

South Central Local Development Framework

Summary - Background & Main Issues

CONTENTS

Section	TOPIC	PAGE NUMBER
1	Introduction & Strategic Context	3
2	South Central Glasgow - Area Definition and Overview	5
3	Strategic Context - Other Plans and Proposals	7
4	Historical Context and Evolution of the Area	8
5	Profile of the Area: Demographics	9
7	Profile of the Area: Housing & Income / Employment	11
8	Profile of the Area: Scottish Index of Multiple Deprivations	12
9	Connectivity and Accessibility: Overview	13
10	Connectivity and Accessibility: Travel Patterns	14
11	Connectivity and Accessibility: Non Motorised Travel, Walking and Cycling	15
12	Character and Land Use	16
13	Services and Amenities	20
14	Development Overview	21
15	Heritage in the Built Environment	22
16	Natural Environment, Parks and Open Spaces	23
17	Flooding Risk	24
18	Summary Assessment - Strengths & Opportunities	25
19	Summary Assessment - Weaknesses & Threats	27

INTRODUCTION & STRATEGIC CONTEXT

Glasgow's City Development Plan, adopted in March 2017, sets a 10 year planning framework for the City for the future use of land and infrastructure. As part of the Development Plan, the *City Development Policy 2— Sustainable Spatial Strategy* is supported by spatial planning guidance that forms supplementary guidance. This includes Strategic Development Frameworks (SDF) and Local Development Frameworks (LDF). SDFs and LDFs have been identified for different parts of the city through a process of examining local areas and identifying what opportunities and challenges exist and where there would be most benefit from a co-ordinated intervention.

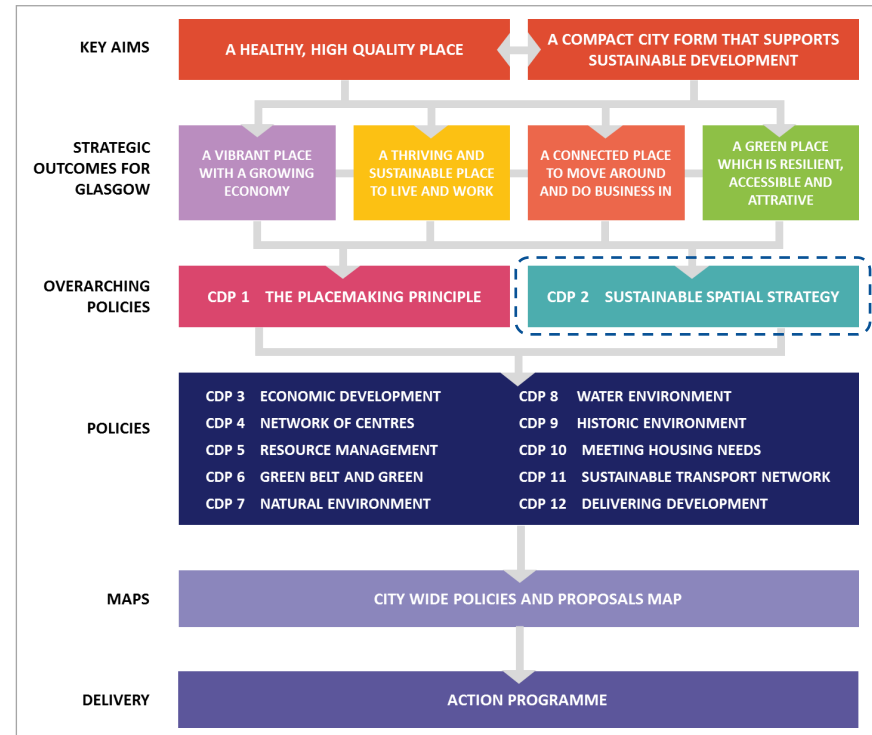
In line with that, a number of Local Development Frameworks are proposed across the City to deliver planning change at a local level where it is recognised that an additional layer of planning intervention is required. It is recognised that while these areas do not face the same scale of challenge or degree of change as those areas identified as strategic priorities in the Plan (SDFs), these areas still face important challenges and also offer significant opportunities to justify more detailed consideration and action focused intervention to be delivered through the proposed Local Development Frameworks.

South Central Glasgow is one of the three areas identified in the city for the preparation of a Local Development Framework. This document provides a brief overview of the area, highlighting the key issues and challenges as well as strengths and opportunities, and is intended to support the creation of the Development Framework for this area.

For any comments or questions regarding the contents of this document, you can email us at LDFconsultation@glasgow.gov.uk. (Please put 'South Central LDF' in the subject line.

Sustainable Strategy Team
Planning & Building Standards
Development & Regeneration Services
Glasgow City Council

Figure 1 describes the structure and content of the Development Plan, with Sustainable Spatial Strategy as one of the overarching policies



STRATEGIC CONTEXT, CONTD.

Within the guidance of the Sustainable Spatial Strategy, the City Development Plan further prescribes the following overarching principles that are applicable to all of the LDFs.

- ◆ To provide an overview of the social, spatial and economic geography of the area as a whole and to develop an understanding of the distinct character areas within the study.
- ◆ To develop an overall vision for the area so that current and future planning and regeneration activity contributes to the development of a cohesive whole.
- ◆ To develop a framework for the City district which provides a strong context for making funding bids for regeneration and directing development activity.
- ◆ To develop a framework that improves the connections between neighbourhoods and address the real and perceived barriers to accessibility that exist.
- ◆ To create an overall framework within which individual planning applications can be assessed, providing more detailed spatial policy informed by local circumstance where necessary.
- ◆ To provide basis for partnership working with relevant agencies, groups and the public. In this regard the concept of planning as primarily a social / democratic activity would be important.

The City Development Plan also recognises that the scale of the challenge faced in these areas will require a co-ordinated approach to guide planning and investment decisions. Some of the key challenges, as recognised by the City Development Plan and aimed to be addressed in the Local Development Frameworks, are:

- ◆ Dislocation caused by Vacant & Derelict Land
- ◆ Geotechnical and contamination constraints
- ◆ Infrastructure constraints (transport, drainage capacity etc.)
- ◆ Poor environmental conditions within some housing and industrial areas
- ◆ Connections between neighbourhoods and to the wider city, and in particular the City Centre
- ◆ Sustaining a vibrant network of Town Centres
- ◆ Repair and reconnection of residential neighbourhoods
- ◆ Improved population health and well being
- ◆ Access to employment
- ◆ Increased housing choice

It is expected that other opportunities and challenges will be identified in the detailed analysis stage of the preparation of the respective proposed Framework.

SOUTH CENTRAL GLASGOW - AREA DEFINITION AND OVERVIEW

The area of South Central Glasgow comprises a number of communities located on the periphery of the City Centre, south of the River Clyde. These neighbourhoods have different characteristics, they face a series of challenges, both physical and social, but they also include successful, vibrant urban areas which contribute positively to urban life in the City.

The South Central Local Development Framework will focus on nine neighbourhoods in the area - Kinning Park, Tradeston, Laurieston, Gorbals & Hutchesontown, Oatlands, Toryglen, Govanhill & Crosshill, Pollokshields East & Eglinton Toll, and Strathbungo & Shawlands.

Figure 2: Neighbourhoods included in South Central LDF



A brief overview of each of these areas is given below:

Kinning Park—The construction of the motorways in the 1970s along with socio-economic changes completely altered what was a thriving industrial and dense residential hub in the city. The area now suffers from blight from vacant and derelict buildings and stalled sites, lack of usable open space and a predilection towards auto-oriented development that undermines its location in the city’s urban core and proximity to the City Centre. Paisley Road West, running through the heart of the community remains an important gateway with a strong townscape quality. The Local Development Framework will form the basis to structure, detail and deliver the area’s regeneration.

Tradeston— As its name would suggest Tradeston has always been a place of trade, bustling with commerce and accommodating the workers who made their living there. Transport infrastructure including the complex web of motorways and railway line form barriers with other neighborhoods. The area currently suffers from underused space and buildings, lack of amenities and general deteriorating townscape, making it an unappealing neighbour to the City Centre, despite its riverfront location. The ongoing development at Buchanan Wharf has the potential to stimulate further regeneration in the neighbourhood.

Laurieston— Laurieston has been the focus of recent regeneration as a Transformational Regeneration Areas (TRAs). The early phases of the residential-led development have been award-winning. However work is still needed to improve the area as a whole and its connections to surrounding neighbourhoods, making it a key candidate and component of the LDF.

Gorbals and Hutchesontown— Hutchesontown / Gorbals has been the focus of many regeneration efforts over the years, including being one of the pilot Comprehensive Development Area’s identified by Glasgow in the 1950s for slum clearance and rebuilding, Crown Street regeneration project and more recently, the Thriving Places programme. Planning, through the LDF can help streamline the physical regeneration goals for the Gorbals in line with the larger South-Central area.

AREA DEFINITION AND OVERVIEW, CONTD.

Oatlands— Oatlands has been the subject of recent regeneration efforts, leading to the ongoing delivery of the proposed masterplan. The neighbourhood forms a key connection to Glasgow Green, one of the bigger green spaces in the area. The area-wide planning remit of the LDF ensures that such developments are viewed in the larger context of access and amenity, so that the benefits of the same can be catalysed for the wider regeneration of the area.

Toryglen—Toryglen faces different challenges, with significant areas of vacant land resulting from housing clearance, leading to a fractured physical environment. The housing-led regeneration of Toryglen is being delivered through the Transformational Regeneration Area programme in partnership with Glasgow Housing Association, however in order to re-connect Toryglen to the city, it is considered appropriate to include this area within the Local Development Framework.

Govanhill and Crosshill—Govanhill is a traditional Glasgow tenemental neighbourhood, well connected to the City Centre by public transport and good access to important local amenities, including two town centres (Victoria Road and Govanhill), a City Park (Queen’s Park) and other community facilities such as schools, churches and community centres. However in recent years, Govanhill has faced significant challenges due in part to a significant influx of immigrants. Although many of the challenges that this has presented are social in nature, it has also manifested itself in the physical fabric of Govanhill, both in terms of housing conditions and the public realm and streetscape. Planning therefore has a role to play in the multi-agency approach to regeneration in Govanhill which can be addressed through the proposed Local Development Framework.

Pollokshields East & Eglinton Toll— Like Govanhill, East Pollokshields is one of Scotland’s most multi-cultural neighbourhoods and home to a rich and diverse population. It is a densely populated tenemental area, with character and historical significance and a vibrant living environment, complete with basic amenities. The local community led a consultation process in 2016 highlighting the emerging needs of the area. Eglinton Toll, on the other hand is a vastly derelict post industri-

al area, with vacant sites, presence of the motorway bridge and associated empty space, underused buildings and poor public realm causing a severance between the neighbourhoods lying on either end as well to the City Centre for areas south of the motorway. These challenges makes the area a key focus for the Local Development Framework.

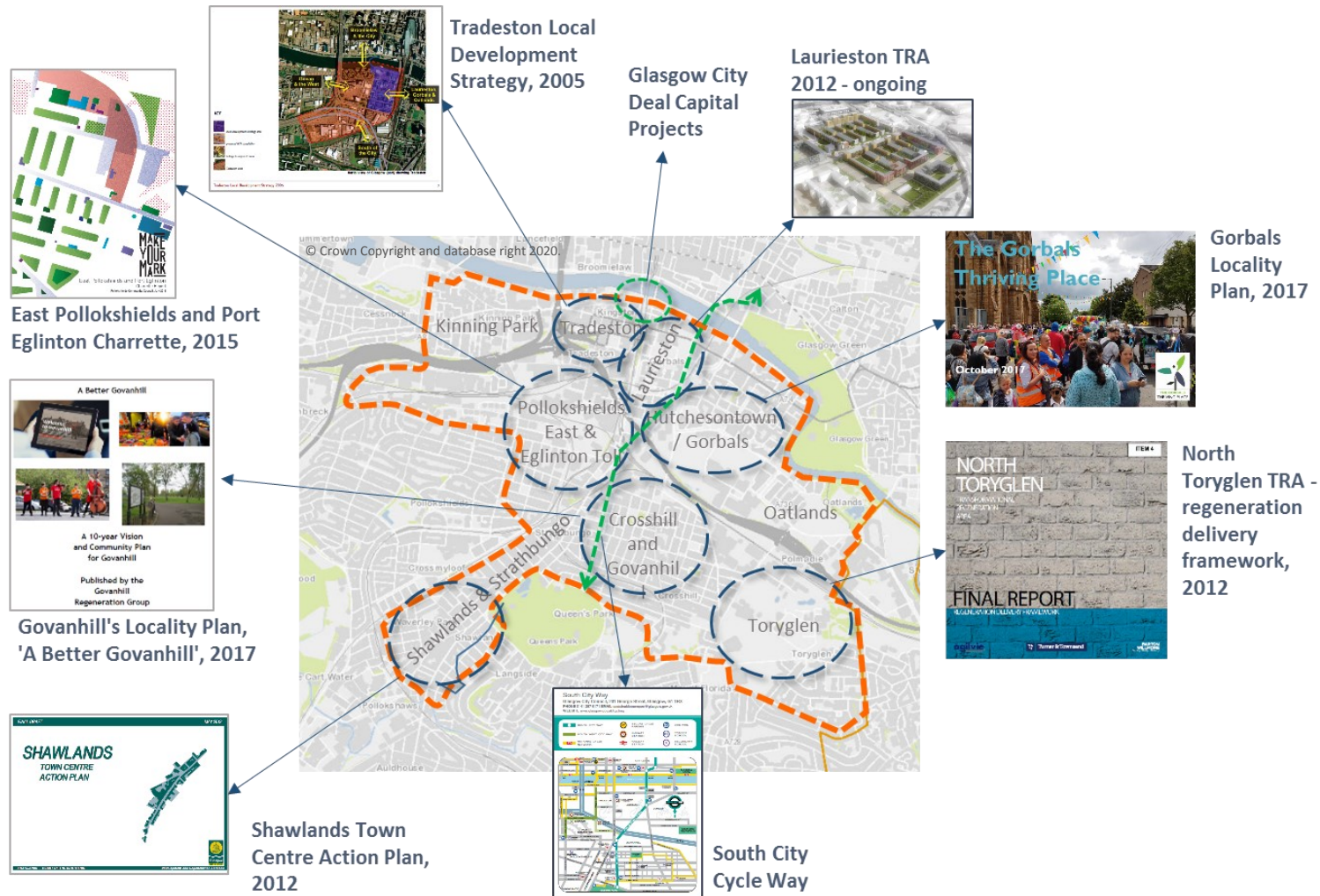
Shawlands & Strathbungo - Shawlands is a vibrant urban neighbourhood focused around a town centre that functions as a key retail and commercial destination for the area. A Town Centre Action Plan was approved in 2010 to protect and enhance the role of Shawlands Town Centre as the commercial heart of this area. In addition a new Conservation area has been designated at Shawlands Cross, recognising the quality and heritage value of the built environment in this area. There is an opportunity for the proposed Local Development Framework to build upon these initiatives and to put in place a policy framework to ensure that the benefits of the current investment in Shawlands are maximised for the wider community.

While each area has its present day struggles, there is also a long history of how these neighborhoods and this area as a whole have met and overcome challenges and continue to work towards becoming desirable places where people want to live, work, play, and create. Today, some are further along in this journey than others, but the resilience and resolve of those involved is one of the key strengths of this area. The COVID-19 pandemic has significantly altered the way people live and work and has brought a renewed focus on neighborhoods as the building blocks for sustainable cities. Whether the trend holds for long is yet to be seen, but it has highlighted once again the importance of living local. The Local Development Framework will explore how it can foster the evolution of the south central neighbourhoods to become more sustaining, vibrant and dynamic in response to these changing demands.

STRATEGIC CONTEXT - OTHER PLANS AND PROPOSALS

In addition to the City Development Plan, there several other plans, strategies and proposals that guide and inform the physical and other aspects of development for neighbourhoods within the area of South Central Glasgow. A few examples can be

found below. This list is not exhaustive but provides an overview of the vast range of policies and interventions already in place and shaping the development of the area.



HISTORICAL CONTEXT AND EVOLUTION OF THE AREA



Background map reproduced with the permission of the National Library of Scotland

PROFILE OF THE AREA: DEMOGRAPHICS

POPULATION, DENSITY & GROWTH

- Total Population of Area (2018 estimate): **55,600**
- Once densely populated inner city districts, the northern neighbourhoods are now sparsely populated, with high population densities limited to the remaining tenemental stock (e.g. in Kinning Park) with the exception of Gorbals.
- Neighbourhoods with highest population and population density are **Shawlands** and **Govanhill**. The 4 storey tenemental areas of central Govanhill are some of the most densely populated streets in Scotland.
- Neighbourhoods with lowest population and population density are **Tradeston** and **Oatlands**, both with a suburban townscape.
- **Growth Rate (2014 - 2018)** - Area population grew at a rate of **6%**
- Highest growth rates observed in areas with new housing development - **Oatlands** and **Laurieston**. Lowest growth rate observed in **Shawlands**, while **Pollokshields** indicated a negative growth rate.

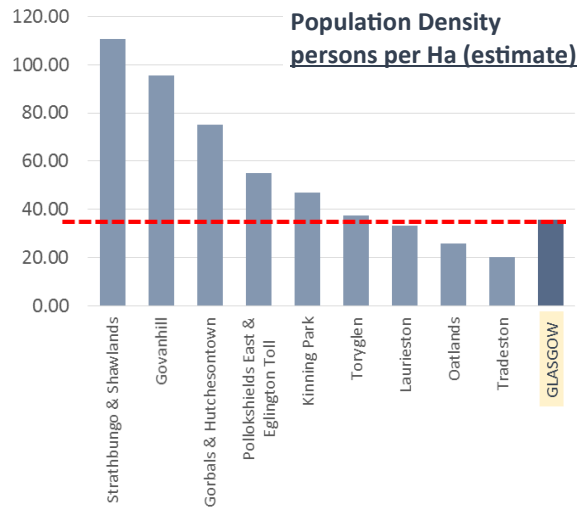
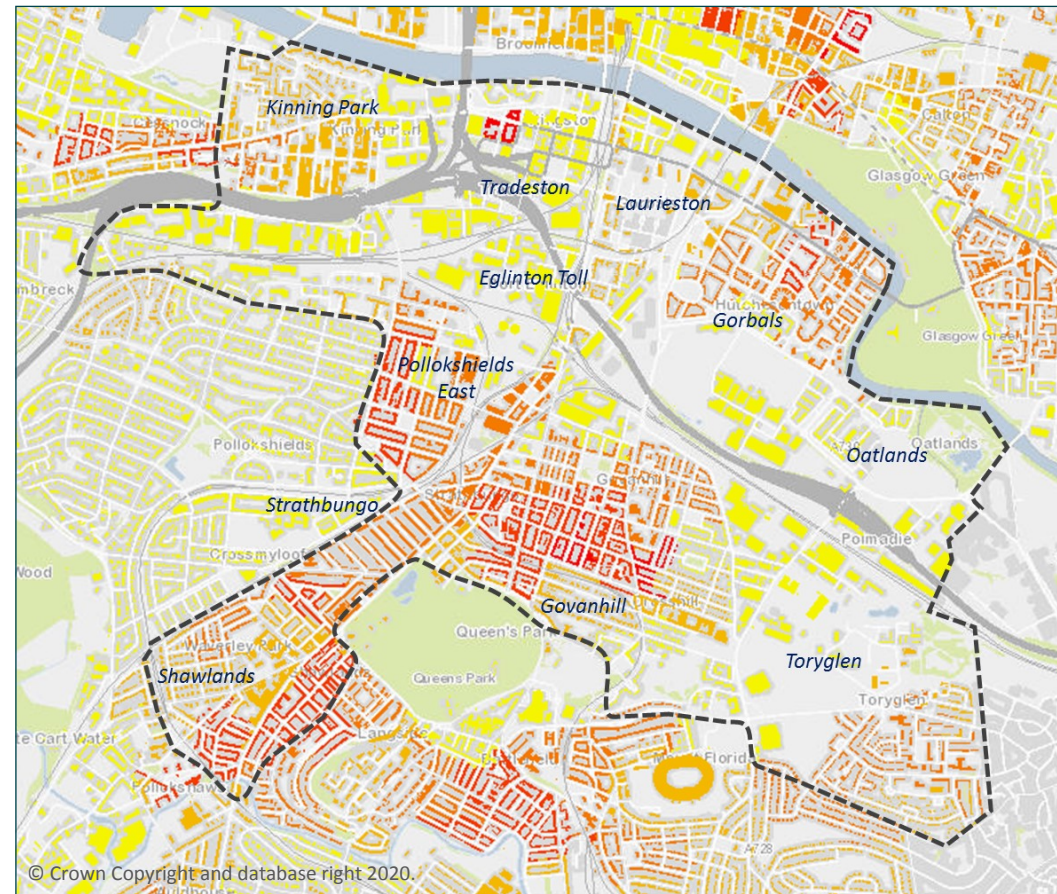
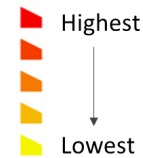


Figure 3: Block level population density



Population Density

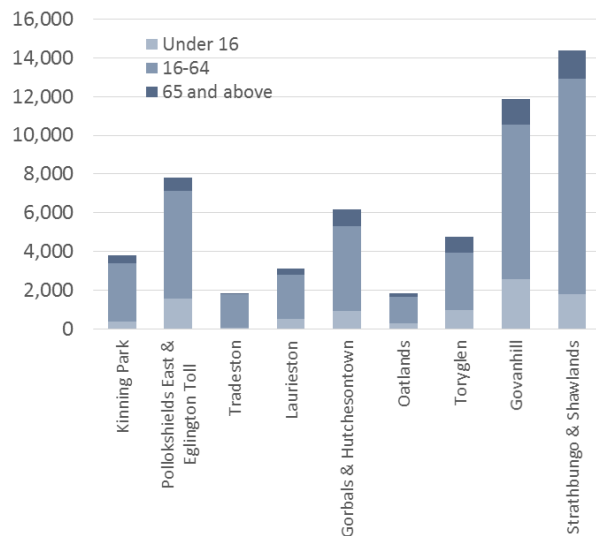


Data Sources: Statistics.Gov.Scot and Census 2011

GENDER & AGE DISTRIBUTION

- **Govanhill** has the highest concentration of youth - under-16s as well as seniors
- **Shawlands** and **Strathbungo** have the highest number and share of working age population: 16 - 64
- **Tradeston** has the lowest share of Females at 37% of the population, while **Oatlands**, **Toryglen** and **Strathbugo** and **Shawlands** have 50% or above.

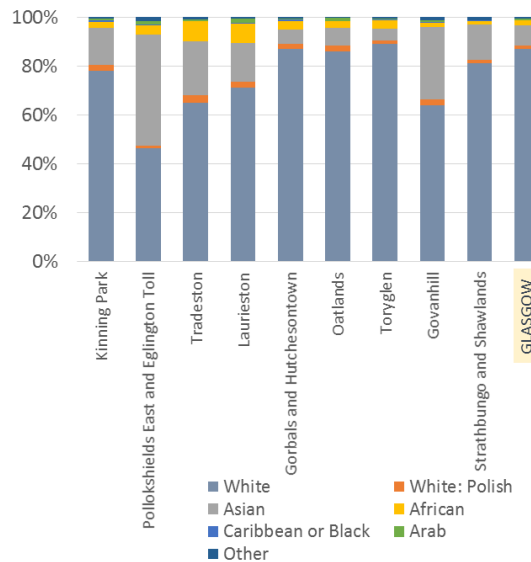
Age Distribution, 2018



POPULATION DIVERSITY

- All neighbourhoods in the group are more diverse than Glasgow at overall city level, particularly **Govanhill**, **Tradeston** and **Pollokshields**.
- **Govanhill** is Scotland’s most ethnically diverse neighbourhood with around 40% of local residents from ethnic minorities.

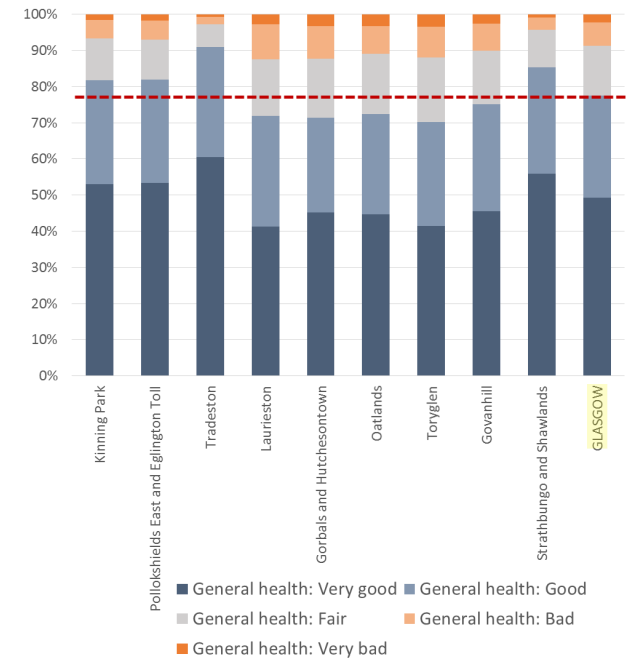
Ethnicity, Census 2011



POPULATION HEALTH

- The overall health of the population in the area is at par or better than the Glasgow average.
- However certain neighbourhoods such as **Laurieston**, **Gorbals**, **Oatlands** and **Toryglen** have a slightly higher share of people with poorer health.
- **Shawlands**, **Strathbungo** and **Tradeston** perform better than the city average, with 55-60% people in very good health compared to 50% Glasgow average.

Health, Census 2011



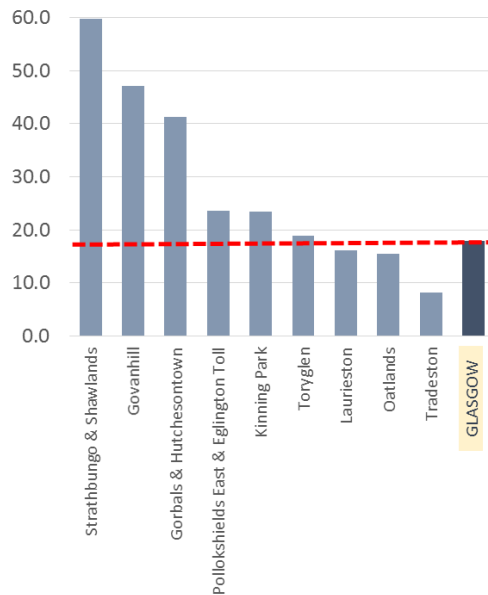
Data Sources: Statistics.Gov.Scot and Census 2011

PROFILE OF THE AREA: HOUSING & INCOME / EMPLOYMENT

HOUSING DENSITY

- Dense housing - Most neighbourhoods have a housing density greater than the city average for Glasgow, owing to majority tenement housing.
- **Strathbungo** and **Govanhill** have the highest population as well as housing density in the area.
- **Tradeston** has the lowest housing density owing to majority non-residential uses or vacant buildings.

Housing Density dwellings per Ha (estimate) 2018

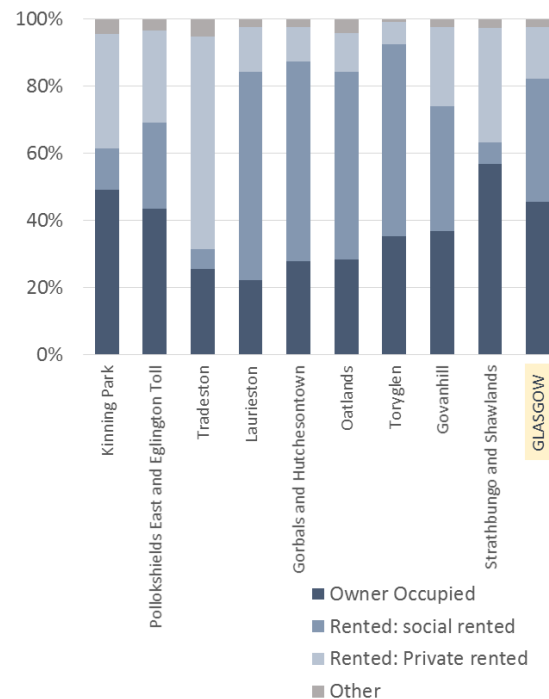


Data Sources: Statistics.Gov.Scot and Census 2011

HOUSING TENURE

- The area is characterised by rental housing - social and private, barring **Strathbungo** and **Shawlands**, the only neighbourhoods with over 50% owner-occupied housing.
- **Laurieston**, **Gorbals**, **Oatlands** and **Toryglen** top in the social renting sector, while **Tradeston** tops in the private renting sector.

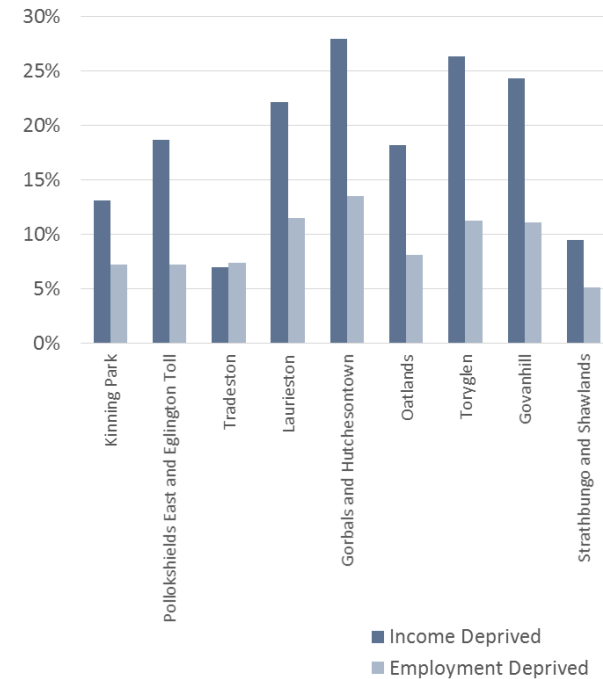
Housing Tenure, Census 2011



INCOME & EMPLOYMENT

- **Gorbals**, **Toryglen** and **Govanhill** - 25% or more population is income deprived and more than 10% is employment deprived, the highest across all 9 neighbourhoods
- **Tradeston**, **Shawlands** and **Strathbungo** fare the best in both categories

Income & employment deprived Share of population, SIMD 2020



PROFILE OF THE AREA: SCOTTISH INDEX OF MULTIPLE DEPRIVATIONS - 2012, 2016 & 2020

KEY OBSERVATIONS BY NEIGHBOURHOOD

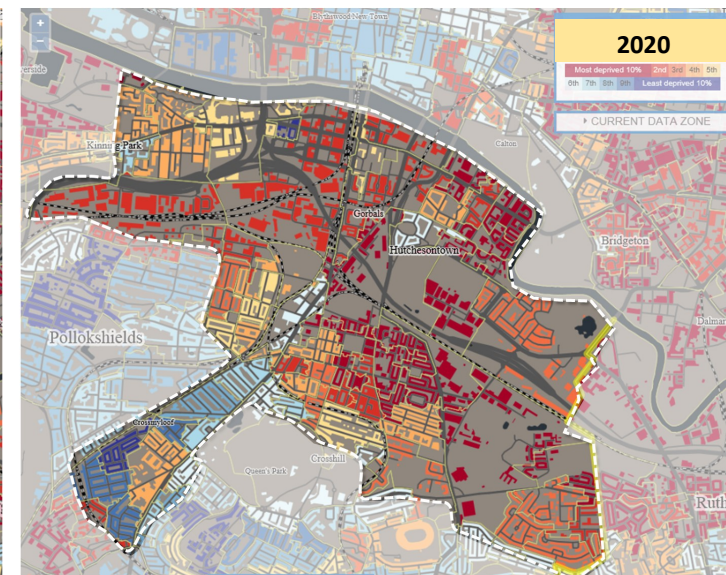
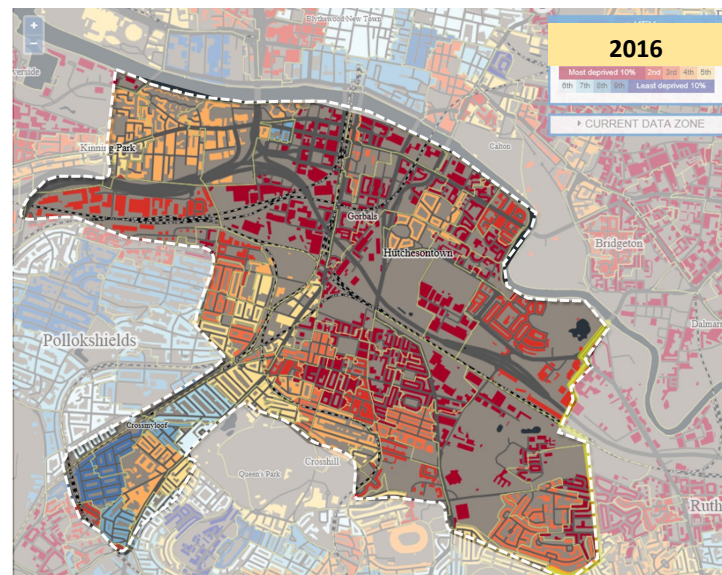
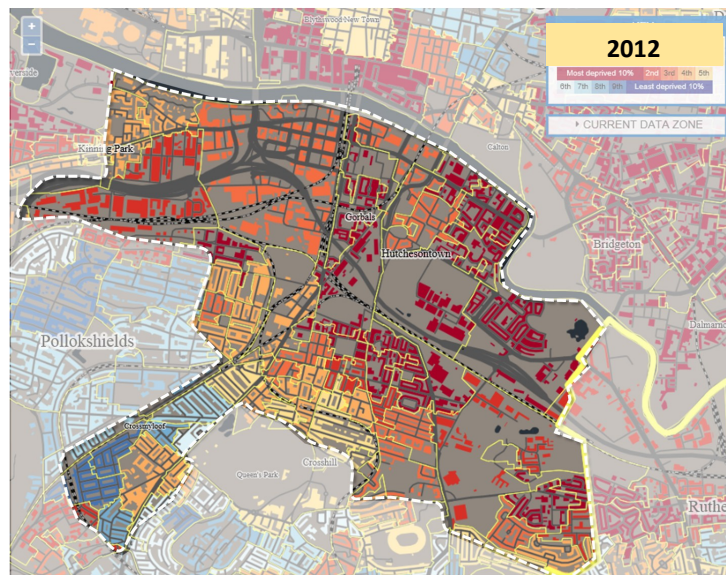
- **Kinning Park:** Gradual improvement in index, especially in area south of Paisley Road West.
- **Tradeston:** Area of high deprivation overall with minor improvement in index between 2016 & 2020 from most deprived to 2nd most deprived.
- **Laurieston:** Again area of high deprivation overall with minor improvement in index between 2016 & 2020 from most deprived to 2nd most deprived.
- **Gorbals:** The area around Gorbals New Park and Crown Street has improved over the years, but the

rest remains high on the index of deprivation.

- **Oatlands:** Overall gradual improvement in index over the three periods, but stays in the lower deciles.
- **Toryglen:** Area remains in the lower deciles with high deprivation across all three time periods.
- **Govanhill & Crosshill:** Minor improvement in deciles in the SW area around Holyrood Catholic Secondary School and SE area along Victoria Road, perhaps as a result of the 2015 Enhanced Enforcement Area (EEA) housing improvement

scheme, but most of the area is still within the most deprived 10%.

- **East Pollokshields & Eglinton Toll:** Area west of A77/Pollokshaws Road has improved, rest of area mostly remains constant, ranging between 5th to 3rd decile.
- **Strathbungo & Shawlands:** Only neighbourhood in the area where majority lies within decile 6 or above, with further improvements in Strathbungo over the three periods.



Data Source: Scottish Index of Multiple Deprivation 2020, <https://simd.scot>

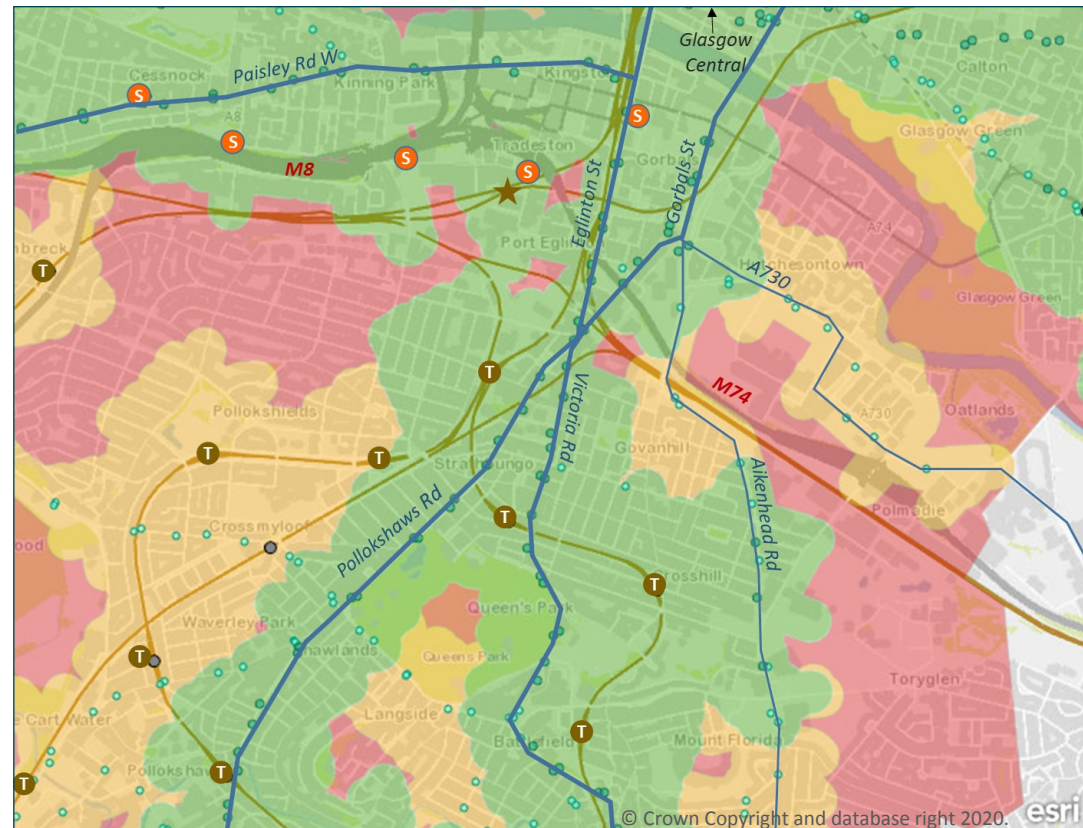
CONNECTIVITY AND ACCESSIBILITY - OVERVIEW

The South Central area of Glasgow is generally well connected to the rest of the city and wider region, via access to motorways (M8 and M74), major roadways and public transport networks. Access to the motorways is possible in **Oatlands/Polmadie**, **Kinning Park**, and **Tradeston**. As a result, these neighbourhoods and the major roadways in the areas attract heavy vehicular traffic. In addition, the A77 which runs through the heart of the area is a major thoroughfare connecting locales further south to the city centre and beyond. Transport infrastructure has influenced the perception, urban form and land uses throughout the area.

Public Transport - Most of South Central Glasgow area is well served by public transport across buses, trains and the city subway (Figure 4). The Subway serves the area in the North-East with parts of **Laurieston**, **Tradeston**, **Kinning Park** and **East Pollokshields** within walking distance of a subway station. Trains provide good North-South linkages with frequent services to the City Centre and back via the Glasgow Central station. The bus network is more spread across the area, serving different neighbourhoods, though the majority routes north-south along Pollokshaws Road and Victoria Street and east-west along Paisley Road West.

Public Transport Accessibility Assessment - Using criteria listed below, an assessment was done for the city of Glasgow to assess the accessibility to public transport in different parts of the city. For South Central Glasgow, most areas fall under high and base accessibility, as indicated by Figure 4. However, certain areas in the east, particularly **Oatlands** and **Toryglen** and parts of **East Pollokshields** in the west, accessibility to public transport is below base or poor.

Figure 4: Public transportation infrastructure and accessibility



Public Transport Accessibility Assessment

- High Accessibility** - indicates a high standard of public transport service, with minimum waiting times and with little impact from service disruptions. E.g. buses 12+ per hour or trains 6+ per hour or subway 12+ per hour with up to 500-600m catchment
- Base Accessibility** - indicates the provision of a minimum acceptable level of public transport service. E.g. buses 6+ per hour, trains 2+ per hour or subway 12+ per hour with up to 500-600m catchment.
- Below Base** - Areas not covered by above zones with limited or no public transport services.

LEGEND

- Railway Line
- T Railway Stations
- ★ Proposed train station
- Key Bus Routes
- Bus Stop – Base frequency
- Bus Stop – High Frequency
- S Subway Stations

CONNECTIVITY AND ACCESSIBILITY - TRAVEL PATTERNS

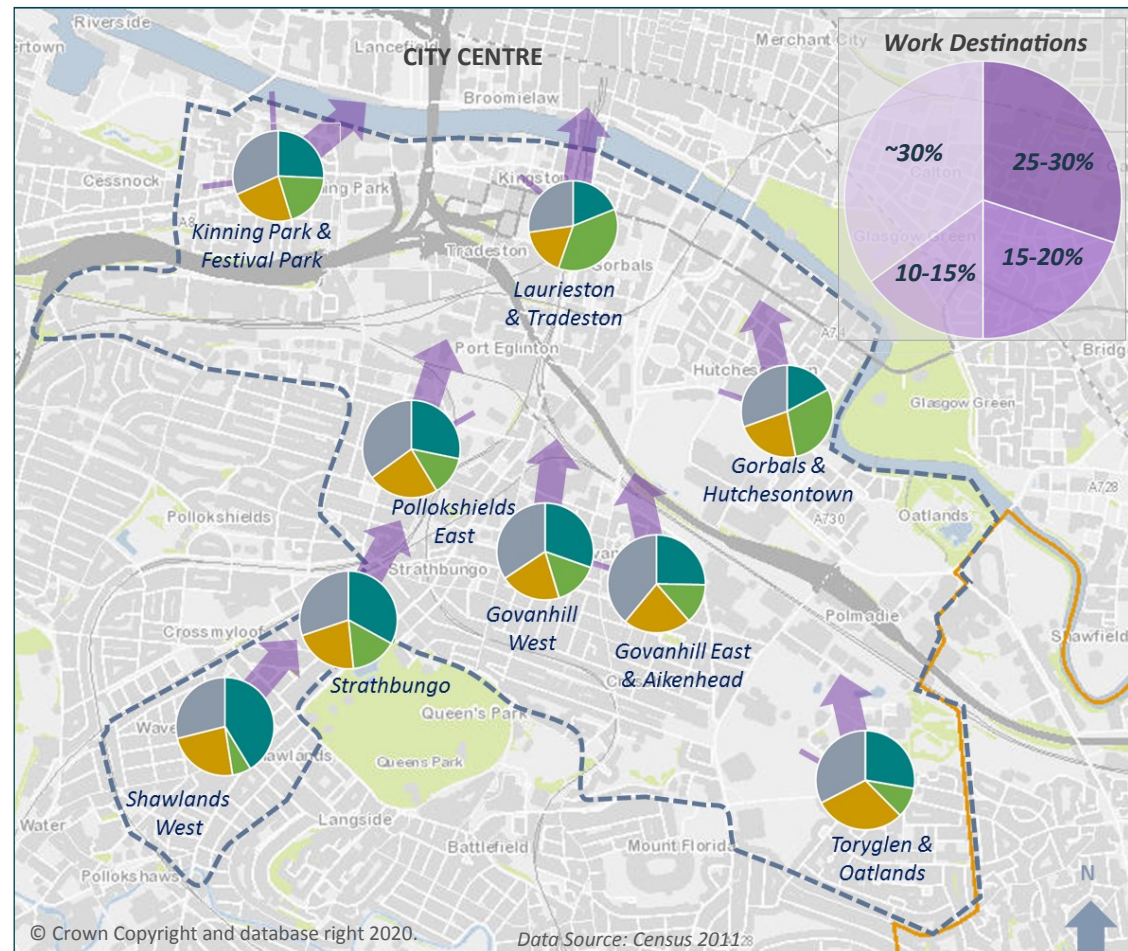
Per Transport Scotland 2018 travel data, the highest single purpose for travel in Glasgow was work (commuting & business—27%), followed by shopping (25%), and education (7%). The remaining ~40% trips are distributed across a variety of recreation, social and other purposes.

In South Central Glasgow, within the travel demand for work, as expected, the most common destination for work trips is the City Centre (25-30% work trips). Majority of this travel is through public transport modes or walking or cycling, though it varies across neighbourhoods (Figure 5). For neighbourhoods on the edge of the City Centre and with direct access, such as **Tradeston**, **Laurieston** and **Gorbals**, the most preferred mode of travel to work is walking or cycling. As we move further south, the preference moves towards public transport modes such as trains and buses, with 40% work trips from **Shawlands** made using public transport modes. Good local access as well as frequency of these services in the area supports this choice. **Toryglen** and **Oatlands** however are the outliers, the only neighbourhoods with a higher preference for cars than other modes. These areas are also coincidentally those with base or below base public transport accessibility (Figure 4).

A high share of the local working population (15-20%) also works locally or from home, thereby reducing demand for travel, vehicle trips generated from the area and the associated economic and environmental costs. This pattern also creates demand for support services within the area to support the local / home working.

Proximity to the City Centre and good train links to Glasgow Central train station also makes this area lucrative for park and ride for those traveling from further south to the City Centre for work or leisure and wanting to avoid the high cost of parking there. This results in heavy parking around local train stations which has a detrimental impact on the neighbourhoods.

Figure 5: Travel to work—destinations and modes



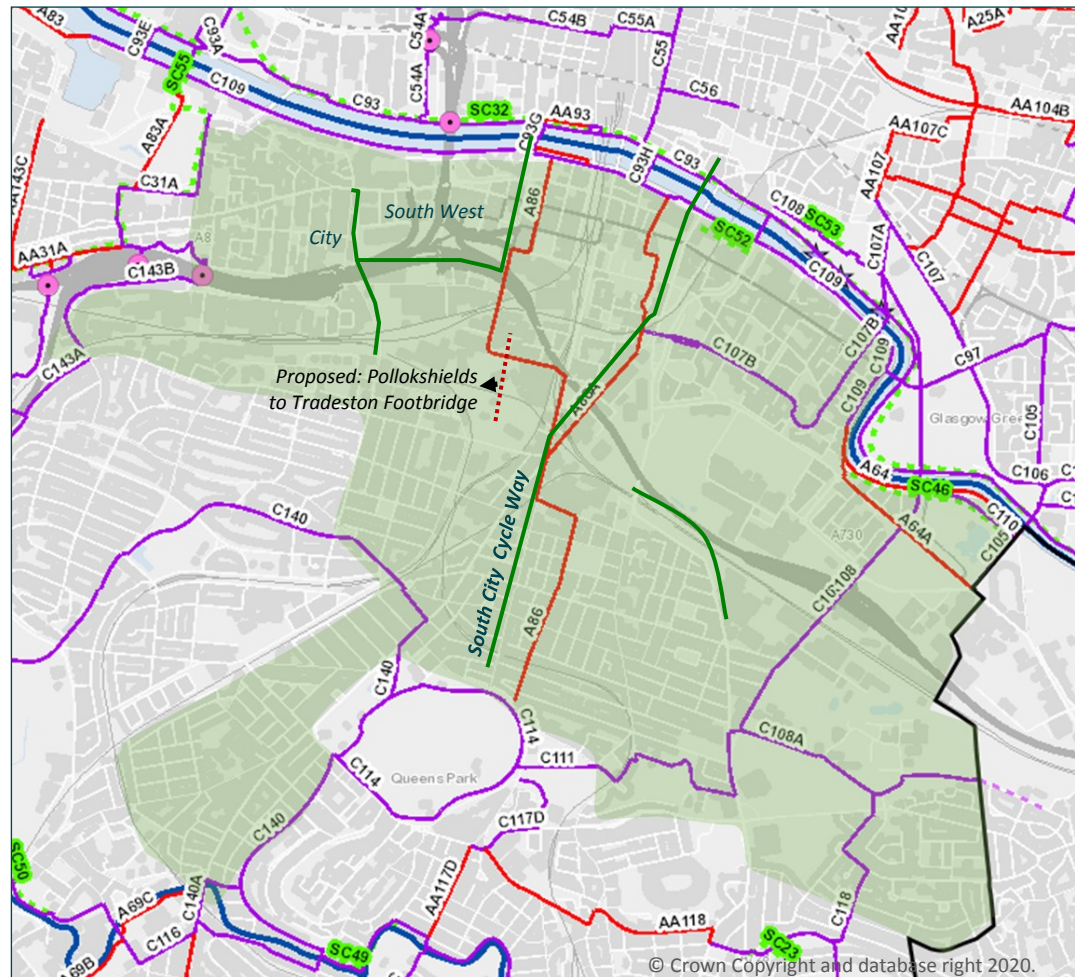
CONNECTIVITY AND ACCESSIBILITY - NON MOTORISED TRAVEL, WALKING AND CYCLING

The south central area has a number of dedicated pedestrian and cycle routes. Figure 6 shows the existing, developing and proposed cycle and pedestrian paths in the area, termed 'core paths'. Core paths are part of path network for non-motorised users - on foot, by bike, by horse or any other non-motorised means.

Development proposals on land where the Core Paths planning process has identified an aspirational core path are expected to incorporate it into the overall design layout of the site.

Pollokshields to Tradeston Footbridge: As part of active travel improvements, Glasgow's City Development Plan, adopted in 2017, proposes a footbridge is proposed in the area to provide for safe and direct access between Pollokshields, West Street Underground and the Tradeston Bridge.

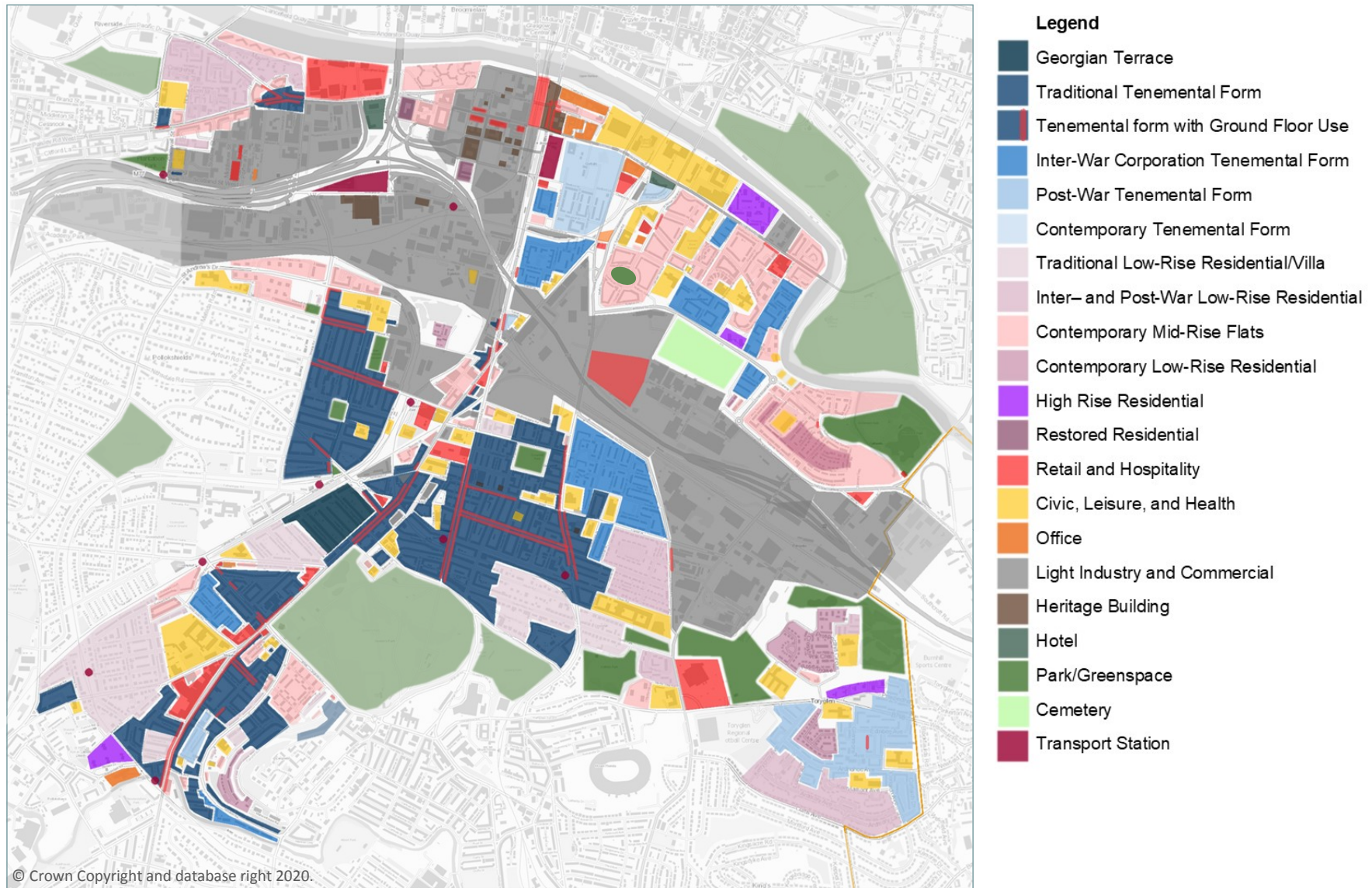
Figure 6: Key networks for walking and cycling



- Core Paths
- Aspirational Core Paths
- Core Paths on Water
- Core Path Bridge / Underpass
- Existing / developing Cycle routes

CHARACTER AND LAND USE

Figure 7: Key character and land use areas



Description:

The south central area is a rich tapestry of building forms and uses. It is complex and varied, with many different character areas with unique historic qualities both within and across neighbourhoods. From the character and land use map, we immediately observe that the northern and southern residential neighbourhoods are divided by swathes of land dedicated to light industry and commercial uses. These areas are typically of low place quality and severely inhibit north-south pedestrian movement. As a consequence of previous or current regeneration efforts, the majority of housing in the northern neighbourhoods is post-war, with numerous contemporary examples whilst much of the southern neighbourhoods are characterised by Victorian housing typologies, notably, the traditional tenement.

Kinning Park: The north west of Kinning Park consists of low-rise terraced and semi-detached housing from the late 20th Century in Plantation and the river fronting midrise apartments of Mavisbank Quay. To the South of Paisley Road West is a mix of light industrial and commercial units designated as the Seaward Street Economic Development Area (EDA). Some Victorian and Edwardian premises survive, and there is an emerging concentration of alternative leisure uses. Paisley Road Toll is a local centre for the area. It has an historic townscape characterised by three and four storey blonde sandstone tenements with a mix of retail, takeaways, pubs, and restaurants

on ground floor as well as the Grand Ole Opry, a local landmark. The townscape abruptly changes heading east towards Tradeston. Areas include the car orientated leisure and commercial centre at Springfield Quay. Opposite this is Kingston EDA, which contains a number of contemporary low-rise units for light industry and commercial uses.

Tradeston: Continuing eastward under the M8 we arrive in Tradeston to a cluster of residential buildings including the introverted Windmill Croft Quay development, the grand Co-operative House building, as well as two blocks of contemporary mid-rise apartment buildings constructed in the early 2000s. The three river fronting blocks in Tradeston are the subject of a major mixed-use development spearheaded by Barclays. The project is currently under construction and has the potential to set in motion the regeneration of the wider area which is characterised by uses not befitting such a central location. The rest of the neighbourhood is a mixture of low-rise units for light industry and commercial uses and a number of heritage industrial buildings of architectural significance. Units along Commerce Street and the ground floors of Nelson Street are activated by retail and hospitality uses. There are a number of buildings and sites in the area that lay vacant or derelict. The southern portion of the neighbourhood, including Scotland Street and Kilbirnie Street EDA is divided in multiple directions by transport infrastructure. Here the Rennie Mackintosh

designed Scotland Street School Museum sits amongst a Subway park and ride, deteriorating heritage buildings, and low-rise industrial units.

Laurieston: In Laurieston to the north there is a cluster of heritage building on Bridge Street in various states of repair. Carlton Place is a fine example of Georgian architecture and fronts a naturalised section of the Clyde. A number of law firms are located here in close proximity to the fortress-like Glasgow Sheriff Court, one of several large civic buildings enclosed within parcels of land along this section of the river bank. A major residential development is well underway, its early phases introduce a new vernacular for the area, offering a 21st Century reinterpretation of the tenement alongside modern flats and townhouses. Heading south, past corporation style tenement buildings we encounter St Andrews Industrial Estate a placeless, car dominated area. Large plots of land are fenced off with utilitarian buildings set back from the street.

Gorbals: Traversing eastward across the A728 carriageway that bounds its edge is Gorbals. The river fronting North Gorbals consists of a disparate range of buildings and uses. Blocks are typically large and contain a range of architectural styles from the red ashlar former Adelphi Terrace School to the low rise Glasgow Club Gorbals complex. The 'multi-storeys' and maisonettes of Area B of the Glasgow Comprehensive Development Area (CDA) regeneration programme remain. The generally

pleasant townscape of the central area is the result of a regeneration masterplan. Blocks of neo-traditional flats borrow stylistic cues from the Victorian tenement. The local centre on Crown Street is home to a number of civic facilities and retail units that serve day-to-day needs. Blocks to the south, by New Gorbals Park, display a greater variety of contemporary building forms. There are numerous examples of public art throughout the area. More products of the CDA can be found opposite the Southern Necropolis including corporation tenement blocks and a further two 'multi-storey' residential towers. Beyond the Southern Necropolis is Dixon's Blazes EDA. The area comprises of one- and two-storey industrial units with large footprints. Most units include front of house office spaces. Construction of a retail park and a flatted residential development are underway on the plot of land immediately west of the industrial area. Nearby is the A-listed Alexander Thomson designed Caledonia Road Church which continues to be in the condition of a stabilised ruin in an isolated position with heavily trafficked thoroughfares (Laurieston Road and Cathcart Road) running either side of it.

Oatlands: South-east of the Gorbals along the banks of the Clyde is the residential neighbourhood of Oatlands. The area has undergone extensive regeneration and construction, which began in 2005, is nearing completion. The regeneration scheme consists of a mixture of apartment buildings, terraces,

detached homes, and cottage flats in a palette of stone and render. Buildings are assembled around a central square and connected to Richmond Park, providing ample amenity space. The A730 is routed on the south and west perimeters of the neighbourhood. To the south of this is a number of industrial units and a junction to the M74.

Toryglen: Venturing southward past the M74 and railway line is Toryglen. The area around Prospecthill Circus was designated as a Transformational Regeneration Area (TRA) in 2011 and since then Glasgow Housing Association have undertaken comprehensive redevelopment of the area. The new housing development takes the form of a dormitory suburb with detached and semi-detached two storey houses composed of white render and blonde brick. Open space to the north shows signs of neglect and the neighbourhood is perceived to be isolated from the wider area. Some post-war terraced housing remains and is bounded by the semi-natural woodland of Malls Mire and a community centre is also present. South of this, at Prospecthill Crescent, is post-war social housing characterised by four mid-rise blocks and two high-rise blocks and the modernist St Brigid's RC church. On the opposite side of Prospecthill Road, in South Toryglen, a somewhat denser townscape is observed and includes tenement style, terraced, and semi-detached variations of post-war social housing, nestled amongst this is a small cluster of contemporary suburban homes and a range

of civic amenities. Aitkenhead Road and Prospecthill Road are major arterial routes characterised by large junctions, multiple lanes, and safety fencing. The area to the west feels disparate; here, large plots are occupied by single span structures and car parking areas which do not activate the street edge. Further examples of corporation social housing can be found in Hangingshaws. The north western portion of the neighbourhood is dominated by industrial uses within the Polmadie EDA including Polmadie rail depot and a recycling and renewable energy centre.

Govanhill & Crosshill: In Govanhill, the core of the area is characterised by a dense grid of sandstone tenements constructed between 1880 and 1912 interspersed with grand sandstone civic buildings. Commercial streets such as Victoria Road, Cathcart Road and Pollokshaws Road are of a tenemental form with commercial ground floors. Some of the tenements in Govanhill depart from the traditional style by having relatively smaller dwellings and no front garden 'buffer' at street level. Tenements along Queen's Drive are more ornate with voluminous interiors. Much of the tree-lined streets of Crosshill are occupied by large individual sandstone villas set back from the street with considerably sized gardens. Govanhill East has two distinct areas: the northern section is characterised by inter-war three-storey corporation tenement housing, whilst the southern areas is made up of inter-war semi detached two-storey houses and 4-in-a-block cottages. Towards the

north west edge of the neighbourhood the townscape becomes more fragmented as it transitions to the industrial and commercial uses of Eglinton Toll.

Pollokshields East & Eglinton Toll: The Victorian garden suburb of Pollokshields East is made up primarily of generously proportioned three-storey blonde and red sandstone tenements. Albert Drive, the local centre, is characterised by three- and four-storey tenements with ground floor commercial premises. These can also be found on Maxwell Road and Nithsdale Road. There are a number of modestly sized green spaces and parks within the neighbourhood. The townscape is relatively more disjointed in the north. St Andrews Drive is an area in transition, new social rent flats are under construction. The mix of grey render clad social housing typologies built circa 1970s includes mid-rise deck access flats, three and four storey tenements and point blocks. The townscape is relatively more disjointed in the north. Whilst the north east consists of a buildings for civic use as well as a commercial and light industry area. This character extends eastward into Eglinton Toll, the area serves as a thoroughfare and marks a transition from the residential neighbourhoods of the south to more industrial and commercial areas. The transport infrastructure and land use pattern has resulted in a fragmented, low quality, and low amenity townscape. There are a number of different building typologies observed

ranging from low quality industrial units in the northern sectors of the neighbourhood, surviving dense sandstone tenements, and contemporary high-density mid-rise apartments. The harsh character of the area is exacerbated by car dominance and a lack of street greening.

Strathbungo & Shawlands: Heading south we have an 'in-between' area composed of three- and four-storey tenements in red and blonde sandstone as well as several low quality commercial car showroom units. After this we reach Strathbungo which is renowned for its elegant blonde sandstone terraced homes of two- and three-storeys. The architectural character of the area derives from a strong uniformity of built form. Plot sizes in the terraces and squares are generally small and regular, are set out in rows along narrow, tree lined streets and bookended by three-storey tenements facing Pollokshaws Road, an arterial route. Tenements within the local centre are mixed use, providing ground floor commercial premises for the burgeoning hospitality scene in the. The built environment changes on the corner of Pollokshaws Road and Titwood Road. Here, Low rise, monofunctional, stand alone retail units break up the urban form and give no sense of enclosure. Finally, we encounter the northern edge of Shawlands where a number of buildings of architectural significance are interspersed amongst a reasonably dense grid of red and blonde sandstone tenements. The town centre begins at Shawlands Cross along the principal spine of

Pollokshaws Road. The historic cross provides a sense of arrival, given the increasing scale, attractiveness and civic function of buildings grouped around the point. The principle shopping area is dominated by the 1960s Shawlands Arcade, with a number of retail and leisure amenities. However, it does not fit the fabric of the area and its large footprint severs connections between Pollokshaws Road and Kilmarnock Road. The opposite side of Kilmarnock Road has a number of retail units, cafes, and restaurants with residential upper storeys contributing to the vibrancy of the area. The quality of the frontages and streetscapes is mixed. A large portion to the north-west of the centre is dedicated to civic and leisure functions including Shawlands Academy. On the approach to Crossmyloof, three-storey interwar corporation style tenements are set out in block form echoing the traditional tenements of Minard Road and Waverley Gardens. There are some 1990's constructed mid-rise flats parallel to the rail line before a stark decline in urbanity at the entrance to Crossmyloof train station that forms the edge of this neighbourhood. An array on residential styles can also be found within Camphill and Langside where traditional tenements, villas, and grand mansion houses sit alongside contemporary apartments blocks and civic buildings.

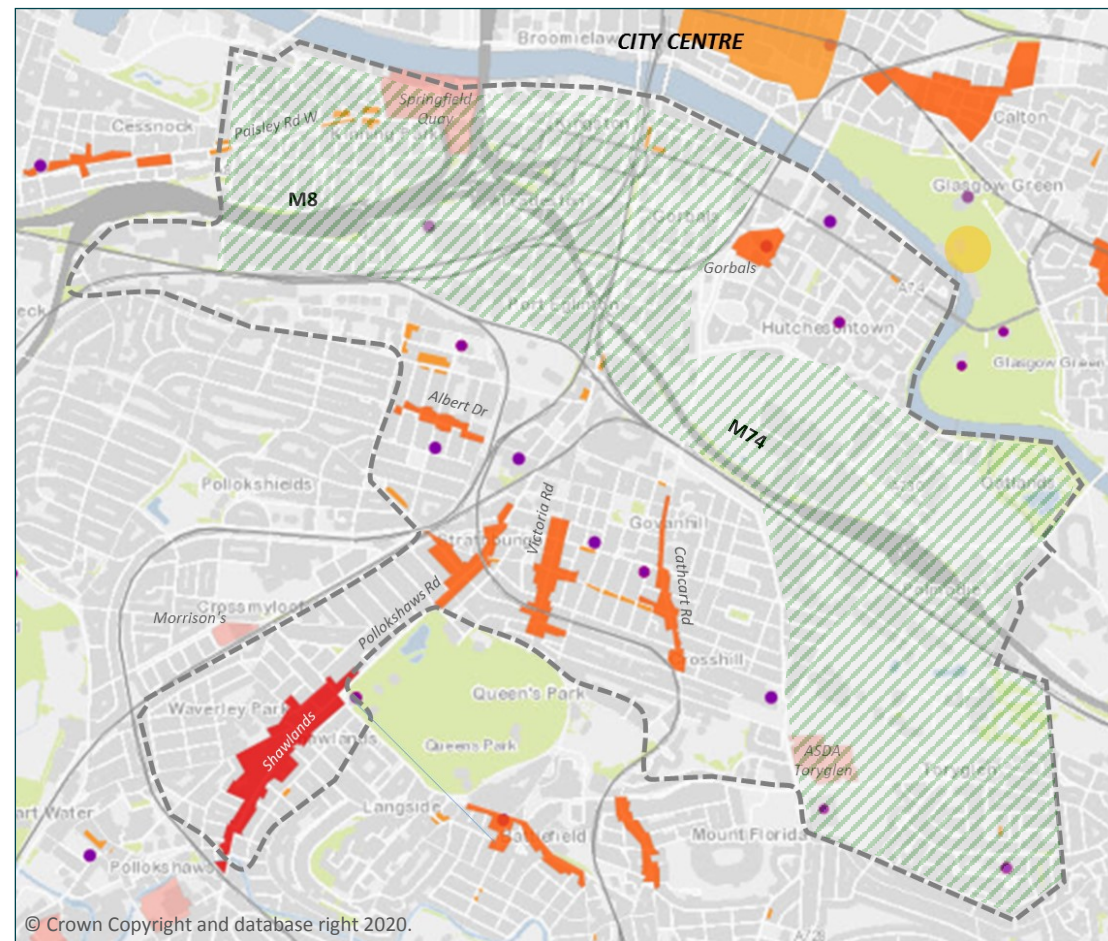
SERVICES AND AMENITIES

The South Central area for the LDF comprises several thriving commercial hubs, including one **Major Town Centre (Shawlands)** and several **Local Town Centres** (in **East Pollokshields, Govanhill and Gorbals**). These town centres cater to the shopping needs of surrounding neighbourhoods, provide accessible locations for a range of other local services required by the public, are a source of employment to the local community and also serve as places of social interaction that provide a focus for community life. For Shawlands Town Centre, Glasgow City Council approved an Action Plan in 2012 that aims to create a unique identity for the area and ensure that it continues to thrive and support the community.

As can be seen in figure 8, most of these centres concentrated in the southern neighbourhoods of **Pollokshields, Govanhill and Shawlands** in particular are well served in terms of retail services and local amenities. However, neighbourhoods in the North and East — i.e. **Tradeston, Laurieston, Oatlands, Toryglen**, and, to a lesser extent, **Kinning Park**— remain without easy access to amenities offered through such town centres, and have to travel either north to the City Centre or to town centres in the South for their shopping needs. While the distances themselves are not so great, the lack of a pleasant public realm, motorway and railway bridges, busy roadways and industrial belt, all contribute to the physical and perception barrier between the neighbourhoods in the North and East and the neighbourhoods in the south.

Aside from offering amenities and services, town centres also support the local economy, provide employment and bring activity and vibrancy to the area, providing a hub where people can shop, eat, drink and socialise year-round. Thus absence of these hubs within neighbourhoods affects the area's social fabric and overall perception.

Figure 8: Distribution of key shopping hubs & amenities and community recreation facilities



Network of Centres

- Major Town Centre
- Local Town Centre
- Local Shopping
- Other Retail

- Recreation & Leisure facilities
(Libraries, Sports Centres, Leisure Centres, Arts Centre, etc.)
- Areas without easy access to amenities, a town centre and local shopping facilities

DEVELOPMENT OVERVIEW

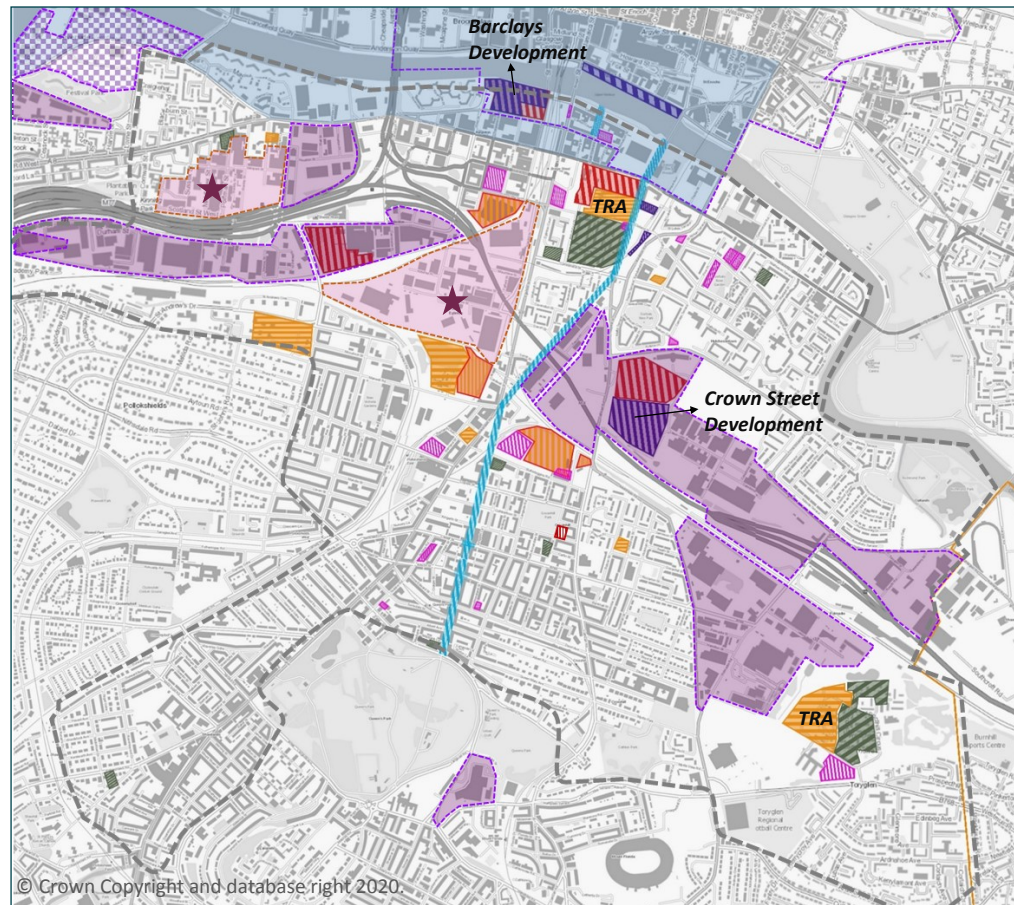
Some development opportunities are already underway in the area including those by specific programmes such as City Deal, TRAs, EDA, Waterfront regeneration, etc. as highlighted by Figure 9. Much of this development is concentrated in the northern areas where land is available. The neighbourhoods in the south have fewer sites available for new development.

Housing: Laurieston and North Toryglen constitute two of the city’s eight ‘**Transformational Regeneration Areas (TRAs)**’, a programme of significant housing regeneration in key areas of Glasgow. Initial phases of housing development are now complete in these areas while later phases are in the pipeline. Aside from these, there are several large housing projects in the area either underway or in the pipeline, especially by **Eglinton Toll**.

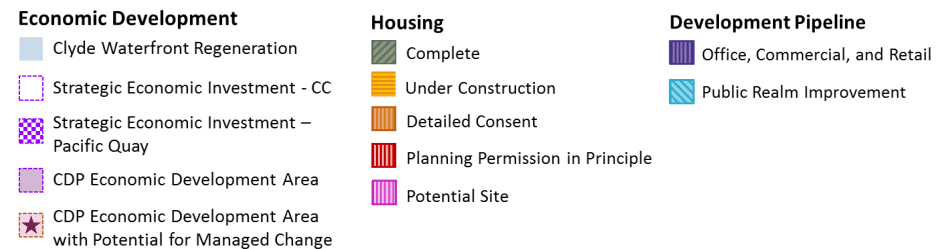
Commercial: There are two key large-scale retail / office projects underway or in the pipeline in the area. The mixed-use Barclays development in **Tradeston** is expected to deliver five office buildings on the south banks of the Clyde. In addition, Crown Street Retail Park in **Gorbals / Laurieston** is nearing completion.

Industrial: Much of the central zone of the area, around the motorways, from **Kinning Park** in the West to **Toryglen** in the East, is characterised by industrial or business uses with large footprints and auto-oriented built forms. These areas are designated as **Economic Development Areas (EDAs)** by the City Development Plan (CDP), with preference to business, industrial or storage and distribution uses. However, due to a shift from manufacturing overall, many of these areas are underutilised and suffer from long-term vacancies. To address this, several EDAs have been identified by the CDP for managed change via masterplans, etc. towards accommodating alternative employment generating uses. EDAs on Scotland Street/ Milnpark Street in **Kinning Park** and Kilbirnie Street in **Eglinton Toll** are among these.

Figure 9: Development outlook—key proposals and projects



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HERITAGE IN THE BUILT ENVIRONMENT

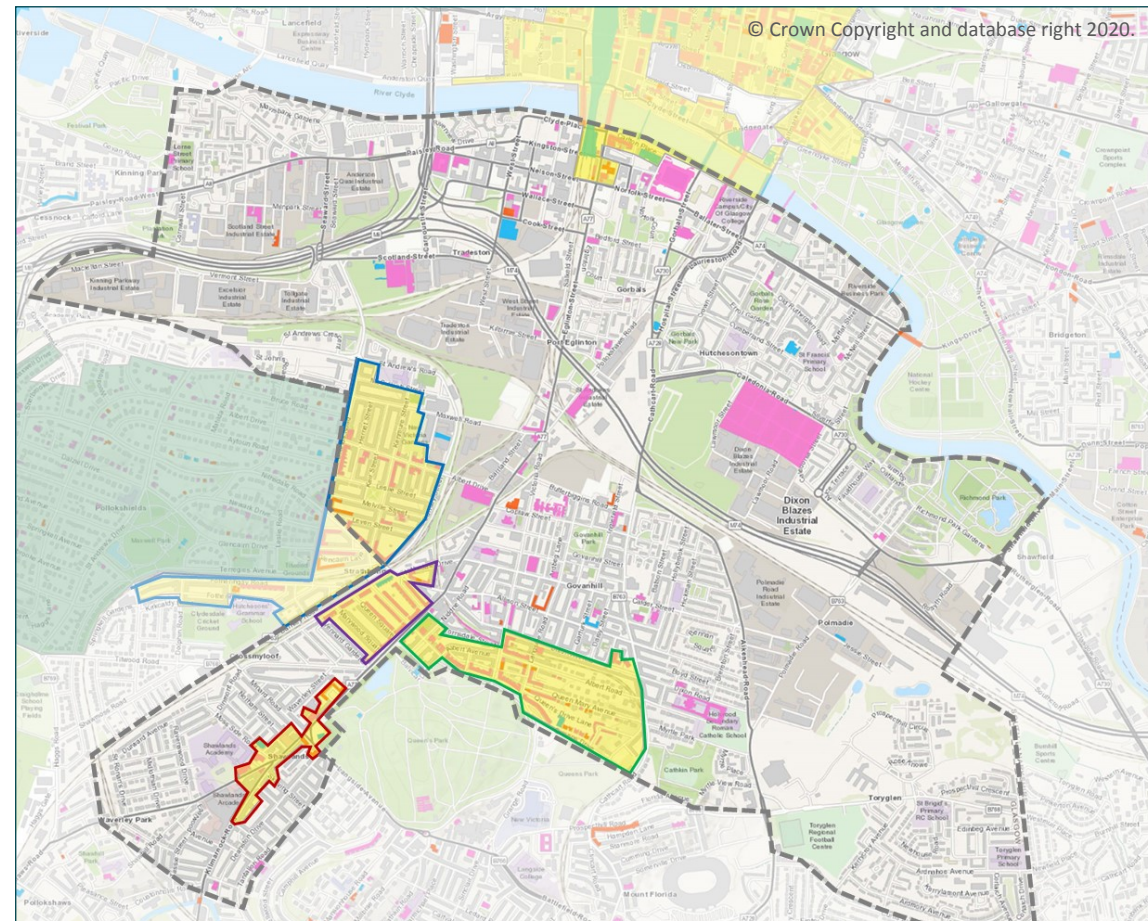
The decline of industrial activity and the urban renewal efforts of the city in the 20th century have significantly altered the urban form of the neighbourhoods in the north—**Kinning Park**, **Tradeston**, **Eglington Toll**, **Laurieston** and **Gorbals**. Vast swathes of these historic neighbourhoods were cleared to make way for the new motorways and experiments at housing regeneration.

Now the few remnants of the area’s past that remain, such as the Angel Building which serves as a primary focal point in **Kinning Park**, or the Grand Ole Opry, another well-recognised local landmark, the mixed-use tenements along Paisley Road West, the grand Georgian terraces of Carlton Place, the few brick commercial enterprises and industrial warehouses of the area’s former industrial heyday, the grid system in **Tradeston** and many other isolated historic buildings in varying states of disrepair continue to be important contributors to the area’s character and sense of local identity.

The southern neighbourhoods still have much of their Victorian architecture intact, numerous examples of which have listed status. In **Govanhill** and **Crosshill**, thanks to local intervention, much of the historic built fabric - buildings and street patterns, remains intact, with an ongoing programme for improvement of the housing stock that is showing signs of neglect.

The southern areas of **Govanhill** and **Crosshill**, as well as **Pollokshields East**, **Strathbungo** and **Shawlands** town centre are classified as conservation areas to safeguard the historic streetscape and built fabric which plays a key role in their place quality, vibrancy and attractiveness as areas to live, shop and work.

Figure 10: Key heritage sites and conservation areas



Listed Buildings	Conservation Areas
■ A Listed Building	■ East Pollokshields Conservation Area
■ B Listed Building	■ Strathungo Conservation Area
■ C Listed Building	■ Crosshill Conservation Area
	■ Shawlands Cross Conservation Area

NATURAL ENVIRONMENT, PARKS AND OPEN SPACES

The northern neighbourhoods—**Kinning Park**, **Tradeston**, **Laurieston**, and **Eglinton Toll**—suffer from a lack of accessible green space. Despite the area’s proximity to the River Clyde, public access to the riverside is limited and not continuous. The area’s townscape is dominated by hard surfaces such as tarmac and concrete with little greenery. The streets are also wide but devoid of greenery. A significant proportion of the available open space is allocated to car parks and vehicular use. The public realm is cluttered with street signage and steel fencing which inhibits its potential to form a useable open space. Linear open spaces along and under the motorway are also bleak environments dominated by unusable green verges and car parking areas.

Further east in **Gorbals** and **Oatlands**, the green space offer improves, with maintained green spaces and play parks within residential blocks and access to Richmond Park. Bridges in the area also allow access into the high-quality open space at Glasgow Green.

Further south, **Toryglen** is considerably more open than nearby neighbourhoods, partially due to its suburban low density housing that sits surrounded by undeveloped open space. Key usable green spaces include Toryglen Park but with limited facilities, and Malls Mire local nature reserve, which remains underutilised in the community due to perceptions of lack of safety. However, efforts are underway led by Urban Roots to improve the space for the local community.

Open space is also limited within the dense tenemental townscapes of **Pollokshields East**, **Govanhill**, **Strathbungo** and **Shawlands** as are street trees and greenery. But well-equipped neighbourhood parks such as Govanhill Park, Maxwell Park and the city-level Queens Park in the south provide a much needed amenity for the local community. **Strathbungo**, areas east of Cathcart Road and **Crosshill** villas south of Dixon Road are relatively less dense, greener and with access to private open spaces as well.

Figure 11: Parks, open spaces facilities and amenities



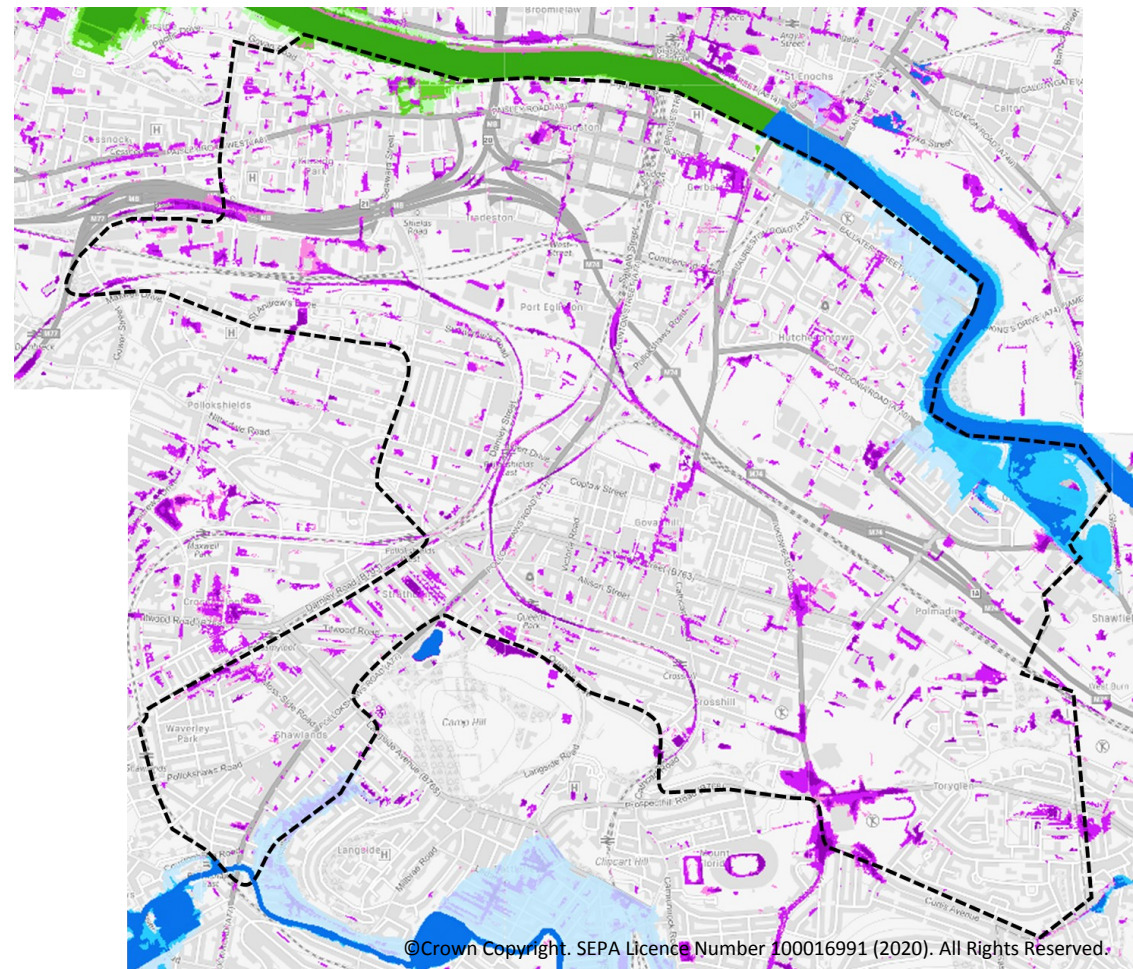
FLOODING RISK

One of the predicted impacts of climate change are the changes in rainfall patterns in the world. In areas such as Scotland, it is expected that the frequency of extreme precipitation events will continue to rise in the coming years. Already over the last few decades Glasgow region has seen a trend of increasing rainfall; we are also likely to see more intense, heavy downpours which will exacerbate the issue of surface water flooding, especially in urban areas. Flooding can cause direct damage to our homes and businesses but also disrupt and damage the key networks that we depend on for transportation, communication and other services.

The proximity to River Clyde makes the northern neighbourhoods of South Central Glasgow particularly vulnerable to Coastal and River flooding, particularly **Kinning Park, Gorbals** and **Oatlands**. **Shawlands** in the south is also vulnerable to River flooding due to proximity to White Cart Water.

Figure 12 indicates the streets in the area that are most vulnerable to localised surface water flooding, which includes areas across all neighbourhoods.

Figure 12: Local flooding vulnerability mapping



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Areas that may flood - All Likelihood

River	Surface Water	Coastal
High	High	High
Medium	Medium	Medium
Low	Low	Low

SUMMARY ASSESSMENT: STRENGTHS & OPPORTUNITIES



MOVEMENT AND CONNECTIVITY

- Good pedestrian connection
- Bus route
- Good proximity to other area
- Segregated cycle lane
- Clyde walkway
- Train / Subway station

HOUSING AND COMMUNITY

- Provision of day-to-day amenities and services
- Development in progress
- Cherished community asset
- Other valued space, facility or service

PLACE, LANDSCAPE, AND PUBLIC REALM

- Park or other Open Space
- Strong urban form / generally pleasant townscape
- Strong grid structure
- Historic asset
- Conservation area

SUMMARY ASSESSMENT: STRENGTHS & OPPORTUNITIES, CONTD.

Kinning Park

- Benefits from proximity to the City Centre
- Good bus and subway accessibility
- Some well-established residential areas
- Access to amenities and services on Paisley Road W
- Kinning Park Complex a vital community hub
- Local heritage and historic assets
- Reasonably good access to parks and open space along River Clyde

Tradeston

- Benefits from proximity to the City Centre
- Good bus and subway accessibility
- Major development in progress
- Local heritage and historic assets
- Possesses a strong urban grid structure
- Access to open space along River Clyde

Laurieston

- Benefits from proximity to the city centre
- Local heritage and historic assets
- Good bus and subway accessibility
- Development of segregated cycle route in progress
- Major development in progress
- Access to open space along River Clyde

Gorbals & Hutchesontown

- Benefits from proximity to the city centre
- A range of stakeholders, custodians, and community initiatives
- Local centre supports day-to-day needs
- There is a good range of facilities and services
- Reasonably good access to parks and open space

along River Clyde

- Regeneration has resulted in pleasant townscape
- New developments on Crown Street make a positive contribution

Oatlands

- Good provision of segregated cycling lanes
- Modern residential stock and good diversity of dwelling type
- Regeneration has resulted in pleasant townscape
- Ample greenspace and access to open space along River Clyde

Toryglen

- Some well established residential areas in south
- New housing and regeneration in north
- Good access to green space at Malls Mire Community Woodland
- Community centre is an asset
- Access to supermarket

Govanhill & Crosshill

- A walkable neighbourhood with high population and built density
- Well served by public transport
- Introduction of segregated cycle lane
- Housing development in progress on vacant/derelict site
- A range of stakeholders, custodians, and community initiatives
- Local heritage and historic assets
- Thriving local centres on Victoria Road and Cathcart Road

- Access to some local green space and proximity to Queens Park
- Strong intact townscape and tenemental housing

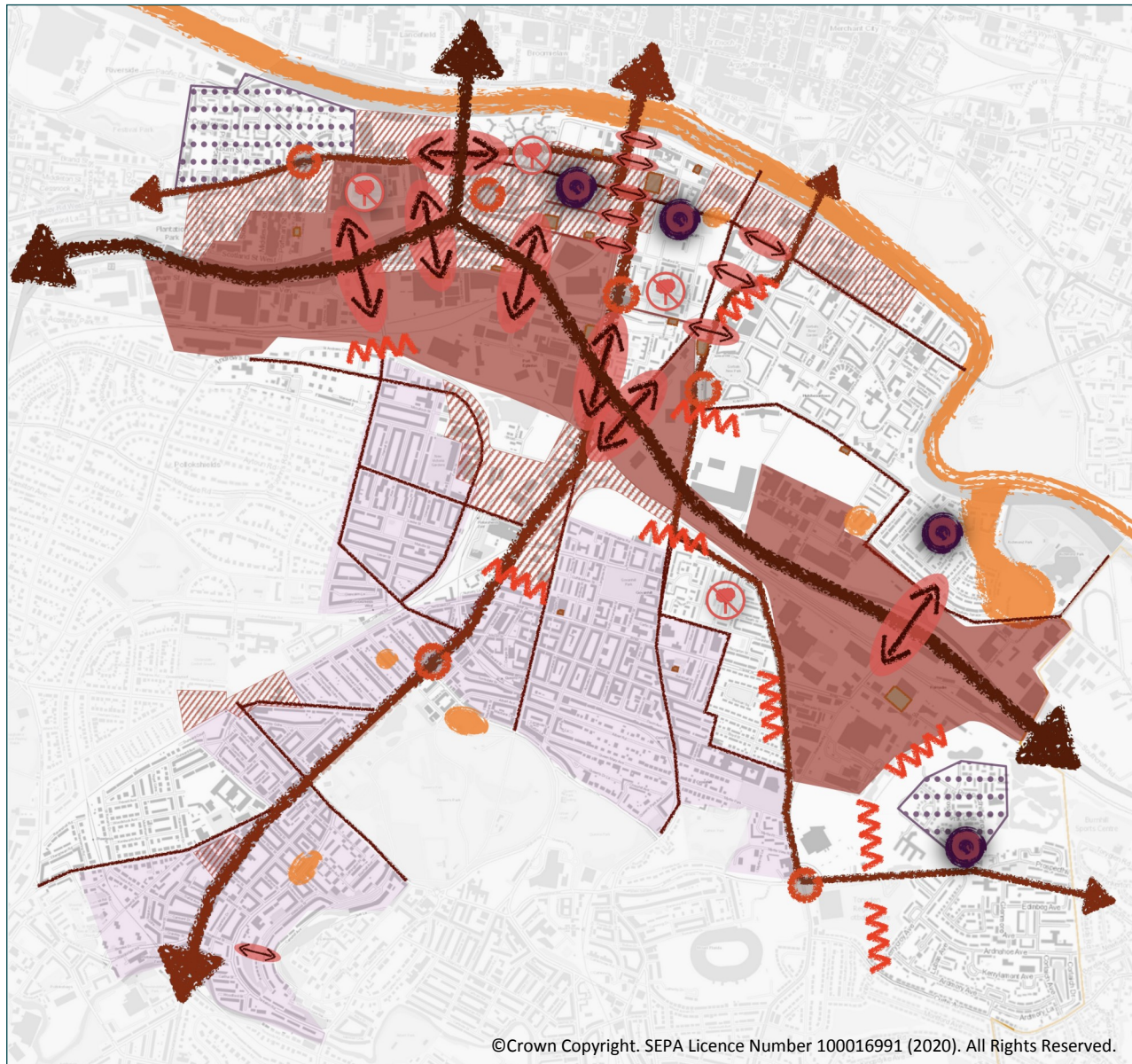
Pollokshields East

- A walkable neighbourhood
- Well served by public transport
- A range of stakeholders, custodians, and community initiatives
- Thriving local centre on Albert Drive
- Local heritage and historic assets
- Good access to amenities and services
- Housing development in progress on vacant/derelict site
- Strong intact townscape and tenemental housing
- Access to some local green space and proximity to Queens Park and Maxwell Park

Shawlands & Strathbungo

- A walkable neighbourhood
- Well served by public transport
- A range of stakeholders, custodians, and community initiatives
- Thriving local centre in Strathbungo
- Major town centre in Shawlands
- Vibrant night time economy
- Local heritage and historic assets
- Strong intact townscape and tenemental housing
- Good public realm in certain areas
- Access to some local green space and good proximity to Queens Park and Maxwell Park.

SUMMARY ASSESSMENT: WEAKNESSES & THREATS



MOVEMENT AND CONNECTIVITY

- Negative impacts of motorway
- Car dominated arterial route
- Car dominated street
- Conditions create severance
- Area of heavy traffic and congestion

HOUSING AND COMMUNITY

- Lack of proximity to amenities and services
- Low population density
- Residential streets dominated by on-street parking

PLACE, LANDSCAPE, AND PUBLIC REALM

- Lack of Parks and other Open Spaces
- Poor quality townscape / lack of civic amenity
- Poor quality underpasses / pedestrian connection
- Industrial Land creates severance
- At risk listed building or historic asset
- Area at risk of increased flooding events

SUMMARY ASSESSMENT: WEAKNESSES & THREATS, CONTD.

Subject	Key Issues	Neighborhoods Affected (of the 9)	Number
Traffic, Transportation and Accessibility	Car dominated streets with heavy through traffic and congestion	KP / TRA / LAU / GOR / TOR / GOV / POLL / SHAW	8
	Parking Issues	GOV / POLL / SHAW	3
	Transport infrastructure creates severance	KP / TRA / LAU / GOR / OAT / TOR / GOV / POLL	8
	Motorway creates local noise and air pollution	KP / TRA / LAU / GOR / OAT	5
	Lack of local segregated cycle lanes	KP / TRA / LAU / GOR / OAT / TOR / GOV / POLL / SHAW	9
	Poor public transport accessibility	GOR / OAT / TOR / GOV-east	4
	Poor connectivity to other neighbourhoods, esp. for pedestrians	KP / TRA / LAU / GOR / OAT / TOR / GOV / POLL	8
	Poor visibility and access to river walkway	GOR	1
	Underpasses are poor quality and a safety concern	KP / TRA / LAU / GOR	4
Amenities & Services	Lack of local facilities, amenities and services	KP (few) / TRA / LAU / OAT / TOR	4
	Lack of night time economy	GOR	1
Urban built environment / townscape	Poor quality townscape / lack of civic amenity	KP / TRA / LAU / GOR / TOR / GOV (few) / POLL (few)	7
	A number of vacant or derelict sites or 'buildings at risk' (b.a.r)	KP / TRA / LAU / GOR / GOV (b.a.r) / POLL	4
	Future Development opportunities - Lack of available sites / Fragmented private ownership complicating master-planned regeneration	TRA / GOV	2
	Harsh urban fabric of industrial area a deterrent that creates severance	KP / TRA / LAU / GOR / OAT / POLL	6
	Certain areas at risk of flooding	KP / GOR / OAT / SHAW	3
Open spaces & greenery	Lack of quality open space	TRA / LAU / GOR	2
	Lack of open space within neighborhoods	TRA / LAU / GOR / GOV / POLL / SHAW	5
	Lack of street greening	KP / TRA / LAU / TOR / GOV / POLL / SHAW	6
Community Engagement	Lack of community engagement / active groups and initiatives	TRA / LAU / OAT	3
Deprivation	Consistently poor SIMD scores	GOR / TOR / GOV	3
	Local Economy - Lack of employment opportunities beyond hospitality sector	SHAW	1

KEY: KP - Kinning Park; TRA - Tradeston; LAU - Laurieston; GOR - Gorbals; OAT - Oatlands; TOR - Toryglen ; GOV - Govanhill & Crosshill ; POLL - Pollokshields East & Eglinton Toll; SHAW - Shawlands & Strathbungo



South Central Local Development Framework
Summary - Background & Main Issues