional circumstances in which the Council may consider land raising or defence of a functional flood plain in support of new development. These include:

- critical infrastructure
- major regeneration projects
- recreational facilities
- where this would have a neutral or positive effect on the probability of flooding elsewhere.

To unlock development and to optimise the potential of the River Corridor as a major regeneration project, the Council is preparing an updated Flood Model to identify the likelihood of flooding along the river, and its potential impact upon specific sites. It will set out allowances for development within the functional floodplain, and the cumulative impact of proposals.

There is a critical need to retain and enhance the built-up, urban nature of the River Corridor. In line with

national policy, the concentration and distribution of vacant and derelict sites should be viewed as exceptional circumstances.

The assessment of proposals within the River Corridor should give due weight to the economic, social and environmental value of development. Proposals should demonstrate wider benefits to the local area, such as:

- supporting the delivery of additional jobs and homes
- providing a mix of uses and active ground floor frontages, particular to the river
- delivering new or enhanced walking and cycling routes connected to the wider network.

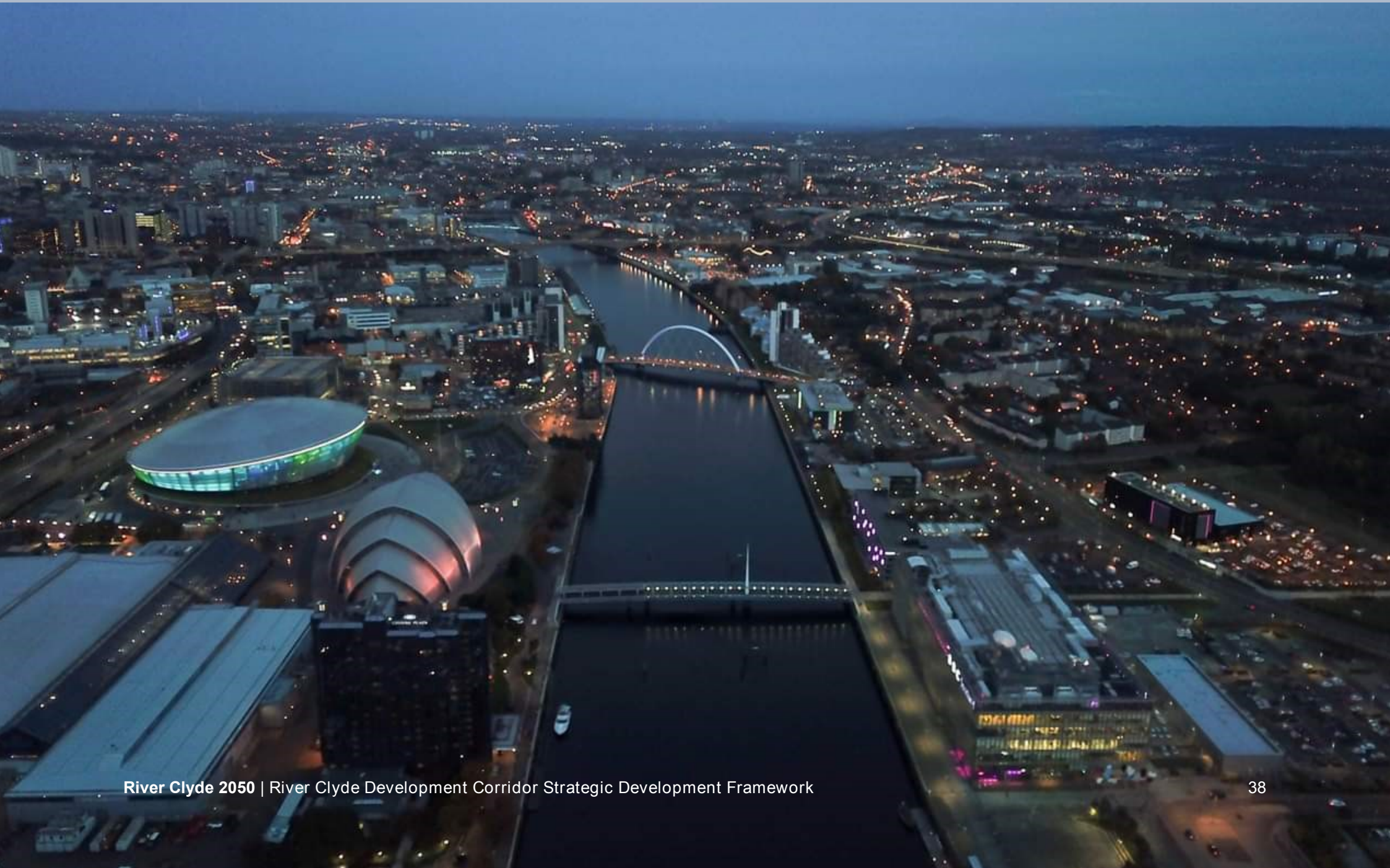
Action(s)

Promote an iterative approach, working in partnership with key agencies and other stakeholders to manage flood risk and support the preparation of an updated River Clyde Flood Management Strategy. This will include:

A) working with SEPA to develop a Framework for developments in the functional flood plain to address immediate challenges.

B) working with relevant partners on a responsive approach for adaptation and management of the River Corridor as an integral part of the future regeneration of the city and the wider region.

A VIBRANT RIVER | A NEW APPROACH TO GROWING THE PLACE



A VIBRANT RIVER | A NEW APPROACH TO GROWING THE PLACE

WHAT WE WANT TO ACHIEVE

The River Corridor will be considered as a world-class destination that provides diverse cultural and leisure experiences, a quality environment and good connectivity. We want to achieve better integration with existing neighbourhoods, increase visitor numbers, and encourage people to spend more time at the waterfront.

WHERE WE ARE NOW

A series of attractions has been realised along the River Corridor, resulting in over six million visits. However, despite the large visitor numbers, many of the venues are poorly connected, offer a limited range of functions and lack vibrancy at various times of the day and night.

The International Financial Services District and the Scottish Events Campus (SEC) have been spatially defined as focus areas of specialist activity. As single use areas, they tend to have peaks of activity throughout the day or during events, and limited activity at other times. This impacts on their vibrancy and can create sterile environments when they are not in use.

There is an opportunity to rebalance the scale of development along the River Corridor by supporting temporary and micro developments, such as pop-up restaurants, cafés and event spaces. This will generate an added level of interest, help fill gaps between attractions, and create a joined-up visitor experience.

THE WAY FORWARD

The City Development Plan promotes mixed-use regeneration of the River Corridor, and seeks to facilitate tourism and support the creative industries in order to realise a vibrant and diverse city. It supports a managed process to consider alternative uses in identified Economic Development Areas (EDAs) where change can have local and city-wide benefits.

On vacant sites, underused spaces and where opportunities for diversification exist, temporary uses and micro-urbanism could help assess demand and bring activity.

TEMPORARY USES AND MICRO-URBANISM

Temporary and micro-urbanism can include activities that take place outside the ordinary functioning of the market and take advantage of local opportunities and demand. They are typically flexible, collaborative, incremental, participatory and experimental, and can help to reanimate underused spaces. Micro and temporary interventions have the potential to make the most of some of Glasgow's strengths, such as local agency, creativity, social enterprise and entrepreneurship.

The Council's Stalled Spaces programme has been successful in supporting projects on vacant sites or open spaces for a number of uses, including growing

spaces and art installations. There is scope to tailor this programme to the specific requirements of the River Corridor to test a mix of uses and events. These could include:

- activities that stimulate greater use of the River Corridor at different times of the day
- pop-up cafés, restaurants and play spaces
- temporary greening of vacant and derelict land to raise quality and support biodiversity
- proposals that animate walkways and spaces along the river and between venues
- planting along the edges of vacant sites.

To be acceptable, temporary interventions should be well-designed, should complement the overall multi-functionality of the River Corridor, and should not create barriers to movement.

Action(s)

Establish a River Corridor Stalled Spaces programme to support projects that stimulate interest, test uses, provide temporary greening and animate the waterfront.

Introduce an art strategy to support permanent and temporary public art installations and a programme of events along the River Corridor.

A VIBRANT RIVER | ACTIVATING THE WATER

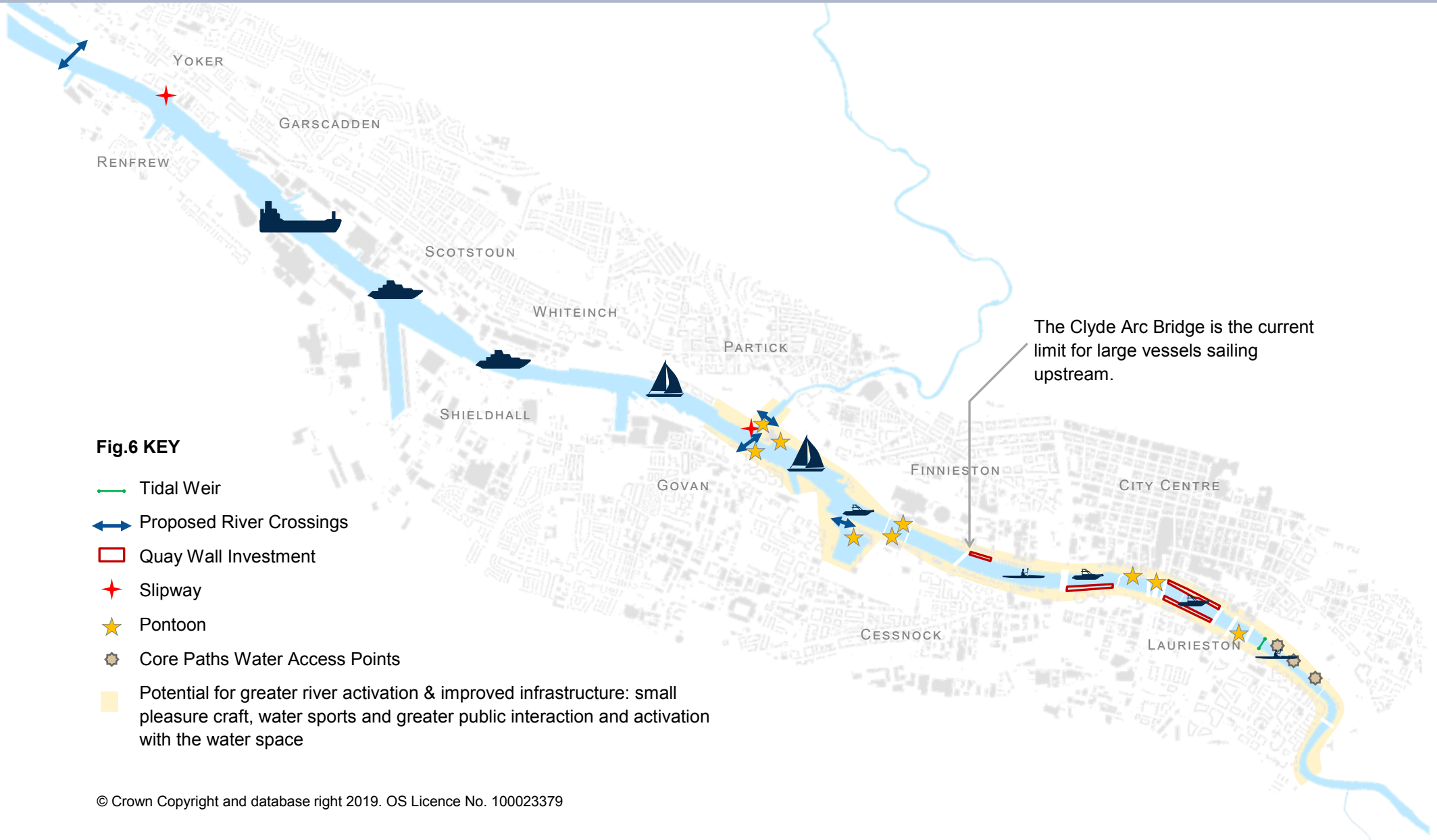


Fig.6 KEY

- Tidal Weir
- ↔ Proposed River Crossings
- Quay Wall Investment
- + Slipway
- ★ Pontoon
- ⊗ Core Paths Water Access Points
- Potential for greater river activation & improved infrastructure: small pleasure craft, water sports and greater public interaction and activation with the water space

The Clyde Arc Bridge is the current limit for large vessels sailing upstream.

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A VIBRANT RIVER | ACTIVATING THE WATER

WHAT WE WANT TO ACHIEVE

We want to transition the River Corridor into a vibrant waterscape by growing activity on the river, particularly between the existing tidal weir and Glasgow Harbour, and by improving the relationship with the adjacent land.

There is significant potential for increased use of the river for water-based events and festivals, for river trips and for leisure purposes, particularly by small craft such as canoes, kayaks and non-motorised boats. These activities not only provide interest on the river and help promote it as a destination, but can also contribute to health, wellbeing and sports development in the city.

Existing uses further to the west, including King George V dock as a strategic freight hub and shipyard operations at Govan and Scotstoun, are safeguarded under the provisions of the current City Development Plan.

WHERE WE ARE NOW

The Clyde's significant tidal range impacts on water levels, and this affects the type of access, activity and interaction people can have with the river. To realise the river's full potential for activity while preparing for the effects of climate change, the future design of quay walls and the extent of the tidal reach are priorities.

Use is already made of the water, with boats sailing up and down the river and small craft launched from

within the city. However, there are a number of barriers that limit accessibility. The changes in water levels downstream of the weir at Glasgow Green require 'rise and fall' pontoons to cater for small craft, and there is a lack of infrastructure and facilities. There is a demand for additional slipway provision, boat storage, showers and parking within the River Corridor SDF area.

THE WAY FORWARD

In the short to medium term, we will explore opportunities to create an active water space at various locations, such as Kelvin Harbour, Govan, the Canting Basin and at Custom House Quay. This could help test ideas and demand for further water-based activities.

Greater activation and engagement with the water, together with ease and safety of access, should be key considerations in the redesign of quay walls and in new developments. Interaction with the water could be further improved by interventions that regulate the water level, such as a relocated tidal weir.

However further exploration of this option is required. Where appropriate, development on the River Corridor should include measures that facilitate increased activation of the water. This could include:

- access infrastructure suitable for a range of craft, for example slipways, pontoons and stairs
- facilities, such as changing rooms and showers

- boat storage and dedicated parking for vehicles transporting small craft to and from the river.

Water-based events and festivals which promote river use - such as the Commonwealth Flotilla in 2014 - are encouraged. In areas such as Pacific Quay, pressure on land for a range of development may result in the water space becoming viable for ancillary uses to support and enhance vibrancy. Provided the design solution is safe, accessible and resilient, the following uses may be considered:

- floating art installations
- semi-permanent floating structures for culture, heritage, leisure and entertainment uses.

Action(s)

Undertake an assessment and audit of existing and current water-based activity and facilities for river users. Identify opportunities to enhance existing infrastructure and to provide new infrastructure, working in partnership with user groups and organisations.



4_b

A SUSTAINABLE RIVER

SPATIAL DESIGN STRATEGY

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A SUSTAINABLE RIVER | SPATIAL DESIGN STRATEGY

CONTEXT

The continued regeneration of the River Corridor requires a balanced approach that recognises the wider social, economic and environmental benefits that the redevelopment of vacant and derelict land can bring to the city and the region.

The efficient use of land, buildings and infrastructure through appropriate, contextually responsive, **human-scale development** can help create a sustainable, compact and walkable city. Increased residential density and a mix of uses around town centres and public transport hubs can help repair the fragmented urban form and sustain local neighbourhoods. In turn, this can help minimise journeys by car and enhance access to employment, education and local services.

However, there are a number of challenges to the redevelopment of vacant and derelict land, including management of flood risk and the need for responsive adaptation. A precautionary approach that responds to the increased risk of flooding through surface water management and appropriate adaptation measures is proposed, in order to create liveable and distinctive places along the River Corridor.

The River Corridor is rich in industrial heritage, and highly significant to Glasgow's history. The existing townscape and historic features, such as the Category A listed Govan Graving dock, the Finnieston Crane and other maritime infrastructure, help to create a sense of

place. A holistic, design-led approach should underpin development to ensure existing assets are protected, maintained and enhanced.

There is scope to introduce a higher scale of development, including tall buildings, at key locations. These could act as landmarks and help increase the legibility of the River Corridor.

STRATEGIC APPROACH

The strategic approach to creating **A SUSTAINABLE RIVER** is set out over the following sections and seeks to:

- **support a higher density and a mix of uses**
- **promote climate responsive design**
- **create a distinctive townscape, and protect and enhance historic character**

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

OUTCOME | A SUSTAINABLE RIVER

The River Corridor will balance environmental, social and economic pressures to create liveable, inclusive and distinctive places.

A SUSTAINABLE RIVER | DENSITY AND A MIX OF USES

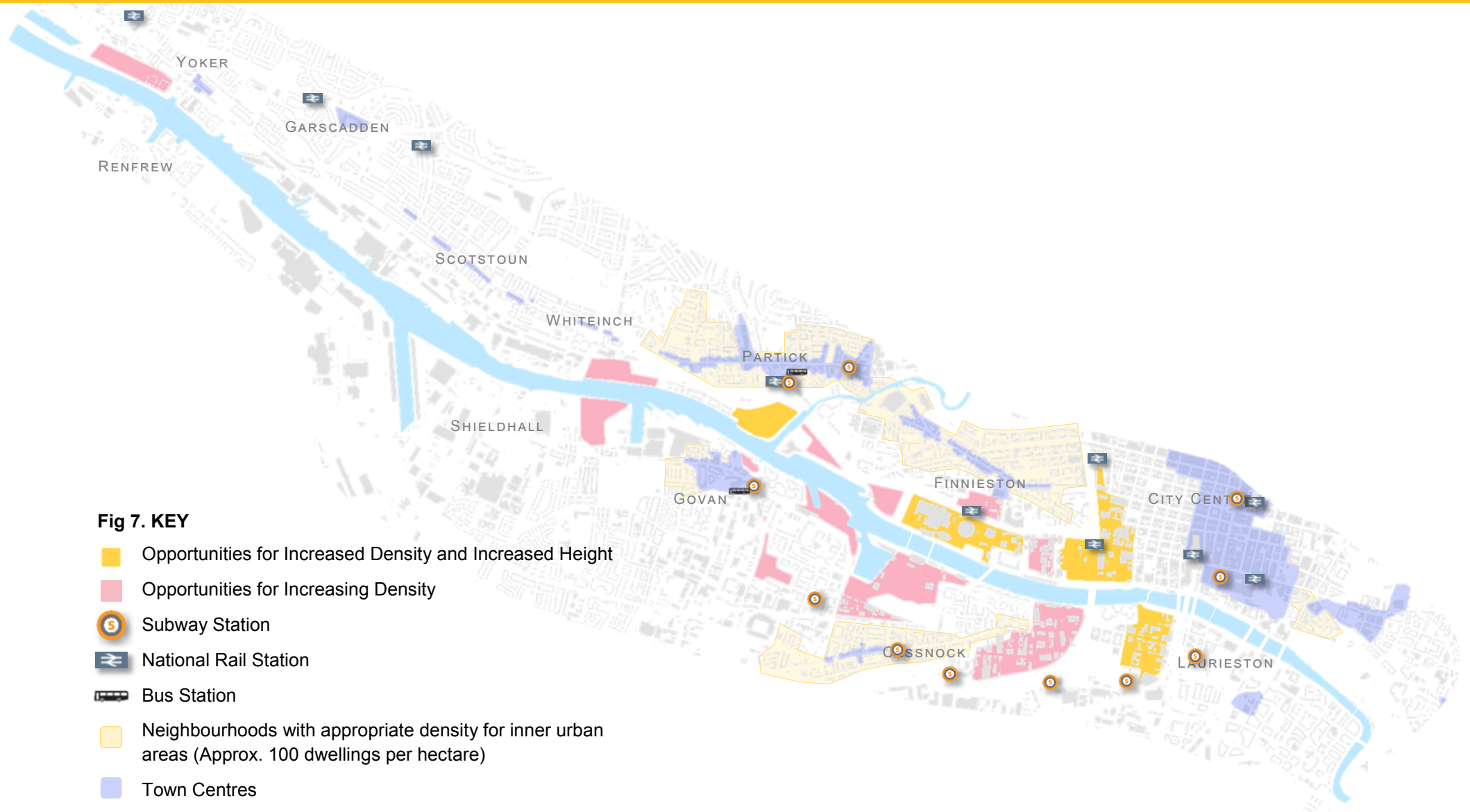


Fig 7. KEY

- Opportunities for Increased Density and Increased Height
- Opportunities for Increasing Density
- Subway Station
- National Rail Station
- Bus Station
- Neighbourhoods with appropriate density for inner urban areas (Approx. 100 dwellings per hectare)
- Town Centres

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A SUSTAINABLE RIVER | DENSITY AND A MIX OF USES

WHAT WE WANT TO ACHIEVE

We want a River Corridor that provides well-designed, attractive places and supports a liveable and compact city. Increasing the **density of people living and working along the River Corridor** by providing quality housing in appropriate locations is a key component in achieving this.

The sustainable redevelopment of vacant and derelict land within existing town centres and close to facilities, services and public transport can minimise the need to travel by car, enhance health and wellbeing and help reduce carbon emissions. Further, increasing population density can help sustain existing neighbourhoods and bring a mix of activity at different times of the day and night.

The development of the River Corridor must demonstrate a measured and holistic approach, balancing an increased density with access to quality open space and enhanced natural habitats. In many cases, higher densities along the River Corridor can be achieved at a human scale, with a finer urban grain. However, given the width and scale of the river, there is scope to introduce taller buildings at key locations, and these can act as landmarks and attract people to the river.

WHY WE HAVE TAKEN THIS APPROACH

There are many vibrant mixed-use neighbourhoods close to the river, for example in Partick, Govan and Finnieston. These areas are densely populated places

offering a range of housing types and tenures. They support community facilities, local retail, leisure and entertainment uses, all within a walkable distance.

The River Corridor contains a number of the city's designated Economic Development Areas (EDAs) and includes Strategic Economic Investment Locations (SEILs). Significant regeneration initiatives are emerging, such as Buchanan Wharf, Custom House Quay and Glasgow Harbour, and many of these seek to provide a mix of uses. However, a number of vacant sites and areas are underused or dominated by a single use, and many suffer from low density development or poor access.

The deteriorating condition of quay walls at some locations limits opportunities, and results in dislocation. The repair and re-imagining of the quay walls is imperative in supporting sustainable development and improving accessibility.

THE WAY FORWARD

To rebalance the differences in population density along the River Corridor, well-designed, human scale, mixed-use development is encouraged within specific target areas. Where single uses dominate, the potential for accommodating complementary uses and diversification through a managed process should be explored.

Development proposals will be assessed against the policies contained within the City Development Plan and relevant Supplementary Guidance. SG 1

Placemaking promotes a holistic approach which takes into account the wider context to ensure the built environment, including the scale of development, enhances the character and identity of a place.

New development should seek to achieve diversity, with a mix of uses that will attract people, sustain neighbourhoods and provide a range of housing types and tenures. In addition:

- building height, scale and massing should be appropriate to the location
- design should be innovative, resilient and sustainable with the flexibility to respond to the challenges of a changing climate
- ground floors should have active uses and active frontages
- consideration should be given to the vertical integration of a mix of uses
- key vistas and views should be respected
- microclimatic conditions should be taken into account, and development should provide shelter, mitigate wind tunnel effects, and avoid the creation of sterile spaces.

Action(s)

Support the reviews of Economic Development Areas, Housing Land Supply and Vacant and Derelict Land to identify opportunities and ensure development is guided to appropriate locations.

A SUSTAINABLE RIVER | CLIMATE RESPONSIVE DESIGN



A SUSTAINABLE RIVER | CLIMATE RESPONSIVE DESIGN

WHAT WE WANT TO ACHIEVE

One of the key considerations for any development on the River Corridor will be its ability to respond to the challenges of climate change. Specifically, development must respond creatively to the increased risk of flooding, erosion, rising sea levels and surface water. This has implications for the design of development, and will require integrated landscape solutions that provide adaptation measures, enhance biodiversity and help create attractive, resilient places.

Early adaptation to climate change is more cost-effective than remedial action, and we want to promote innovative and responsive design solutions which manage flood risk at an early stage in the development process.

WHY WE HAVE TAKEN THIS APPROACH

Appropriate development along the River Corridor will contribute significantly to the sustainability of adjacent neighbourhoods, support the creation of a compact city form, and benefit the economy of the city and the wider region.

To address concerns about flooding and to ensure the latest data is available, the Council is preparing an updated Flood Model and seeks to scenario-test development proposals to assess their cumulative effect. The Model will set out the nature and extent of flood risk, and inform where responsive adaptation could facilitate development.

The existing combined sewers reach capacity during heavy rainfall, leading to surface water flooding. There are also a number of culverted watercourses, many of which are vulnerable to failure. Climate change will increase flood risk associated with both these networks, and there is a need for investment in infrastructure to ensure no new surface water drains into the combined sewers.

THE WAY FORWARD

The City Development Plan provides comprehensive guidance on how to achieve high-quality placemaking, deliver development and address flooding through the planning process (see CDP 1 and CDP 8 and related Supplementary Guidance). Innovative, climate-responsive design is required to address immediate concerns regarding the functional flood plain, to ensure that people are safe, and that developments are flood-resilient and do not lead to flooding elsewhere. These considerations may necessitate adaptation measures such as compensatory storage capacity, land raising, or enhanced flood defences.

A number of Surface Water Management Plans are currently underway within the city, and some include daylighting culverted watercourses. At the regional level, we will support the ongoing work of the Metropolitan Glasgow Sustainable Drainage Partnership (MGSDP) which sets out a strategy for the management of surface water flood risk, and the Clyde

Regional Marine Plan, which provides a framework for sustainable development.

A design-led masterplan approach should be taken to development along the River Corridor in order to front-load infrastructure, ensure responsive adaptation measures are fully integrated, and enhance connectivity.

Site design should consider future predictions and follow an adaptive approach, incorporating multifunctional landscape architecture and nature-based solutions. Where development requires that less vulnerable uses are positioned at lower levels, there should be active ground floor uses and frontages, particularly facing the river and key routes. In addition, consideration should be given to

- options for creating space for flood waters as part of works to the quay walls
- promoting renewable energy and energy capture.

Action(s)

Continue to collaborate with partners at local, regional and national level including SEPA, MGSDP, Connecting Nature, Clyde Regional Marine Plan and Climate Ready Clyde to address key issues facing the river, and to develop guidance for long term, responsive adaptation measures.

A SUSTAINABLE RIVER | DISTINCTIVE TOWNSCAPE, HISTORIC CHARACTER

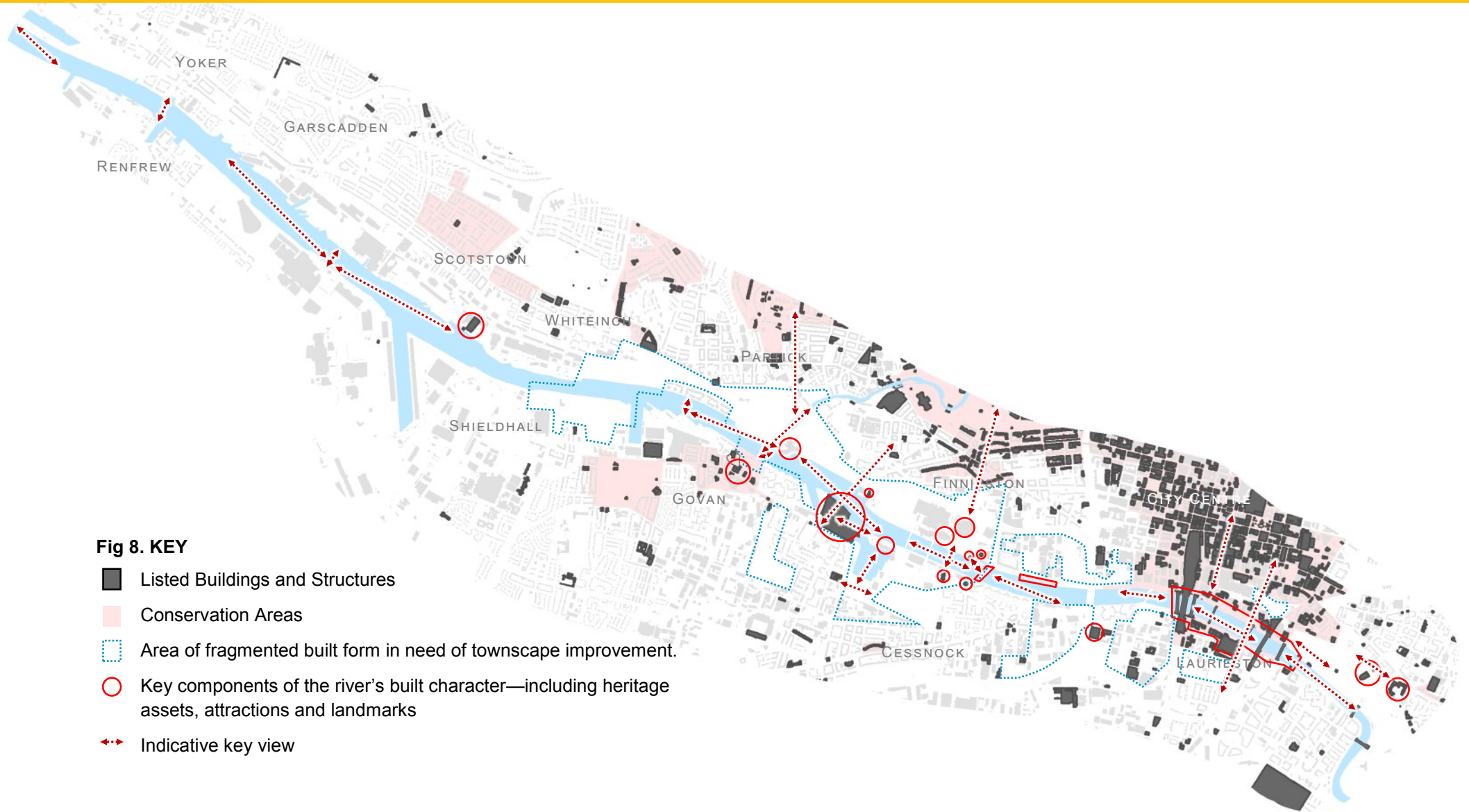


Fig 8. KEY

- Listed Buildings and Structures
- Conservation Areas
- Area of fragmented built form in need of townscape improvement.
- Key components of the river's built character—including heritage assets, attractions and landmarks
- ↔ Indicative key view

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A SUSTAINABLE RIVER | DISTINCTIVE TOWNSCAPE, HISTORIC CHARACTER

WHAT WE WANT TO ACHIEVE

We want a River Corridor with a distinctive townscape character, where innovative design is encouraged and historic buildings and Conservation Areas are protected and enhanced.

The built heritage of the River Corridor contributes to the creation of a distinctive place and provides a sense of identity and continuity. As part of a design-led, placemaking approach, future development will be expected to integrate contemporary, innovative architecture with the historic environment.

The finer grain urban form and human scale development that defines many successful areas adjacent to the River Corridor should extend to the river to create well-connected neighbourhoods and liveable places with distinctive townscapes.

WHERE WE ARE NOW

The townscape character and identity of the River Corridor has been shaped by Glasgow's industrial past, and has a symbiotic relationship with the wider city. While the decline of shipbuilding and trading has resulted in commercial interest in the quays largely disappearing, a number of heritage assets remain, including the Category 'A' listed Govan Graving Docks, the Finnieston Crane and other maritime infrastructure.

The Central Conservation area covers a key section of the River Corridor adjacent to the city centre. All bridges in this section of the river are listed, and a number of historic buildings line the streets on both

sides.

The Govan Conservation Area extends to the river and contains a number of listed sites, including Govan Old Parish Church with its unique collection of early medieval carved stones.

Recent regeneration initiatives and the building of major attractions and landmarks, along with residential and light industrial development, have significantly transformed the River Corridor. However, development has been incremental, and a number of large vacant and derelict sites remain, impacting on connectivity and creating a fragmented urban form.

THE WAY FORWARD

The City Development Plan provides comprehensive guidance on how to achieve high-quality placemaking and deliver sustainable development (CDP 1 and SG 1 and 2). SG 9: Historic Environment contains guidance on the appropriate protection, enhancement and management of Glasgow's heritage assets. It sets out policies and detailed design guidance to ensure that the impact of proposed development is assessed, and that design respects and complements the character and appearance of the historic environment and the special architectural or historic interest of its listed buildings.

These policies and guidance should be applied with reference to the wider context of the River Corridor, its distinctive townscape features, and relationship to the wider city.

In addition, proposals should be brought forward as part of a masterplanning approach, with particular attention paid to:

- respecting the distinctive River Corridor townscape and protecting and enhancing heritage assets and their setting
- building on the industrial legacy of the River Corridor
- the articulation of development along the River Corridor
- how new developments are viewed from a range of locations, including from the water space
- the creation of a finely grained urban form that integrates with the existing townscape character and supports a mix of uses
- the retention and incorporation of historic riverside features
- ensuring the waterfront is the primary 'front door' to development on the River Corridor

The River Room Placemaking Guidance (Appendix B) covers specific character areas along the River Corridor.

Action(s)

Undertake a townscape analysis and set out key design principles for development along the River Corridor.



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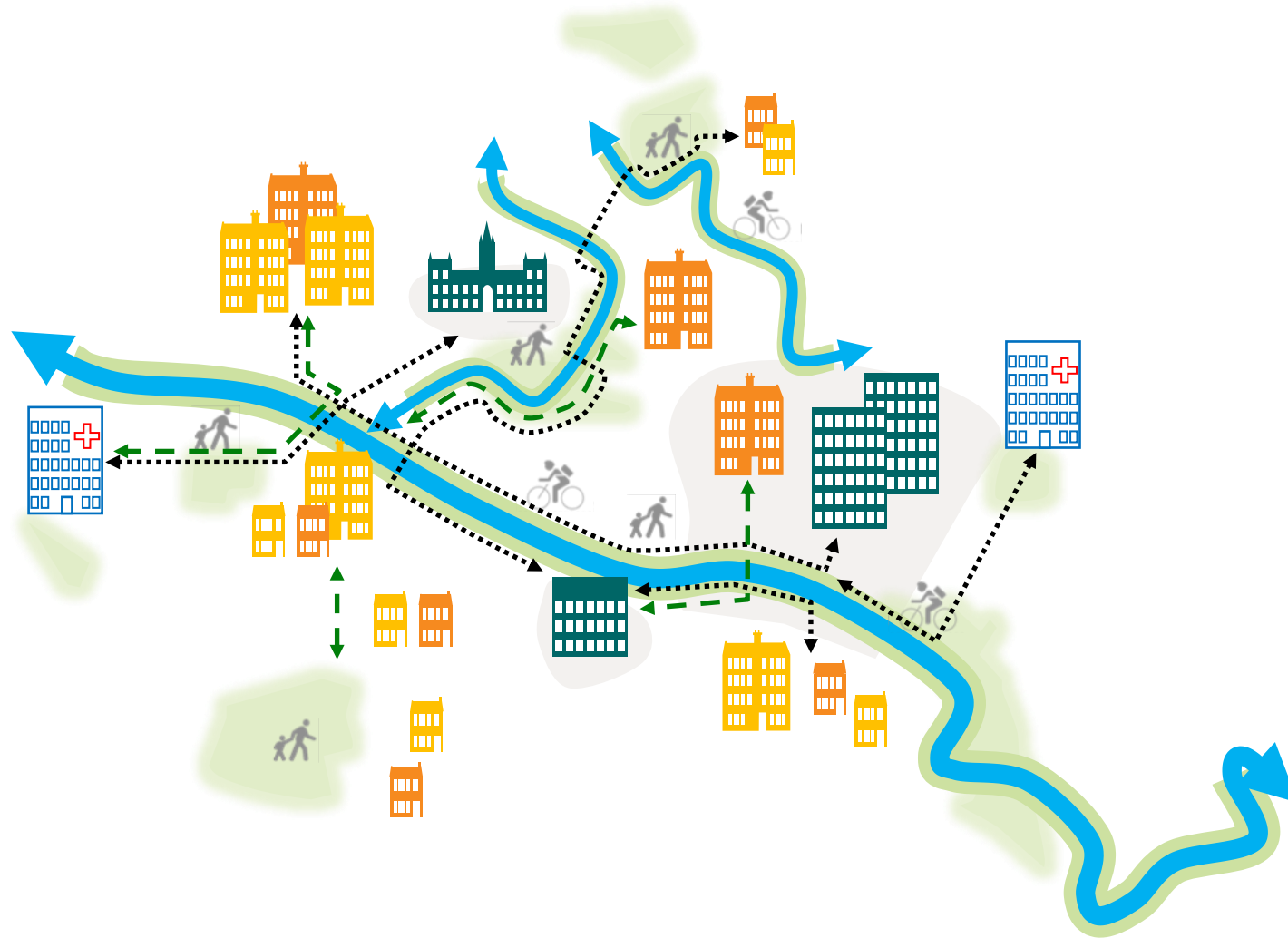
A CONNECTED RIVER

SPATIAL DESIGN STRATEGY

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A CONNECTED RIVER | LINKING COMMUNITIES AND LINKING WORKPLACES

Fig 9.



A CONNECTED RIVER | SPATIAL DESIGN STRATEGY

CONTEXT

Good access, well-designed public spaces and rebalancing streets towards people can encourage active travel, improve walkability and, in turn, bring about social, health and environmental benefits. We want to enhance connectivity by repairing and creating continuous, people-centred movement networks along, to and across the river. We also want to improve links to public transport, and support equal access to employment, health, education and services.

The River Corridor has the potential to be one of the most important movement spines within the city. It is a linear connector with opportunities for seamless walking and cycling routes along its length, and it is already well served by public transport. It also forms part of a wider green, blue and grey network that includes the Forth and Clyde Canal, Glasgow Green and the River Kelvin, facilitating access across the north of the city.

The River Corridor SDF seeks to reduce non-essential car journeys and promote effective and integrated public transport, walking and cycling and other forms of active travel. The different requirements of each mode, opportunities for integration, and potential conflicts are recognised. Reducing the need to travel,

particularly by car, is one of the key ways in which Glasgow can help reduce emissions of greenhouse gasses and help create a more liveable place.

However, there are currently significant barriers to movement, caused in part by existing road and rail infrastructure, the dominance of vehicular traffic, vacant land, and the mono-use of sites. The river itself can also act as a barrier, limiting accessibility and dividing communities.

The appropriate development of sites along the River Corridor, through a placemaking approach that promotes integration with existing neighbourhoods, can contribute to the creation of a compact city, support clusters of knowledge and creative industries, and link neighbourhoods.

STRATEGIC APPROACH

The strategic approach to creating **A CONNECTED RIVER** seeks to:

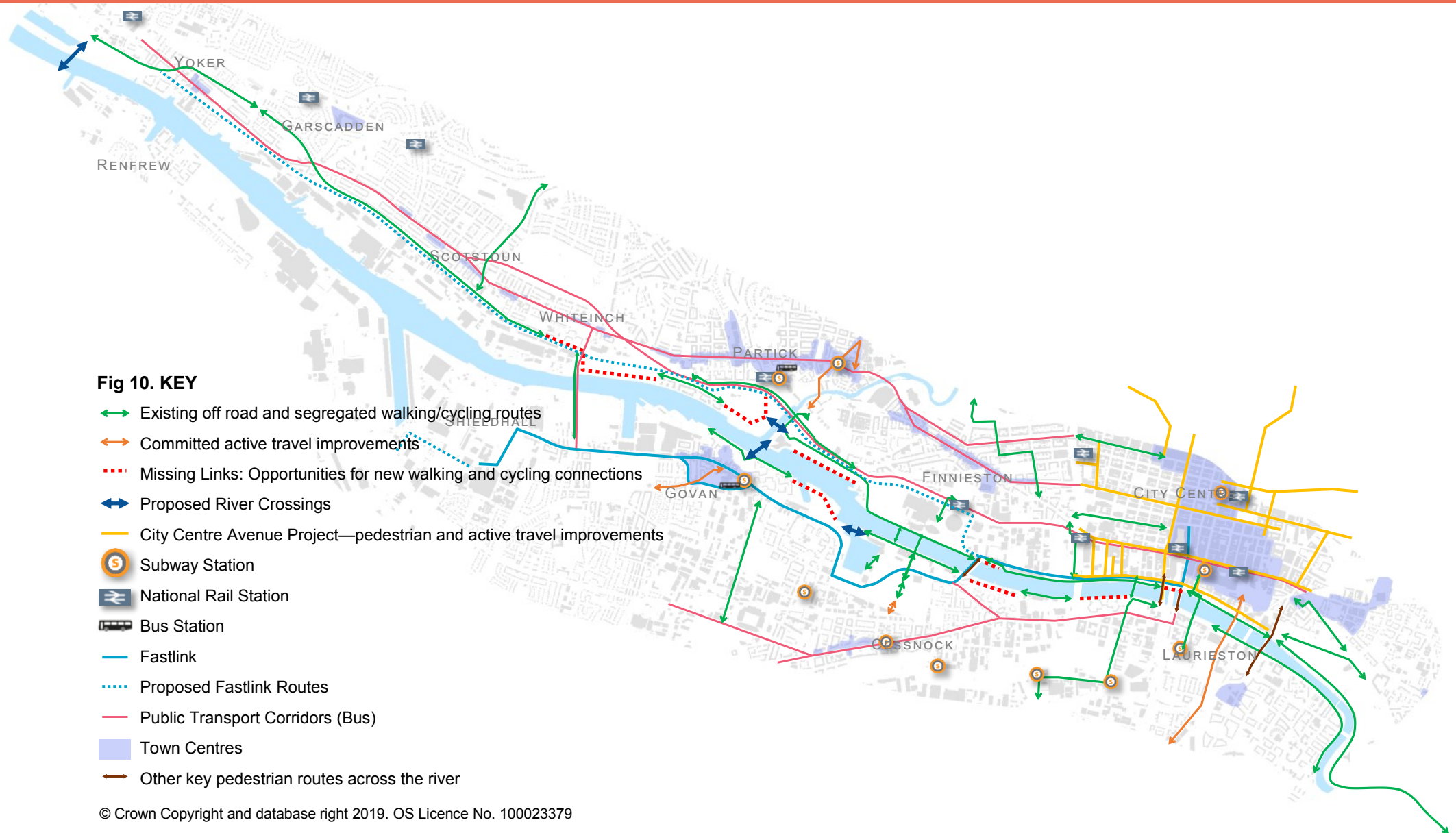
- create seamless walking and cycling routes
- cluster activities and link people to jobs, town centres, services, and public transport
- bring people to the river.

This approach reflects the **City Development Plan's** strategic outcome of **A Connected Place To Move Around and Do Business**.

OUTCOME | A CONNECTED RIVER

The River Corridor will be well-connected and link people, places and natural habitats.

A CONNECTED RIVER | SEAMLESS WALKING AND CYCLING ROUTES



A CONNECTED RIVER | SEAMLESS WALKING AND CYCLING ROUTES

WHAT WE WANT TO ACHIEVE

We want the River Corridor to act as a central movement spine, providing seamless, legible and high-quality walking and cycling routes along the river. This will support the role of the River Corridor as a linear connector, and help unlock a wide range of economic, environmental and social benefits.

A key aim of the City Development Plan is to reduce non-essential car journeys. The River Corridor has a major role to play in achieving this vision for the city by providing continuous east-west access along both banks of the river.

WHERE WE ARE NOW

Currently the provision and quality of walking and cycling routes varies along the river. The active travel route on the north bank is generally complete, although there are a number of improvements that could be made, particularly in relation to access from Finnieston and from the west of Glasgow Harbour. However, the completion of a continuous south bank active travel route is hindered by private ownership and the need for quay wall repairs.

The existing severance at key locations on the River Corridor impacts on the provision of active travel and leisure links to adjacent neighbourhoods, the city centre, and connecting urban waterways.

THE WAY FORWARD

To realise a well-connected River Corridor, efforts should be made to repair, replace and enhance walking and cycling connections. Many of these have been lost through vehicle-dominated design, as well as recent development along the river which have created movement 'pinch points' on both banks. Quay wall repairs, and development of enhanced public realm supported through the City Deal programme, will help remove some of the obstacles, facilitating access to the river and enabling improvements to the existing network of routes.

SG11 Sustainable Travel of the City Development Plan sets out a number of policies to ensure new developments are designed to facilitate and promote walking. Cycle paths and routes should be designed and built to accord with the standards and guidance outlined in the Scottish Government's Cycling By Design, the Council's Strategic Plan for Cycling (and any associated guidance), and the Council's Design Guide for New Residential Areas.

In addition, development within the River Corridor should seek to:

- prioritise walking and cycling over other forms of travel
- reinforce the role of the River Corridor as a central east-west movement spine
- include new walking and cycling routes, while enhancing existing ones

- provide direct connections to the wider walking and cycling network
- repair links where there is severance
- employ innovative river-edge treatments to support connectivity
- promote an integrated, placemaking approach to the provision of new infrastructure that recognises the requirements of different modes and reduces conflict
- enhance opportunities for sustainable transport on the river
- promote inclusive, integrated public transport and access for all.

Action(s)

Support coordination between different sectors involved in planning and delivering infrastructure at local, regional and national level, and align with the emerging Regional Transport Strategy, Local Transport Strategy, and other infrastructure plans.

Prepare a design guide for walking and cycling routes, addressing quality standards and materials, water management and wider connectivity.

A CONNECTED RIVER | SUPPORTING CLUSTERS, LINKING COMMUNITIES

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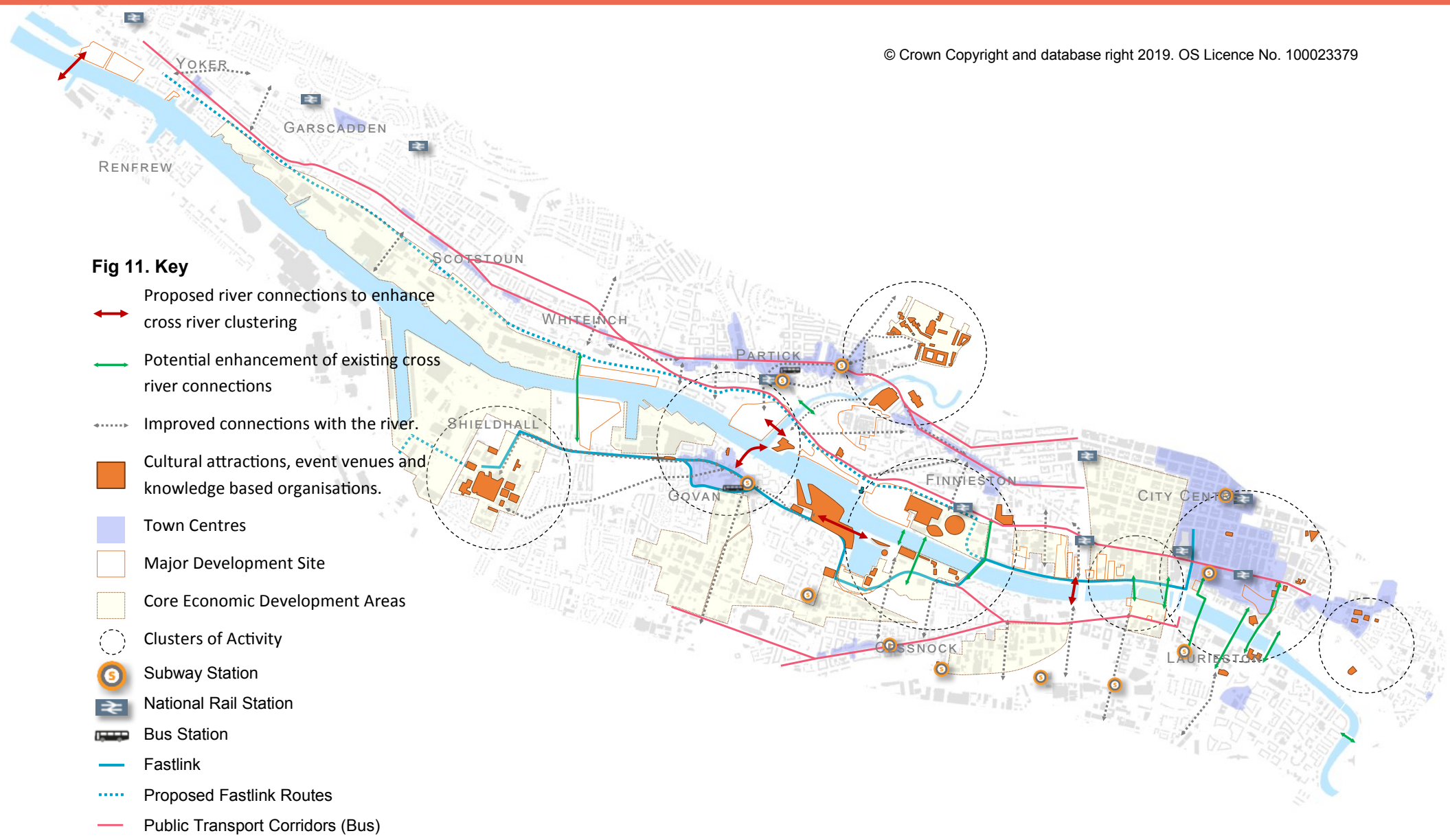


Fig 11. Key

- Proposed river connections to enhance cross river clustering
- Potential enhancement of existing cross river connections
- Improved connections with the river.
- Cultural attractions, event venues and knowledge based organisations.
- Town Centres
- Major Development Site
- Core Economic Development Areas
- Clusters of Activity
- Subway Station
- National Rail Station
- Bus Station
- Fastlink
- Proposed Fastlink Routes
- Public Transport Corridors (Bus)

A CONNECTED RIVER | SUPPORTING CLUSTERS, LINKING COMMUNITIES

WHAT WE WANT TO ACHIEVE

The River Corridor will be a well-connected place that links communities to employment and education, town centres, services and public transport, with neighbourhoods that stretch down to the river, and clusters of activity that extend across the water.

Bridges across the river can help create integrated places with good links to public transport and the services provided by town centres. In turn, this enhanced connectivity can support and attract clusters of cultural attractions and knowledge-based organisations which thrive on physical proximity. Ensuring the appropriate digital infrastructure and utilities are in place is a key component in creating clusters, linking communities and supporting inclusive economic growth.

WHERE WE ARE NOW

Although there are a number of thriving neighbourhoods and clusters of activity along the River Corridor, in many places the river acts as a barrier, dividing communities and limiting access. Where bridges do exist, they provide a mix of vehicular, rail, pedestrian and cycle links. The IFDS Tradeston Bridge, for example, has been instrumental in the development of Buchanan Wharf, and the Bells Bridge, Millennium Bridge and Clyde Arc connect the SEC with Pacific Quay.

Wider regional connections are provided by the Kingston Bridge and the Clyde Tunnel. However, these

routes do not fully contribute to the complex, urban-scale network of walking, cycling and public transport routes that link communities and help support concentrations of activity.

The creation of a new pedestrian and cycle bridge linking Govan and Partick, delivered through the City Deal programme, will support investment in the Glasgow Riverside Innovation District, enhance the physical relationship between communities on either side of the river, and help connect employment hubs, educational institutions and cultural and visitor attractions. The Govan-Partick SDF sets out in more detail the opportunities and wider economic and social benefits presented by the bridge.

The proposed Renfrew Yoker Bridge will help complete the regeneration of the Yoker waterfront and create better connections between Glasgow, West Dunbartonshire and Renfrewshire. The full impact of this proposal on the wider movement network needs to be considered as details plans are brought forward.

However, gaps in provision remain. West of the proposed Govan-Partick Bridge the only routes across the river are the Clyde Tunnel, the Yoker Renfrew Ferry and the subway. There is an opportunity to create an additional river crossing between the Tradeston Bridge and the Clyde Arc, connecting the leisure activities at Springfield Quay with new housing and offices on the north bank, improving the viability of both sites and, reducing reliance on private car use.

THE WAY FORWARD

CDP 11 Sustainable Transports of the City Development Plan sets out the Council's policy for safeguarding, enhancing and developing the movement network. It seeks to ensure that Glasgow is a connected city characterised by sustainable and active travel. SG 11 sets out detailed guidance and supports a placemaking approach to ensure walking and cycling provision is incorporated in new development. To improve connectivity across the river, interventions should seek to:

- ensure new bridges provide direct walking and cycling routes, are at grade or have limited level change, are safe and overlooked, and provide lighting and shelter
- maximise access to new bridges from existing walking and cycling infrastructure
- support the development of digital connections that link communities across the river
- celebrate the existing bridges and tunnels through innovative lighting and signposting
- ensure good access to public transport, major hospitals, learning hubs, open space and cultural attractions.

Action (s)

Review transport proposals to ensure that a wider placemaking approach is promoted.

Consider opportunities to introduce additional river crossings, particularly for pedestrians and cyclists.

A CONNECTED RIVER | BRINGING PEOPLE TO THE RIVER

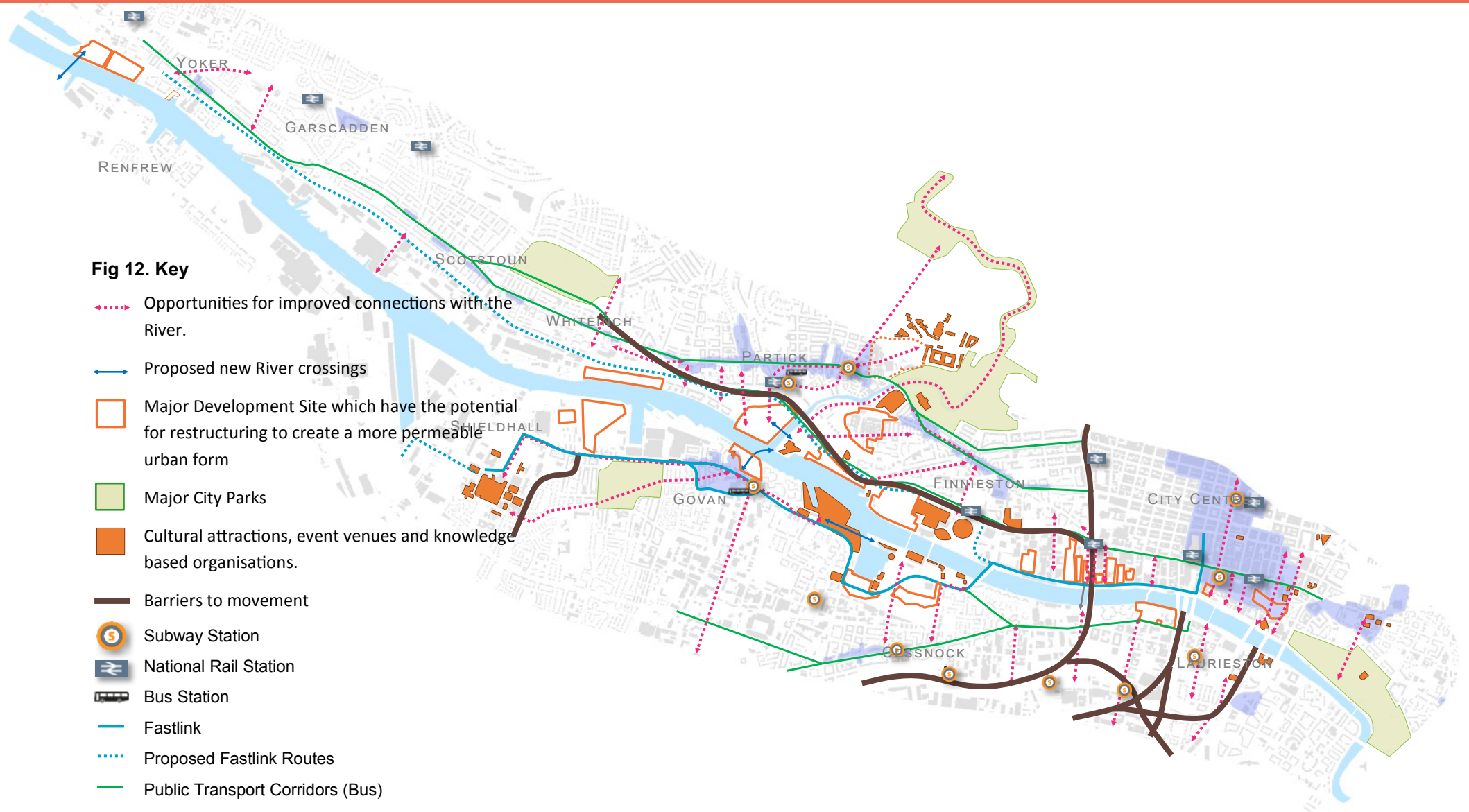


Fig 12. Key

- ⋯→ Opportunities for improved connections with the River.
- Proposed new River crossings
- Major Development Site which have the potential for restructuring to create a more permeable urban form
- Major City Parks
- Cultural attractions, event venues and knowledge based organisations.
- Barriers to movement
- S Subway Station
- National Rail Station
- Bus Station
- Fastlink
- ⋯ Proposed Fastlink Routes
- Public Transport Corridors (Bus)

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A CONNECTED RIVER | BRINGING PEOPLE TO THE RIVER

WHAT WE WANT TO ACHIEVE

We want to promote the River Corridor as a destination, encouraging more people to visit and enjoy the waterfront for a range of activities, events and experiences. We want to make it easy for people to arrive at the river from the city centre and neighbourhoods on either side, on foot, by bike or by public transport, ultimately helping to create a more liveable city.

WHERE WE ARE NOW

Although the river is adjacent to the city centre, there is currently little to draw people from the main shopping and entertainment areas to the waterfront. This is partly due to limited views to the river, poor signposting, and the urban form. The quality of the landscape and safety perceptions at some locations also act as detractors.

There are a number of visitor attractions and destinations along the River Corridor, including the Riverside Museum, the Science Centre, the SEC and the SSE Hydro. However, pedestrian and cycle access is limited due to existing rail and road infrastructure. The Clydeside Expressway is a significant barrier in terms of achieving access to the river and integration with adjacent neighbourhoods.

The River Corridor is well served by frequent and fast public transport options and these should be maximised by improving the pedestrian and cycling connections between transport nodes and the river.

There is no legible route between Cessnock Subway Station, Pacific Quay and the south bank. Development to the north of Festival Park has delivered the link to Bells Bridge, but there is still the challenge of creating a link to Brand Street. Other challenges include raising the quality of the environment, addressing vacant and derelict land and buildings, and improving the experience of being beside the river.

THE WAY FORWARD

The delivery of enhanced and new quay walls through the City Deal programme will facilitate access to the river and improve connectivity to the wider network. Development at Custom House Quay has the potential to enhance the offer at this part of the river, and the proposed River Park could act as a key attractor, supporting access from the north.

Scope to amend the Clydeside Expressway is limited by its strategic role as a primary traffic corridor. However, prioritising walking and cycling and improving crossing arrangements at key nodes is considered essential. Proposals under the City Deal programme will help address the current deficiencies in the short to medium term, particularly regarding access to the SEC. However there are a number of locations, such as around Anderston and Junction 19 of the M8, that require further consideration.

Kelvinhaugh Street is recognised as an important connector linking Finnieston and SWG3 to the river as part of a wider cluster of arts, music and media

activities. The area around the mouth of the River Kelvin and is also a priority, due to the potential to bring people to the river at this location. In the longer term, options for the redesign of the Clydeside Expressway should be considered.

To improve access to the river and help generate a stronger sense of place, interventions should seek to:

- introduce a fine urban grain and enhance permeability
- promote a placemaking, design-led approach that creates high-quality spaces where people want to spend time
- support innovative river-edge treatments promoting interaction with the river, such as lighting, artwork, heritage interpretation, way finders and digital technology
- enhance the quality of the existing urban realm.

Action(s)

Work with partners to undertake an analysis of the wider movement network, considering travel demand, walking and cycling routes, and parking management. This should include an appraisal of at grade crossings and signalised junctions on the Clydeside Expressway to improve connectivity and enhance permeability.

Align with the emerging proposals, such as the River Park and the community-led plan for a Yorkhill and Finnieston Cycle Village.



4d

A GREEN AND RESILIENT RIVER

SPATIAL DESIGN STRATEGY

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A GREEN & RESILIENT RIVER | SPATIAL DESIGN STRATEGY

CONTEXT

The River Corridor SDF recognises the role of green infrastructure in delivering wider economic, social and environmental outcomes, and in creating attractive places for people to live, work, study and play.

Green infrastructure can include formal parks, civic spaces, paths and play spaces, private gardens, allotments, green roofs, rivers and waterways. It can bring a number of benefits such as:

- impacting positively on health and wellbeing
- climate change mitigation and adaption
- enhanced environmental quality and resilience
- easier movement between habitats for wildlife
- promoting walking and cycling, social interaction and play
- helping to create a sense of place and enhancing liveability
- supporting inward investment by raising the quality of place.

The River Corridor has the potential to help create a city-scale network of green, blue and grey spaces including the Forth and Clyde Canal, Glasgow Green and the River Kelvin, and in turn can help unlock the wider aims of the SDF by improving connectivity and enhancing liveability.

An approach based on adopting ‘nature-based solutions’ will seek to ensure green infrastructure is multifunctional and integrated. It will enhance biodiversity, create quality places for people and support new development and economic growth while helping to address and manage the predicted increase in flooding.

STRATEGIC APPROACH

The Strategic Approach to creating **A GREEN AND RESILIENT RIVER** seeks to:

- **advocate climate readiness**
- **create a network of open spaces**
- **promote nature based solutions**

This approach reflects the **City Development Plan’s** strategic outcome of **Creating a Green Place—Resilient, Accessible and Attractive**

OUTCOME | A GREEN AND RESILIENT RIVER

The River Corridor will provide integrated, high quality green, blue and grey infrastructure that helps deliver climate change adaptation and promotes health and wellbeing.

A GREEN & RESILIENT RIVER | ADVOCATING CLIMATE READINESS



A GREEN & RESILIENT RIVER | ADVOCATING CLIMATE READINESS

WHAT WE WANT TO ACHIEVE

We want to ensure the River Corridor is climate-ready to address the current and future flood risk facing the city and the wider region, and the projected exponential increase in land-use vulnerability. We want to strengthen the resilience of the River Corridor, ensuring it is well placed to adapt to the potential impacts of a changing climate.

We acknowledge the longer term climate change projections (as set out in UKCP18) and the likely impact, which would extend well beyond the boundaries of the current River Corridor SDF. We want to effect a shift in the scale and pace of our response, and seek to position the River Corridor as a regional and national priority.

WHERE WE ARE NOW

Climate change is expected to bring hotter, drier summers and milder but wetter winters to the region, with changes in the pattern and frequency of extreme weather events. Although there have been no recorded coastal flooding events within the SDF area, existing data shows that a 1:200 year flood event would result in the river over-topping quay walls at a number of locations. Longer-term climate change projections, when applied to Glasgow, indicate a significant increase in the area of land vulnerable to flooding, and an increase in the severity of flood events.

The existing tidal weir and quay walls are reaching the

end of their design life. Whilst repairs to sections of the quay walls are being progressed through the City Deal programme, the future of the existing tidal weir needs further consideration. The current tidal range of the River Clyde results in continually changing water levels downstream of the weir at Glasgow Green. This impacts on the performance of the river through:

- increased silting, which impedes navigation and creates a need for regular dredging
- deterioration, instability and staining of the quay walls due to tidal erosion
- poor water quality and significant visual disconnection with the water
- accumulation of deleterious materials.

A relocated weir and/or a tidal barrage to the west would provide significant benefits in terms of regulating the water level. It could also enhance interaction, and improve access to and activation of the water. However, this requires further exploration and a regional response, as the scale of such an intervention would impact on the character and function of the river beyond the city boundaries.

THE WAY FORWARD

The City Development Plan provides comprehensive guidance on how to address flooding through the planning process (CDP 8 and related Supplementary Guidance). However, to ensure the River Corridor is

climate-ready and well placed to respond to longer term flooding predictions, an iterative, responsive approach is required that:

- addresses existing and future climate risks
- ensures adaptation is considered early, and climate-risk screening is undertaken
- seeks to review and update information, deal with uncertainty and manage long term climate risks
- considers the wider impact of interventions on the water environment, including impact on flooding, water quality and activation
- supports creative solutions that improve interaction with the water space, enhance energy efficiency, and support renewable energy.

Action(s)

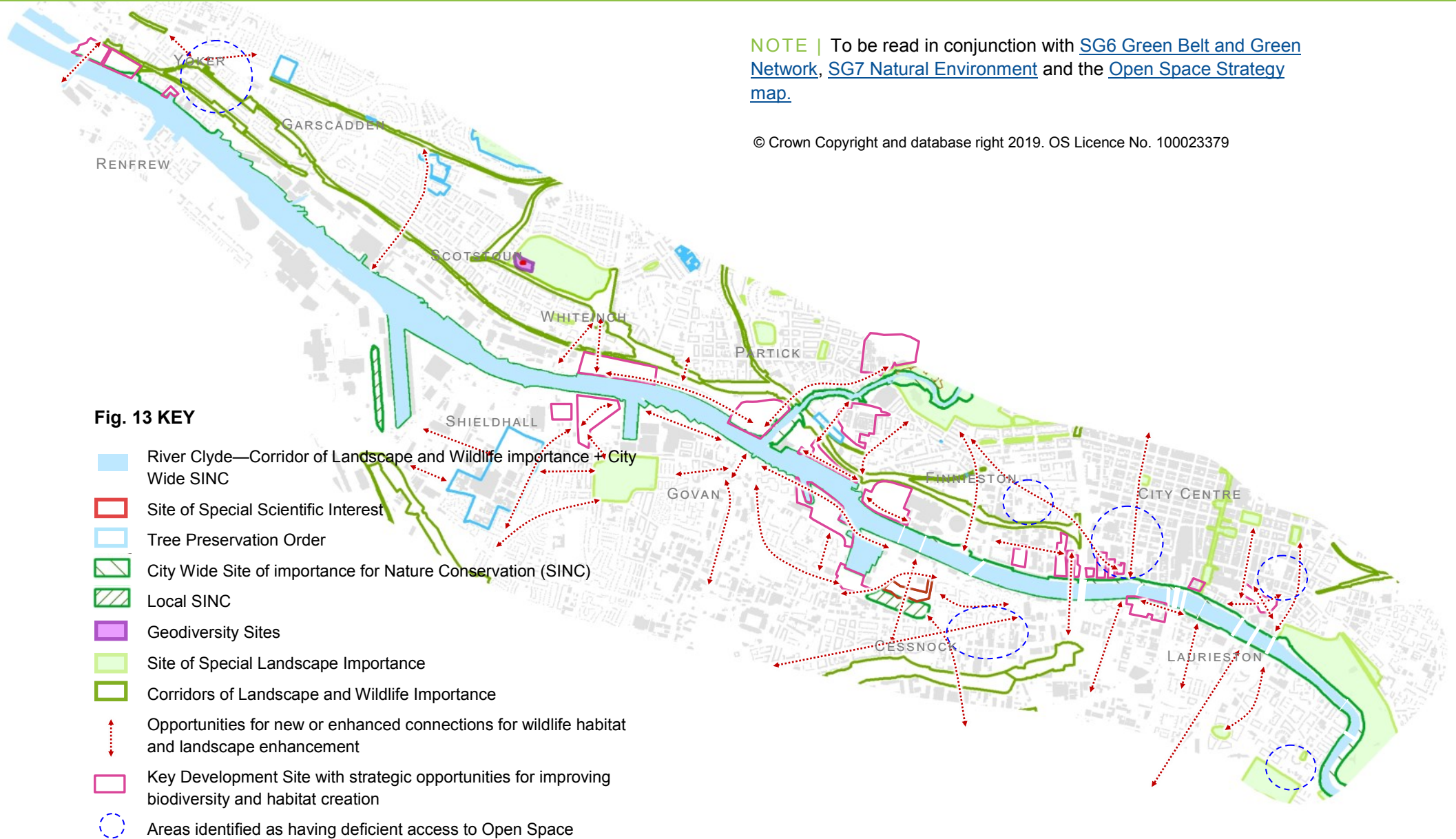
Within the context of preparing an adaptation and management of the River Corridor, undertake an initial scoping exercise and scenario testing to evaluate a new tidal weir/barrage location and its impact.

Encourage early and collaborative trans-regional engagement in adaptation planning.

A GREEN & RESILIENT RIVER | AN INTEGRATED NETWORK OF OPEN SPACES

NOTE | To be read in conjunction with [SG6 Green Belt and Green Network](#), [SG7 Natural Environment](#) and the [Open Space Strategy map](#).

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A GREEN & RESILIENT RIVER | AN INTEGRATED NETWORK OF OPEN SPACES

WHAT WE WANT TO ACHIEVE

As the city's largest continuous natural asset, the River Corridor will play a key role in delivering wider environmental, economic and social benefits. It will enhance liveability, support biodiversity, increase resilience to climate change and help promote the sustainable development of adjacent vacant land.

The River Corridor will form part of a city-wide, integrated green, blue and grey network that includes open space, public realm, designed landscapes and waterways. This network will improve links with adjacent neighbourhoods. It will be highly accessible, inclusive and vibrant, and help bring people to the River.

WHERE WE ARE NOW

The River Corridor is protected as Open Space by existing designations including the Council's Open Space Strategy. This identifies the River Clyde as Natural or Semi-Natural Green Space, and the City Development Plan designates the River as a Green Corridor of Landscape and Wildlife Importance. However, the intensive use of land adjacent to the river for a range of commercial, leisure and residential uses has impacted on access and on the perception of the River Corridor as providing quality, continuous open space.

Many spaces along the river are isolated, with poor connectivity to the wider network. They often lack a distinct identity, and can be compromised by factors

such as poor maintenance, limited use, and the failure of quay walls. This is particularly the case on the south bank, where the condition of quay walls restricts access to the river.

THE WAY FORWARD

The Council's Open Space Strategy 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.

Proposals for development will be assessed against relevant policies in the City Development Plan and supporting Supplementary Guidance. SG1 sets out the specific placemaking priorities for the River Corridor, and IPG 6 Green Belt and Green Network sets out guidance on how to protect, enhance and extend the open space network.

Ensuring green infrastructure is an integral part of any new development and included in the early design process is essential. It can contribute to the quality of place, economic potential and value of developments along the river and increase further investment interest in Glasgow.

Interventions should seek to:

- provide multifunctional open space that supports climate adaptation and surface water management solutions
- incorporate innovative design solutions and

detailing to reinforce a distinct identity and reactive space

- prioritise walking and cycling
- stimulate interest and increase legibility through creative, interactive proposals such as lighting, art and wayfinding
- promote cultural and maritime heritage
- create places that are accessible, attractive, safe and welcoming, and which encourage social interaction
- employ a palette of high quality materials which are robust and easily maintained
- consider function, day and night uses, and seasonality
- include a clear maintenance and management strategy
- be adaptable and responsive to microclimate
- implement best practice in integrated infrastructure, taking into consideration flooding, drainage, biodiversity and broadband connectivity.

Action(s)

Support a detailed review of spaces along the River Corridor, and identify opportunities to create new open spaces and enhance existing ones. This should include development of the River Park concept, and alignment with the City's Open Space Strategy.

A GREEN & RESILIENT RIVER | PROMOTING NATURE-BASED SOLUTIONS



A GREEN & RESILIENT RIVER | PROMOTING NATURE-BASED SOLUTIONS

WHAT WE WANT TO ACHIEVE

The River Corridor will be recognised as a high-quality environment of regional significance that supports nature-based solutions to enhance, recover and create new green, blue and grey infrastructure, while addressing gaps in open-space provision. Street trees, parks and other urban spaces will provide environmental benefits and climate adaptation. They will support biodiversity, enhance, recover and create new habitats, and strengthen resilience.

WHERE WE ARE NOW

The River Corridor has the potential to support a wide range of environments, species and habitats while providing wider benefits, such as promoting health and well-being, climate adaptation, nature experience, quality of place and local distinctiveness. The river is designated as a City-wide Site of Importance for Nature Conservation (C-SINC) and as a Green Corridor. However, the River Corridor is facing a number of challenges including limited connectivity, habitat erosion and vulnerability to change.

The future development of the River Corridor must support biodiversity, enhance and sustain environmental quality for future generations, and halt any further decline. Much of this could be addressed by giving greater attention to the quality and type of new public-realm landscaping around the river, and by creating new environmental assets at the edges of

vacant sites, and within new development. We recognise that a vibrant, activated and repopulated River Corridor will require the balancing of competing demands on land and uses, as well as the management of flooding and climate change and the potential cumulative impact this could have on the environment.

THE WAY FORWARD

There are opportunities to promote nature-based solutions to address gaps in the open-space network while delivering wider economic, environmental and social benefits. Such an approach could not only improve the quality of existing open space, but also unlock the development potential of the vacant and derelict land.

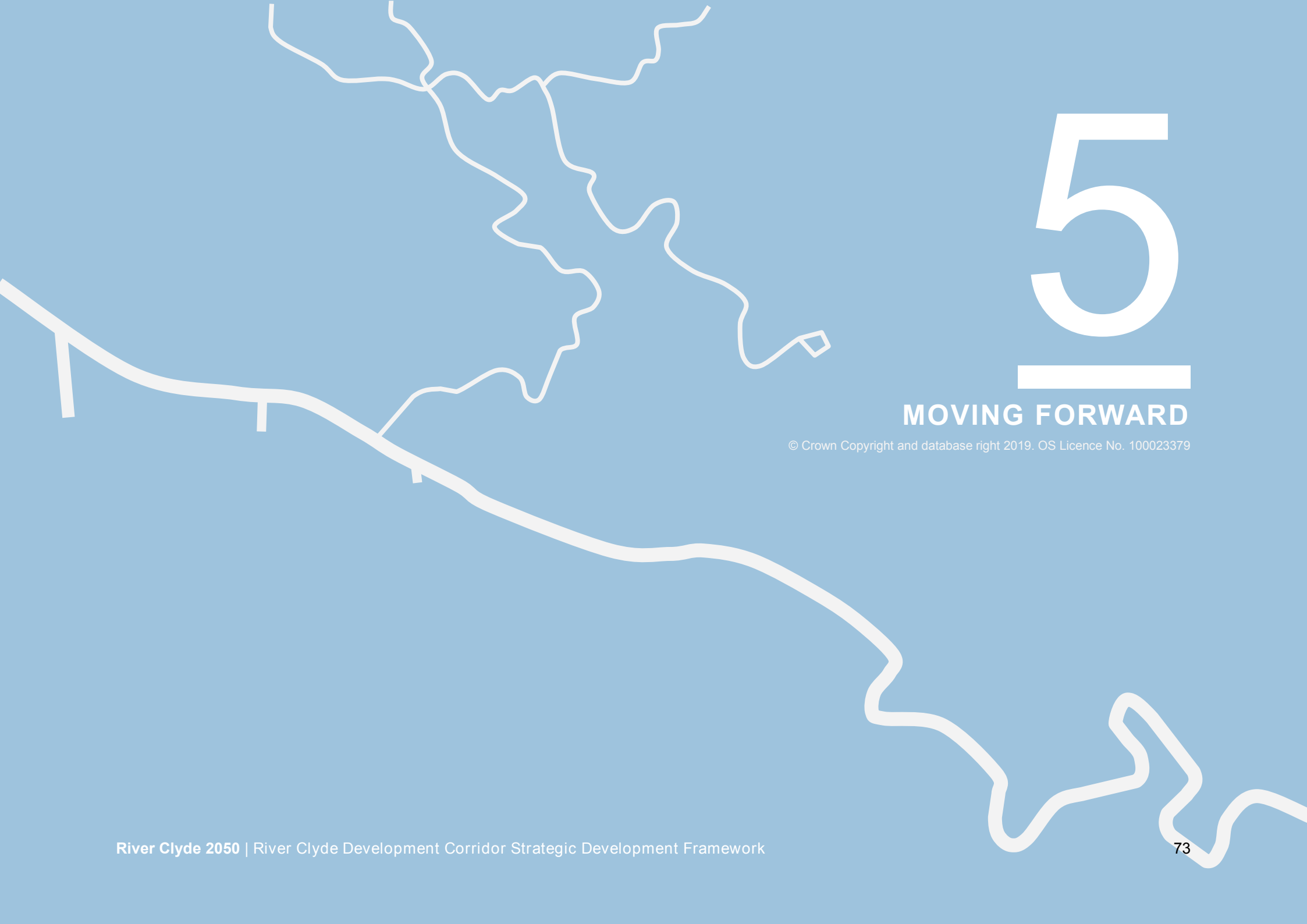
Proposals for development on the River Corridor will be assessed against relevant policies in the CDP and supporting Supplementary Guidance. SG7 Natural Environment sets out how biodiversity, landscape and geodiversity will be taken into account when considering development proposals. In addition, proposals on the River Corridor should seek to:

- promote a holistic, design-with-nature, ecosystems approach which considers the wider context of the place, its functions and activities, species (including aquatic species) and habitats
- improve water quality by removing surface water from the sewers, and limiting storm sewage being released into the river

- provide new, multifunctional and integrated landscaping to create environmental assets, including habitat for a range of species and a range of activities. This could be on underused, vacant and derelict land, or on incidental spaces adjacent to the river.
- reverse the fragmentation and ensure connectivity of the ecological network by removing physical barriers and by providing habitat 'stepping stones'
- introduce components to support wildlife, including year-round access to water, food and shelter
- protect and enhance existing landscaping and ensure habitat links are maintained
- provide innovative design features which deliver on economic and social outcomes and help enhance, grow and safeguard environmental quality. This could include planting to quay walls, SuDS, green roofs, living walls, rain gardens, nectar-rich planting, native tree planting, and bird and bat boxes.

Action(s)

Support the development of a biodiversity study of the River Corridor to include baseline information. Monitoring should be undertaken at regular intervals to understand the impact of development on the river environment, and the need for further measures to respond to changes on the ground.



5

MOVING FORWARD

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IMPLEMENTATION

This Strategic Development Framework sets out the overarching vision and key outcomes for the next phase of transformational regeneration of the River Clyde Development Corridor.

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 co-ordination and a range of interventions, mechanisms and approaches including:

- **Infrastructure Improvements**

Future flood-level predictions on the River Corridor will require significant and bold interventions to help adapt and alleviate flood risk. Interventions will include infrastructure improvements as part of a long term strategy, such as works to improve quay walls through the City Deal programme.

- **Development**

The policies and guidance contained in the CDP, associated Supplementary Guidance and the area-specific guidance for the River Corridor set out in this SDF provide a robust planning framework to support the delivery of outcomes through the Council's development management function.

- **Further Studies and Investigations**

These will be prepared to inform the development of specific sites and locations, and to guide decisions such as the long-term management of flood risk including the future of the existing weir, and the option of a relocated weir/tidal barrage and its potential value and impact.

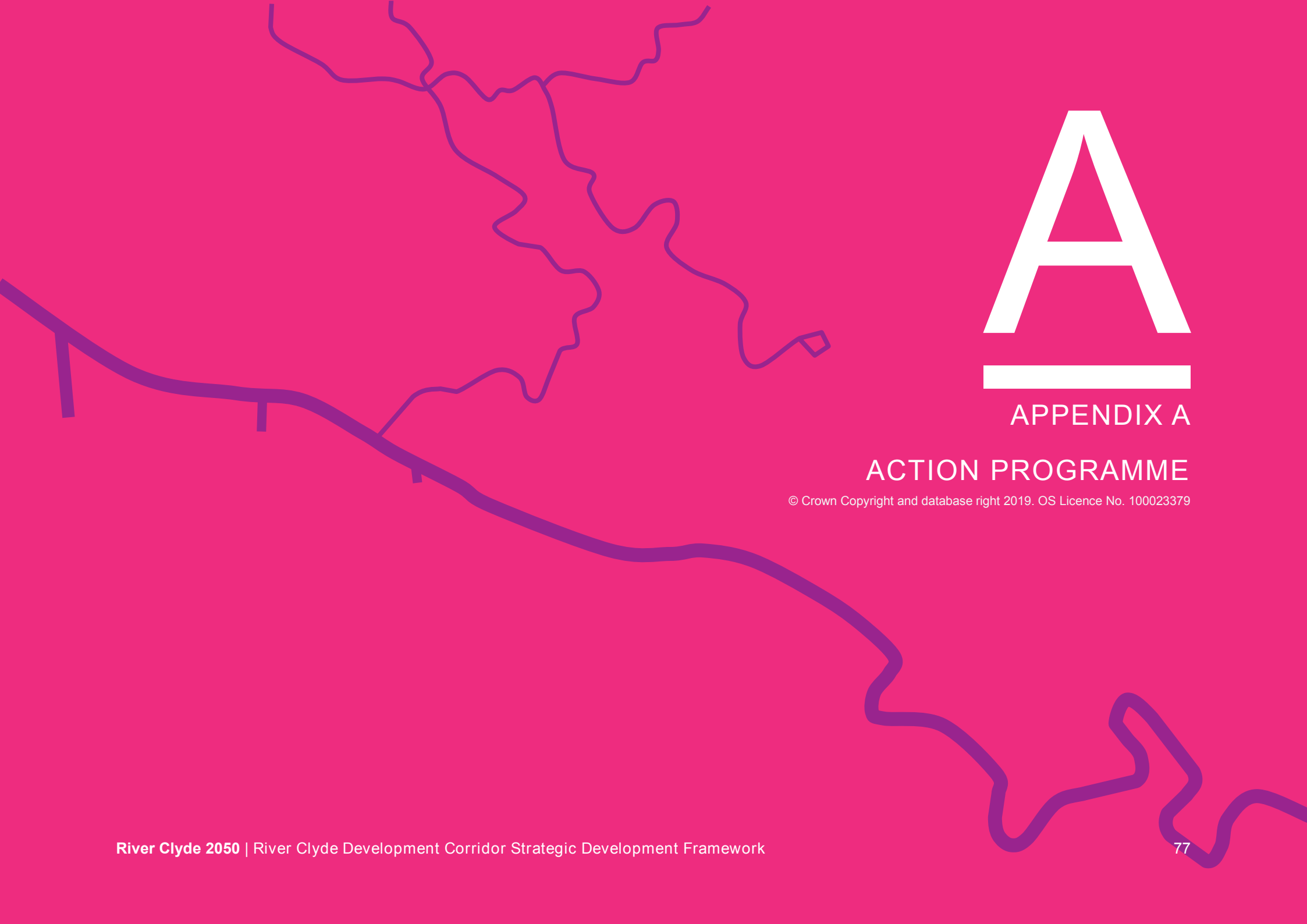
- **Local, regional and national projects and activities**

Whilst resources are limited, the Council will lead on a number of further studies and work in partnership with others to explore innovative means of unlocking regeneration opportunities and funding sources. At a regional level, collaboration with a number of agencies and organisations such as Climate Ready Clyde, Clyde Regional Marine Plan, and Glasgow and Clyde Valley Green Network Partnership can provide a coordinated approach. Nationally, the Scottish Government and organisations such as Scottish Enterprise, Scottish Environmental Protection Agency (SEPA), Sustrans and Historic Environment Scotland can help provide direction, guidance and support for major projects.

ACTION PROGRAMME

The Action Programme (Appendix A) sets out the key actions, lead partners and phasing 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 Action Programme for the City Development Plan and will be reviewed regularly.



A

APPENDIX A

ACTION PROGRAMME

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APPENDIX A | ACTION PROGRAMME

ACTION PROGRAMME

The Action Programme contains:

- the actions that have been identified to drive and deliver the outcomes in the River Corridor SDF
- lead partners
- an indicative timescale.

The Action Programme is intended to help align the delivery of the SDF with the City Development Plan. It will also be used by the Council as a delivery mechanism to lever the best possible outcome for the River Corridor and to coordinate development proposals and future investment.

The Action Programme will be reviewed on a regular basis to ensure it remains relevant and up-to-date.

APPENDIX A | ACTION PROGRAMME

Action	TIMESCALE			Partners	Outcome
	To 2025	To 2030	Ongoing		
GENERAL					
Promote a collaborative approach and encourage the creation of a multi-agency group to drive, deliver and support the long term vision for the River Corridor.				tbc	A multi-sectoral structure to govern and help enable delivery of the key proposals which the River Corridor SDF.
Promote the use of the Place Standard Tool.				GCC	Collaborative, transparent processes that empower local communities and stakeholders.
Support development of a River Corridor SDF Communications Strategy.				GCC	Improved communication of proposals, projects and actions.
Continue to deliver and implement the City Deal West End Waterfront innovation programme activities.				GCC, Glasgow City Deal programme	An established delivery plan for investing in the River Corridor fabric including quay walls and supporting the creating of strategic place partnerships
Work with partners to identify capacity and deficit of infrastructure (digital, sewer, electricity, gas) across the River Corridor SDF area.					

APPENDIX A | ACTION PROGRAMME

Action	TIMESCALE			Partners	Outcome
	To 2025	To 2030	Ongoing		
A VIBRANT RIVER					
<p>Promote an iterative approach, working in partnership with key agencies and other stakeholders to manage flood risk and support the preparation of an updated River Clyde Flood Management Strategy. This will include:</p> <p>A) working with SEPA to develop a Framework for developments in the functional flood plain to address immediate challenges.</p> <p>B) working with relevant partners on a responsive approach for adaptation and management of the River Corridor as an integral part of the future regeneration of the city and the wider region.</p>				GCC, City Deal Programme, SEPA	An understanding of the update flood levels and new area of the Functional Flood Plain for flood events (such as 1 in 200 + climate change events), as a basis to address immediate challenges regarding development on the functional floodplain and work towards a responsive long term approach.
Establish a River Corridor Stalled Spaces programme to support projects that stimulate interest, test uses, provide temporary greening and animate the waterfront				GCC	Promote the reuse of vacant and derelict land and underused spaces.
Introduce an art strategy to support permanent and temporary public art installations and a programme of events along the River Corridor.				GCC	Reactivate spaces and promote the river as a destination.
Undertake an assessment and audit of existing and current water-based activity and facilities for river users. Identify opportunities to enhance existing infrastructure and to provide new infrastructure, working in partnership with user groups and organisations.				GCC	An understanding of gaps in provision and opportunities for enhancement to create a vibrant water space.

APPENDIX A | ACTION PROGRAMME

Action	TIMESCALE			Partners	Outcome
	To 2025	To 2030	Ongoing		
A SUSTAINABLE RIVER					
Continue to collaborate with partners at local, regional and national level including SEPA, MGSDP, Scottish Enterprise, Connecting Nature, Clyde Regional Marine Plan and Climate Ready Clyde to address key issues facing the river, and to develop guidance for long term, responsive adaptation measures.				tbc	Positioning the River Clyde as a national planning priority and ensuring a collaborative process to address issues affecting the wider area.
Support the reviews of Economic Development Areas, Housing Land Supply and Vacant and Derelict Land to identify opportunities and ensure development is guided to appropriate locations.				GCC	Maintain an effective land supply and support a managed approach to diversification where appropriate.
Undertake a townscape analysis and set out key design principles for development along the River Corridor.				GCC	An understanding of the key townscape considerations of the river (e.g. heritage, assets, views, vistas, skyline) to help support the detailed design and delivery of development and guide it to appropriate locations.

APPENDIX A | ACTION PROGRAMME

Action	TIMESCALE			Partners	Outcome
	To 2025	To 2030	Ongoing		
A CONNECTED RIVER					
Support coordination between different sectors involved in planning and delivering infrastructure at local, regional and national level, and align with the emerging Regional Transport Strategy, Local Transport Strategy , and other infrastructure plans.				tbc	Strategic, integrated approach will enhance connectivity along, across and to the river.
Prepare a design guide for walking and cycling routes, addressing quality standards and materials, water management and wider connectivity.				GCC	Ensure quality of routes and connectivity.
Review transport proposals to ensure that a wider placemaking approach is promoted. Consider opportunities to introduce additional river crossings, particularly for pedestrians and cyclists.				GCC	Identify opportunities for new connections and ensure quality of place.
Work with partners to undertake an analysis of the wider movement network, considering travel demand, walking and cycling routes, and parking management. This should include an appraisal of at grade crossings and signalised junctions on the Clydeside Expressway to improve connectivity and enhance permeability.				GCC, City Deal	Identify options for enhancement and guide future investment.
Align with the emerging proposals, such as the River Park and the community-led plan for a Yorkhill and Finnieston Cycle Village.				GCC	Ensure emerging proposals are delivered in line with the wider strategic vision.

APPENDIX A | ACTION PROGRAMME

Action	TIMESCALE			Partners	Outcome
	To 2025	To 2030	Ongoing		
A GREEN AND RESILIENT RIVER					
Within the context of preparing an adaptation and management of the River Corridor, undertake an initial scoping exercise and scenario testing to evaluate a new tidal weir/barrage location and its potential impact.				GCC	An understanding of the key considerations for shifting the tidal range which can help contribute to a business case for the future of the river as a liveable, multifunctional space.
Encourage early and collaborative transregional engagement in adaptation planning.				GCC, Climate Ready Clyde, SEPA, Clyde Regional Marine Partnership	
Support a detailed review of spaces along the River Corridor, and identify opportunities to create new open spaces and enhance existing ones. This should include development of the River Park concept, and alignment with the City's Open Space Strategy				GCC, Connecting Nature, Glasgow City Deal, Glasgow and Clyde Valley Green Network Partnership	Support open space improvements in the River Corridor SDF area
Support the development of a biodiversity study of the River Corridor to include baseline information. Monitoring should be undertaken at regular intervals to understand the impact of development on the river environment, and the need for further measures to respond to changes on the ground.				GCC, Glasgow City Deal, Glasgow and Clyde Valley Green Network Partnership	An understanding of the quality, location and connections of the existing landscape and biodiversity of the River Corridor and identification of detailed enhancement areas



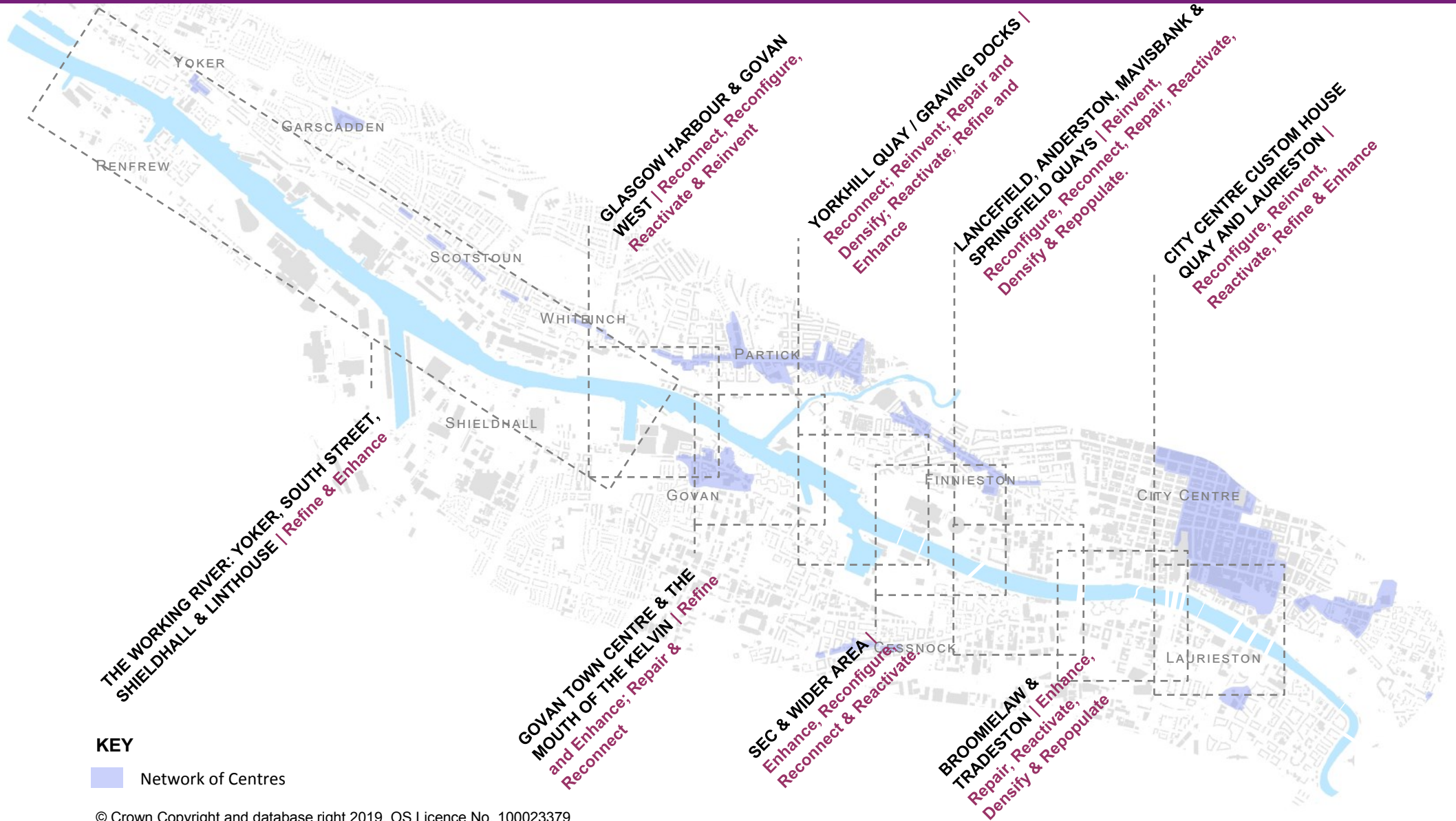
B

APPENDIX B

RIVER ROOM PLACEMAKING GUIDANCE

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APPENDIX B | RIVER ROOM PLACEMAKING GUIDANCE



APPENDIX B | RIVER ROOM PLACEMAKING GUIDANCE

The River Rooms are ‘character areas’ along the River Corridor. They are defined by their location and by shared characteristics, such as historic buildings, activities and uses, extent of vacant and derelict land, and current condition. They were identified as part of initial research in preparation for the River Corridor SDF.

This section focuses on the distinct issues and opportunities presented by each of the River Rooms. It identifies where there is potential to create clusters of activity that extend along and across the river. It also emphasises the need to diversify ground-floor uses along key routes in all the River Rooms.

Our vision is for the River Corridor to become a **vibrant, inclusive, liveable, and well-connected place** that contributes to a wider network of urban waterways. We want it to provide continuous walking and cycling access, along both banks. It is essential that the River Rooms should not be viewed in isolation, but in relation to the wider vision, aims and outcomes set out in the River Corridor SDF.

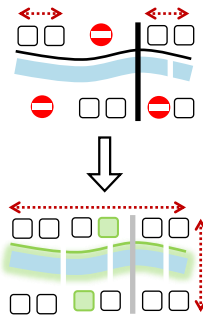
The River Rooms set the scene for the development of more specific spatial guidance, and the application of the City Development Plan’s Placemaking Principles at the scale of defined local areas.

The River Room Placemaking Guidance is underpinned by a design led approach that focuses on opportunities to:

- **Reconnect**
- **Repair and Density**
- **Reinvent**
- **Reactivate**
- **Refine and Enhance**
- **Reconfigure.**

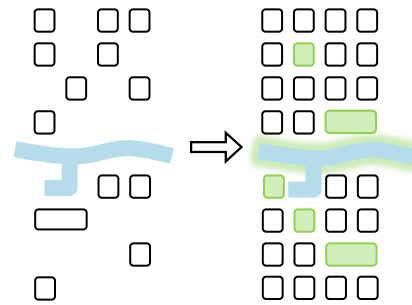


APPENDIX B | RIVER ROOM PLACEMAKING GUIDANCE



RECONNECT

Many of the development sites along the River Corridor are detached and dislocated from surrounding neighbourhoods. Their integration - or reintegration - with the river as the front door, is key to the evolution of the River Corridor as a liveable, welcoming and vibrant place.



REPAIR AND DENSIFY

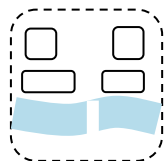
Many areas have suffered from a lack of investment, and a resulting physical decline. Subsequent demolitions and piecemeal developments have eroded the built form, the natural environment and the quality of place. In such areas, consideration should be given to how best to repopulate and repair the urban fabric, to maximise its potential, and to increase vibrancy.



REINVENT

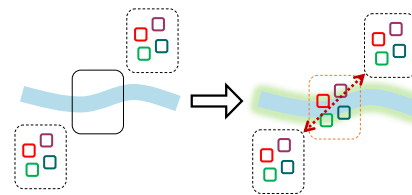
The economy of the River Corridor has evolved over recent decades, and the city is increasingly developing as a centre of innovation. However, some locations have failed to adapt to the changing economic context and are now redundant. Meanwhile, others have become so specialised that they no longer function as dynamic and sustainable neighbourhoods.

Where this is the case, consideration should be given to more appropriate land-use patterns which are sustainable in the long-term, and which help to generate vibrancy.



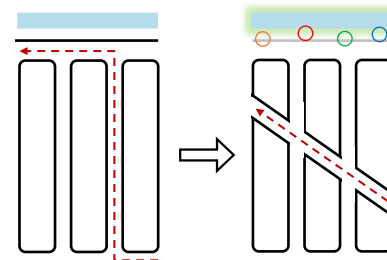
REFINE AND ENHANCE

There are many areas along the River Corridor which present 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 a diversity of use, and by reinforcing distinct identity through a placemaking approach.



REACTIVATE

There are key segments of the River Corridor which currently present little opportunity for social interaction, recreational use or pedestrian and cycle movement. The aim is to reanimate these areas by introducing a mix of uses, at different scales and over different time frames, and by supporting a diverse range of activities.



RECONFIGURE

Much of the River Corridor's existing built form continues to be defined by its industrial legacy and function as a transport corridor. Some of the existing conditions are no longer appropriate for a central urban district. The river'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.

APPENDIX B | RIVER ROOM PLACEMAKING GUIDANCE

CITY CENTRE CUSTOM HOUSE QUAY AND LAURIESTON | *Reconfigure, Reinvent, Reactivate, Refine and Enhance;*

This is the oldest part of the River Corridor. Future evolution of the area will balance the need to respect and enhance the setting of the many historic buildings, structures and important landscape elements with the aspiration to reinvent and animate this central location. In addition, new development extending into the river will need to be responsive, adaptive and resilient to climate change.

Future placemaking strategies should lessen the severance between the river and the City Centre’s primary retail and commercial core to the north, allowing vibrancy and vitality to spill down to the waterfront. This could be achieved through minor reconfigurations of the urban fabric to increase permeability, and by activating walking and cycling routes leading to the river. Custom House Quay offers potential for a world-class waterfront destination, with quality public realm and open space. Development at Custom House Quay should be designed to provide enhanced, accessible and inclusive spaces, and to encourage movement from the city centre. The National Cycle Route 75 should be safeguarded and improved at this location.

The area between Laurieston and the river could provide continuous walking and cycling links to the wider south side. The area to the west of the Sherriff Court at Carlton Place has a strong historic urban form, and is likely to become increasingly activated as surrounding regeneration projects increase footfall. This could provide the stimulus for a significant improvement in place quality, while retaining the historic urban form.

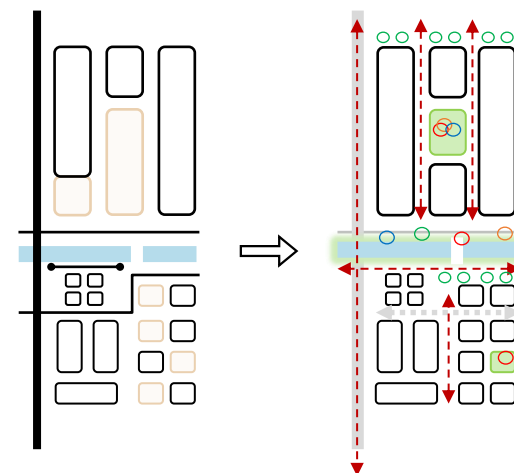
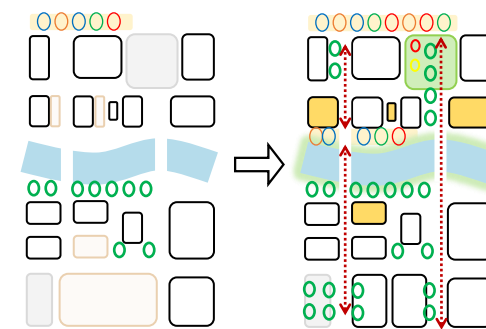
BROOMIELAW & TRADESTON | *Enhance, Repair, Reactivate, Densify and Repopulate*

The development of several key vacant and derelict sites in this area is vital to achieving the overall vision of the SDF. There is the potential to bring a density of people and a variety of activity to a newly vibrant waterfront. This will help create safe walking and cycling routes westwards to the SEC Campus, the SSE Hydro and the Science Centre.

Building on the success of the International Financial Services District (IFSD), new development should enhance the riverside setting on both sides of the Clyde, activating and bringing people to the river by making the waterfront their ‘front door’ through strong urban design principles. There is significant potential for Tradeston to become a destination with a strong interaction with the waterfront, and with excellent active travel linkages.

With the densification of the area putting further pressure on open space, the provision of high-quality multifunctional open space will be key. Development should benefit health and wellbeing, and help create and enhance natural habitat. The spatial prioritisation of the movement network currently favours vehicular travel, and this requires a readjustment to be made both cognitively and physically to favour pedestrians, cyclists and sustainable public transport. Currently the Tradeston area is particularly impacted by transport infrastructure, and future placemaking strategies should seek to lessen the severance, enhance connectivity and develop strong spatial relations to the City Centre and waterfront.

Illustrative Conceptual Diagrams



APPENDIX B | RIVER ROOM PLACEMAKING GUIDANCE

LANCEFIELD, ANDERSTON, MAVISBANK AND SPRINGFIELD QUAYS | *Reinvent, Reconfigure, Reconnect, Repair, Reactivate, Density and Repopulate.*

The northern bank of the River forms the 'missing link' between the City Centre and the SEC Campus. It is characterised by vacant sites, industrial units and road infrastructure. Enhancing and improving connectivity by creating activated, safe and overlooked walking and cycling routes is a priority. Lessening the impact of the significant road and flood prevention infrastructure, especially at the Clydeside Expressway, Junction 19 Anderston on the M8, and under the Kingston Bridge, will be key. There is also potential for a new, at grade, river crossing to reconnect both banks of the Clyde and enhance active travel.

An increase in the residential population will enhance vibrancy and support compatible commercial uses. The area is currently lacking in quality open space, and the provision of new, multifunctional open space is considered critical to achieving higher density, liveable neighbourhoods.

The success of Springfield Quay as a leisure and entertainment destination is hindered by several blockages and pinch-points to connectivity at Mavisbank Quay and Windmillcroft Quay. This area also suffers from a lack of connectivity to the south due to the urban form of residential areas completed in the post-industrial period and, further afield, by the motorway network. A placemaking approach to interventions should focus on unpicking these issues and enhancing connectivity and integration.

SEC & WIDER AREA | *Enhance, Reconfigure, Reconnect and Reactivate.*

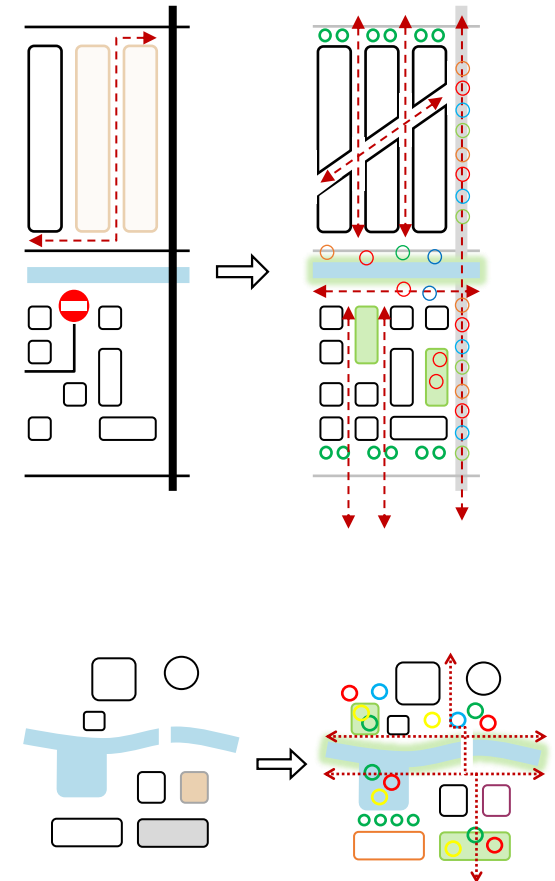
The successful regeneration of the former dockland area has brought an international events campus and many highly specialised and creative industries, including media, music and art, to the wider area. However, the district would benefit from an increase in the residential population, better links to surrounding neighbourhoods and a finer grain of supporting commercial activity to create a truly vibrant waterfront destination and a hub for the creative industries.

Future development of the area should seek to integrate with the neighbouring townscape and provide new pedestrian and cycle routes on a north south axis, linking across the river to Cessnock Subway and north to Finnieston, Kelvingrove and the University of Glasgow. Improvements to the quality of the riverside walkway would improve pedestrian and cycle access.

This area contains a number of landmark buildings and structures, and future placemaking strategies should maximise the potential of this setting. However, open space quality does not reflect the setting in terms of design, scale or location. Strategies for the area should seek to enhance the urban quality of spaces by carefully considering points of arrival and enclosure, and by introducing innovative design features. There is scope to lessen the impact of car parking areas by improving links to public transport and, in so doing, reducing the need to travel by car.

This River Room suffers from exposure to the Clyde's harsh micro-climate, and future development should seek to mitigate sometimes severe conditions. Adaptation measures that support surface water management should be innovative and integrated.

Illustrative Conceptual Diagrams



APPENDIX B | RIVER ROOM PLACEMAKING GUIDANCE

YORKHILL QUAY & THE GRAVING DOCKS | *Reconnect; Reinvent; Repair and Densify; Reactivate; Refine and Enhance*

The enhancement of pedestrian and cycle connectivity on both banks and across the River is a key aspiration, and imperative in unlocking the potential of development sites. The delivery of the new Govan Partick Bridge, landing at the Riverside Museum, will give extra importance to the improvement of connectivity northwards to Partick Cross, the University of Glasgow, Yorkhill and the former hospital site. It is recognised that innovative and imaginative design solutions will be required to address the barriers caused by the Clydeside Expressway and the elevated railway at this location.

Yorkhill Quay largely remains undeveloped, with the Riverside Museum and the Whisky Distillery being relatively isolated visitor destinations. A finer grain of mixed use development with attractive, flexible open spaces, high quality public realm and the realignment of the walkway to the river's edge will enhance connectivity to the wider area.

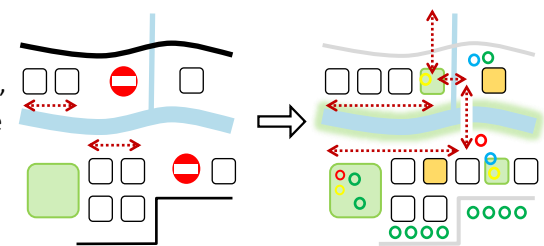
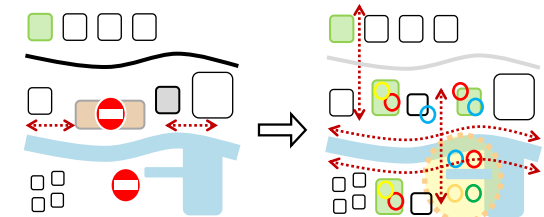
Kelvin Harbour slip is currently the main focus for water-based activities on this part of the river. These activities could be supported and enhanced through provision of additional infrastructure, such as boat storage facilities and kayak-friendly slips.

The Graving Docks constitute an important Category 'A' listed structure, significant both in architectural quality and historic and cultural resonance. Future development should acknowledge this heritage and enhance the prominent setting on a pivotal part of the River Corridor. The Graving Docks are located within the functional floodplain of the River Corridor, and therefore new uses for the site will need to be responsive, adaptive and resilient to these environmental conditions. In addition, future development must take into account the interface with the surrounding low-rise residential urban form, and views along the Clyde. This section of the south bank lacks a riverside walkway and cycling route, and would benefit from enhanced connectivity to Pacific Quay and across the River to the SEC Campus. The potential for constructing a new bridge at Canting Basin should be explored.

GOVAN TOWN CENTRE AND THE MOUTH OF THE KELVIN | *Refine and Enhance; Repair and Reconnect*

Govan Town Centre is a vibrant local centre with a strong and coherent historic townscape. It contains some fine civic architecture, heritage assets and tourist attractions, such as Govan Old Parish Church and the Govan Stones. Central Govan turns its back on the River and its hinterland to the south, and 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.

Illustrative Conceptual Diagrams



APPENDIX B | RIVER ROOM PLACEMAKING GUIDANCE

GLASGOW HARBOUR | *Reconnect, Reconfigure, Reactivate and Reinvent*

New development should aim to activate and reconnect this riverside location to create a more attractive and liveable urban place. Solving the issues of severance will be key to unlocking the area’s potential.

Improving pedestrian connectivity across the Clydeside Expressway to the amenities, facilities and public transport available in Partick will be critical. The creation of a continuous quayside route linked to the proposed Govan Partick Bridge and onwards to the City Centre is considered essential. National Cycle Route 75 should be safeguarded and improved at this location.

Developments which bring a varied mix of complementary uses across the day are also encouraged, and will help to enliven the area and support an increase in population.

The enhancement of existing high-quality, multifunctional spaces and the creation of new ones will support health and wellbeing, and increase natural capital by providing a cohesive network of habitats.

THE WORKING RIVER: YOKER, SOUTH STREET, SHIELDHALL & LINTHOUSE | *Refine and Enhance*

This area contains Yoker, the South Street Economic Development Area (EDA) to the north of the river, and the Shieldhall EDA to the south. The diversity and 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 for industrial and business uses. 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. These EDAs have potential to support the development of a nationally significant cluster of innovation and economic development activity related to the Queen Elizabeth University Hospital.

The proposed Renfrew Yoker Bridge will bring significant change to the movement network on the north of the river. Opportunities for continuous walking and cycling routes between Glasgow, West Dunbartonshire and Renfrew should be maximised to facilitate access to employment, town centres and public transport hubs. National Cycle Route 75 should be safeguarded and improved at this location, with enhanced access and signposting from Whiteinch, Scotstoun and Yoker. The potential for an additional crossing between Whiteinch and Linthouse should be explored.

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 neighbouring residential areas and the river.

Illustrative Conceptual Diagrams

